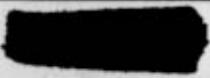


War Diary - Berlin
Vol. I



WAR DIARY

Naval Attaché
BERLIN

Volume 1

(1 Sept. 1939 - 26 May 1940)

DECLASSIFIED

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

OSD letter, May 3, 1972

By **RT**, MARS Date MAY 21 1973

INTRODUCTORY NOTE

The War Diary of the Naval Attache in Berlin which is reproduced herewith was kept as a daily record of events from the beginning of the War on 1 September 1939 until 24 March 1941.

Although reproduced here as a single whole, the Diary was sent in to the Navy Department as a series of reports as follows:

<u>Page</u>	<u>Report Number</u>	<u>Date</u>
1-9a	R562	15 September 1939
10-12bis	R575	22 September 1939
13-14bis	R585	26 September 1939
15-23	R597	3 October 1939
24-27	R630	13 October 1939
28-30	R653	20 October 1939
31-32	R668	27 October 1939
33-34	R672	1 November 1939
35-36	R680	4 November 1939
37-38	R698	9 November 1939
39-40	R706	16 November 1939
41	R726	21 November 1939
42-43	R742	27 November 1939
44-54	R768	9 December 1939
55-56	R780	12 December 1939
57-59	R786	15 December 1939
60-63	R805	22 December 1939
64-70	R8	3 January 1940
71-76	R44	22 January 1940
77-79	R52	26 January 1940
80-83	R70	5 February 1940
84	R81	8 February 1940
85-90	R103	21 February 1940
91-93	R104	6 March 1940
94-98	R166	18 March 1940
98-103	R202	4 April 1940
104-07	R235	13 April 1940
108-09	R240	16 April 1940
110-11	R247	20 April 1940
112-17	R283	15 May 1940
118-25	R294	24 May 1940
126-28	R298	29 May 1940
129-33	R324	8 June 1940
134-39	R345	22 June 1940
139-42	R356	4 July 1940
143-49	R368	15 July 1940
150-53	R386	22 July 1940
154-55	R391	29 July 1940
156	R393	2 August 1940
157-61	R417	17 August 1940
162-65	R434	24 August 1940
166-69	R462	31 August 1940
170-72	R471	6 September 1940
173-78	R498	13 September 1940
179-81	R512	20 September 1940
182-85	R521	27 September 1940
186-88	R546	4 October 1940
189-90	R562	11 October 1940
191-92	R578	18 October 1940

Introductory Note (Cont.)

<u>Page</u>	<u>Report Number</u>	<u>Date</u>
193-95	R591	25 October 1940
196-98	R602	1 November 1940
199-201	R618	8 November 1940
202-05	R633	15 November 1940
206-08	R645	22 November 1940
209-11	R656	29 November 1940
212-13	R669	6 December 1940
214-16	R680	13 December 1940
217-18	R696	20 December 1940
219-24	R15	7 January 1941
225-26	R36	14 January 1941
227-28	R64	21 January 1941
229-30	R82	27 January 1941
231-32	R106	4 February 1941
233-34	R117	10 February 1941
235-37	R135	18 February 1941
238	R141	24 February 1941
239-42	R159	4 March 1941
243-44	R163	10 March 1941
245-47	R177	18 March 1941
248-49	R190	24 March 1941

EF30/ALC-1

AMERICAN EMBASSY

na-deJ

BERLIN

W-A-R D-I-A-E-Y

(Times Given are Central European Unless Otherwise Stated)

(1939)

FRIDAY,
1 September

0540 German troops advanced across Polish border at many points. Probably first action took place at GLEWITZ, Upper Silesia.

1000 Hitler made speech to Reichstag, stating that he would answer force with force. Stated also that he had given orders that only military objectives were to be attacked.

SCHLESWIG-HOLSTEIN, on visit to DANZIG, bombarded Polish ammunition dump at WESTERPLATTE (DANZIG). Naval aircraft bombed GYDNIA and HELA PENINSULA.

SATURDAY,
2 September

Naval forces bombarded fortifications on HELA PENINSULA. Naval aircraft bombed GYDNIA. German troops advanced into Poland, meeting little resistance except at GRAUDENZ.

SUNDAY,
3 September

Great Britain and France delivered ultimatums to Germany - British expiring at 1100, French at 1700, Sunday, 3 September.

No satisfactory answers having been received from Germany, Great Britain and France declared war on Germany upon expiration of respective ultimatums.

Bombardment of HELA continued. Two Polish submarines, one destroyer (WICHER), sunk, and minesweeper (GRYP) badly damaged. WICHER sunk by two bombs and GRYP damaged by bombs. Later information gave three submarines sunk, one by destroyer depth charges, one by air bombing, one by German submarine (U-14). Evidently a torpedo, as U-14 is a 250 tonner armed with one A.A. machine gun and three 21 inch torpedo tubes.

Evacuated some American women and children to COPENHAGEN; Lieutenant Commander Durgin in charge of party.

British planes flew over Western Germany at night, dropping propaganda leaflets - Bremen, Hannover and Rhineland were covered.

MONDAY,
4 September

Reported that British S.S. ATHENIA torpedoed and sunk about 200 miles W of HEBRAIDES, carrying Canadians and 311 Americans returning home. Rescue effected by British destroyers, Swedish yacht, Norwegian and American steamers. Torpedoing officially denied by Foreign Office to U.S. Chargé.

Foreign Office reported mine field laid in North Sea, Lat. 55° 36' N. and 56° 30' N., Long. 4° 25' and 5° 02' E.

About 1800, British bombers made air attack on Wilhelmshaven, Cuxhaven and Brunsbuttelkoog. British state hits obtained on two warships. Germans at first stated 12 British planes flew over, of which 5 were shot down. Later reports stated that 24 or 25 planes made the attack, of which 12 were shot down, 9 by A.A. fire, 3 by pursuit planes. Germans report German pilot rescuing and capturing

MONDAY,
4 September
(Continued)

sole survivor of crew of three in BRITISH plane shot down. Germans at first stated "GRAF SPEE" fended off A.A. attack, later withdrew name of ship. Germans at first denied any damage done by planes, stating that only two bombs were dropped and that they fell harmlessly. Later stated that plane wreckage fell on forecandle of "EMDEN" doing only minor damage.

A BRITISH plane dropped a bomb on the DANISH city of ESBJERG, probably mistaking it for SYLT.

The DANISH Government announced the laying of minefields in DANISH territorial waters to assist in preventing violations thereof, as follows: in the channels past COPENHAGEN to the southward, KONGEDYBET, HOLLAENDERDYBET, and in DROGDEN into which the two former lead.

The GREEK steamer KOSTI (6855 tons) ran on a mine south of FALSTERBO reef lightship in ORE SOUND. The mine was apparently one of a GERMAN minefield to prevent enemy forces entering the BALTIC by way of the SOUND. "KOSTI" sank but all the crew were rescued.

The GERMAN Army continued its advance into POLAND, having completely cut off the CORRIDOR containing two divisions of POLISH troops in the CORRIDOR and one regiment of the GYDNIA defense forces. The industrial area of SILESIA had been taken in and air raids over POLAND continued.

The POLISH guard at the WESTERPLATTE ammunition dump had not yet surrendered but the GERMAN attacking forces did not contemplate any further heavy attack on this place, waiting for the garrison to be starved into submission. There is a tremendous supply of ammunition stored here and it is probable that the GERMANS fear great concussion damages in DANZIG and the surrounding country should the dump be detonated.

TUESDAY,
5 September

The BRITISH air attack on WILHELMSHAVEN and CUXHAVEN referred to yesterday is amplified in today's press. About 1800, Monday, 4 September, about 20-25 twin-motored BRITISH bombers of the most modern Vickers type made attacks on objectives located at the mouths of the JADE (WILHELMSHAVEN), WESER (BREMERHAVEN), and ELBE (CUXHAVEN). The observation stations on the east and north FRIESLAND coasts accurately reported their approach without delay so that inhabitants could be warned and defense measures taken. GERMAN pursuit planes drove the BRITISH into the zones of anti-aircraft fire. Only a single BRITISH plane is said to have reached its objective, then was hit, and fell in the harbor of WILHELMSHAVEN. The Commander of the OSTFRIESLAND coast reports for his area alone, 10 enemy planes brought down, of which 4 were brought down by a GERMAN warship. This ship was inadvertently named by the Propaganda Ministry, later withdrawn, reported as "GRAF SPEE" and "SCHEER".

A third POLISH submarine was reported sunk by the GERMAN forces off GYDNIA.

Information gathered on various minefields which was announced through the press and over radio broadcasts, show in addition to the GERMAN NORTH SEA minefield reported on Monday, 4 September, and the DANISH minefield reported on the same day, first, a BRITISH NORTH SEA minefield, the boundaries of which are Lat. 56° N., Long. 5° E., and the coast; second, BRITISH minefield in the DOVER STRAITS; third, a BRITISH minefield in the FIRTH OF FORTH; fourth, a GERMAN across the LITTLE BELT; fifth, a GERMAN field across ORE-SUND running southwesterly from FALSTERBO lighthouse just outside of the SWEDISH 4-mile limit; sixth, a DANISH minefield across the GREAT BELT.

Lieutenant Commander Durgin returned from COPENHAGEN, reported having seen "T.B. LUCHS" and gunnery schoolship "DELFIN" at WARNEMUENDE.

WEDNESDAY,
6 September

It was stated by the Navy Ministry that the Greek steamer "KOSTI" had been given the correct course to steer through the minefield by the GERMAN patrol boat and after proceeding on this course for a short distance, turned for some unknown reason and struck a mine.

After several days of requesting and making arrangements, the GERMAN NAVY MINISTRY finally granted the various naval attaches permission to visit the Ministry once daily to obtain the latest war news. Such news as is in advance or in excess of published or broadcast news, is to be treated as confidential. I was told in today's conference that the "BEREMEN", of which nothing was known since her departure from NEW YORK, and which had been falsely reported as captured on Sunday, 5 September off LISBON, had actually arrived at MURMANSK, RUSSIA at 0900 this day.

The GERMAN Army was continuing to push on, meeting little resistance and was expected to take CRACOW and POSEN during the course of the day. The capture of CRACOW was later reported.

The POLISH Government was reported to have fled from WARSAW toward LUBLIN, along with the American, British and Swedish missions.

A POLISH radio broadcast, which was repeated by the LONDON station, to the effect that BERLIN had been bombed by 50 POLISH planes, was absolutely false. The GERMAN anti-aircraft defenses of BERLIN had gone through a rather extensive searchlight drill the previous night but there were no POLISH planes in the vicinity.

At the Navy Ministry conference, when asked as to why there had been no activities in the WEST, the officer conducting the conference stated that the GERMANS had nothing against the BRITISH and FRENCH, and that their task was the release of POLAND from the bandits who now control it and that GERMANY was accomplishing this task.

Locations of ships within the immediate past have been established as follows:

- "SCHARNHORST" or "GNEISENAU" - off SASSNITZ.
- "EMDEN" and "SCHEER" or "GRAF SPEE" - at WILHELMSHAVEN.
- "U-14" - at GYDNIA.
- "LUCHS" and "DELFIN" - at WARNEMUENDE.

THURSDAY,
7 September

No news of naval or naval air activities. Germans reported 10 - 15,000 prisoners and 100 pieces of artillery captured in the CORRIDOR. The garrisons at GYDNIA are still holding out. WESTER-PLATTE surrendered at 0950.

The GERMAN troops have moved South from EAST PRUSSIA to take PUTTUSK.

In the West, GOLLOP, HOKENSALZE, WONGROWICZ and OBORNIX have been taken and THORN surrounded.

In the Southwest the GERMAN troops have taken KOSCHMIN and PODDEBICE and have moved into the immediate vicinity of LODZ. Their lines extend between PIDTRKOW and to MASZOW, beyond KIELCE.

In the South the line runs from CRACOW to BOCHNIA to BOGONIEWICE.

THURSDAY,
7 September
(Continued)

GERMANS state their casualties to date are 0.04 percent killed, 0.25 percent wounded. Total air losses to date, 45 planes.

Liaison officer in the Navy Ministry stated that their press telegram from the GERMAN Embassy in WASHINGTON, showed that the newspapers of the U.S.A. were printing only information from ENGLAND, FRANCE and POLAND, and were suppressing GERMAN reports.

FRIDAY,
8 September

In conversation with GREEK Assistant Naval Attache, he remarked that representatives of Krupp and Siemens companies had approached him regarding additional contracts for war materials. They stated that the Wehrmacht had given approval of their entering into new contracts with foreign governments. Krupp is supplying 8.8 cm. (5.47" A.A. guns and Siemens supplies searchlights. (The GREEKS are buying their fire control instruments from the Signal Apparat Co., Hengdo, Holland). When asked how they could take on new orders with a war going on at home they replied that the war was only a local war against POLAND. Siemens Co. said that they might have to build a few searchlights for the GERMAN Government to replace losses. The Dresdner Bank called him in to ask that payments on the present contracts be made in SWISS francs of DANISH Kronor. (It was gathered that present contract calls for BRITISH pounds). The GREEK replied that payments would be made as specified upon delivery of contracted material. There have been no deliveries for some time.

The noon call at the Navy Ministry was almost blank concerning naval news. The landing force of the "SCHLESWIG-HOLSTEIN", assisted by an Engineer Battalion and supported by the "SCHLESWIG-HOLSTEIN" gun fire, succeeded in capturing the WESTERPLATE ammunition dump at ORESO Thursday, 7 September. The remaining garrison of 80 surrendered. GYDNIA is apparently still holding out.

Army information given out:

In the North, LOMZA and ROSAN were taken and the line had moved beyond PUTUSK.

No further advance in vicinity of THORN and HOHENSALZA.

In the center, the line LECZYCA, OZORKOW, RAWA, KONSKI, OPATON was taken by GERMAN troops.

In the South, TARNOW and JASLO.

Asked as to activity on the WESTERN FRONT, the Liaison officer stated everything was quiet, that GERMANY had no quarrel with ENGLAND and FRANCE. Upon my question as to what news there was on merchant ship attacks, he said again that GERMANY had only POLAND to deal with, and that since ITALY also wished this to remain a localized war, she had not joined in with GERMANY. When I asked again about the ENGLISH radio reports of damage done to their shipping by GERMAN submarines, he said that a report was out this morning of one ship sunk and that yesterday the tonnage sunk was given at 50,000. "What's 50,000 tons", he said, "That's only a bagatelle"!

The afternoon papers report the GERMAN troops within 80 kilometers (57.5 miles) of WARSAW (RAWA position).

Their naval forces are sweeping mines in the NORTH and BALTIC SEAS. A POLISH shore battery, presumably GYDNIA, opened unsuccessful fire on the sweepers. A fourth POLISH submarine was reported sunk.

FRIDAY,
8 September
(Continued)

The DUTCH minelayer "WILLEM VAN DER ZAAK" ran upon what was reported to be a BRITISH mine and sank near DEN HELDER (DUTCH coast near TEKEL) with a loss of 25 men dead and 8 seriously wounded.

The first fully accredited report of a sinking of a merchant vessel by a GERMAN submarine on the high seas appears in today's press. The ship was the BRITISH freighter "OLIVER GROVE" bound from CUBA for ENGLAND with a cargo of sugar. She was sunk in accordance with prize rules.

A study of the GERMAN prize rules just received by the Embassy indicates strict adherence to the convention for regulating submarine warfare on commerce signed by GERMANY in 1955. It provides for "visit and search", but the submarine may require the steamer to send her papers for examination in consideration of the difficulties inherent in a submarine "visiting" a merchant vessel. Before a prize can be sunk the passengers and crew must be removed to safety. The GERMAN prize rules state that the ship's boats are not a place of safety when seas are running, when land is far distant and no rescue in sight, etc, and that the submarine commanders are to assist the boats if necessary to reach safety by giving them compass courses to land, etc.

Admiral SPINDLER (GERMAN submarine expert) states that according to the convention of 1955, by which the GERMANS are guided, merchant vessels in convoy of the enemy are subject to sinking without warning but that this convention does not dispose of the problem of armed merchantmen. The latter is therefore an open question.

SATURDAY,
9 September

In today's conference at the Navy Ministry I was informed of the GERMAN Army's advances made during the past day, as follows:-

- a) In the north, the lines from LOMZA - WYSZKOW - CIECHANOW.
- b) In the center, the lines from KUTNO - LODSCH - MSZCZONOW - WARSAW - GORA - KOSIENICE, including the taking of RADOM.
- c) In the south, the lines from OPATOW - SANDOMIERZ, and both sides of RZESCOW.

It was stated that there was no activity on the WESTERN front. No naval activities were admitted, and it was stated that submarines were not required to submit position reports (I do not believe this).

The air raid alarm in BERLIN last night was given because BRITISH bombers again appeared over northwestern GERMANY, that is, from HANNOVER to OLDENBURG, BREMEN, EMDEN. More propaganda leaflets were dropped.

Occasion was again taken to tell me of the suppression of the GERMAN side of the picture in AMERICAN newspapers, with the exception of the HEARST papers. I was told that Admiral RAEDER personally wanted to speak to me on this matter. I replied that I was ready at any time to appear before him.

Further conversation as to the probable extent of the war: It was again stated that GERMANY had no quarrel with ENGLAND and FRANCE; that in another week or so would be time for negotiations; that GERMANY had no desire to obliterate POLAND from the map entirely. However, if ENGLAND and FRANCE persisted in war, it would become necessary for GERMANY to take over all of POLAND in order to protect their rear.

Admiral SAALWICHTER was recently assigned as Gruppen Befehlshaber (Group Commander) WEST. His duties include all naval and coast defense operations in the NORTH SEA, similar to those of Admiral ALBRECHT who is the Gruppen Befehlshaber OST. The Commander in Chief

SATURDAY,
8 September
(Continued)

of the Fleet may be placed under his command for certain tasks. Decision as to whether or not this will be done rests with Admiral RAEDER, the Chief of Naval Operations.

General GEBRING made a speech over the radio in the early afternoon which was intended to inspire the GERMAN people.

At about 1930 Captain Mirow, head of the Attache Group in the GERMAN navy Department, called me on the phone to state that the report over the BRITISH radio broadcast to the effect that GERMANI was waging unrestricted submarine warfare, was entirely false, and that the GERMAN Navy emphatically denied this statement. I telephoned this to the Charge immediately and after dinner transmitted the information to our Navy Department.

The BRITISH minefield laid off the JUTLAND coast (see diary for 5 September) is reported to have ruined the DANISH fishing industry based at ESBJERG.

SUNDAY,
10 September

No conference at the Navy Ministry today. Newspapers and radio carry a repetition of yesterday's news.

ENGLISH radio news reported that the BRITISH freighter "MANAAR" was sunk by a torpedo fired without warning from a GERMAN submarine in the ATLANTIC on 7 September. The GERMAN press reports that after the landing of "MANAAR" survivors they were questioned and it was learned that this ship was armed with 10 cm. (5.94") guns which were served by gun crews and that they began hostilities by opening fire on the GERMAN submarines.

The FRENCH liner "NORMANDIE" and the BRITISH liner "QUEEN MARY" are laid up in NEW YORK harbor with skeleton crews. The bigger part of both crews have been returned home on other ships. GERMAN press carries reports of fighting amongst them, the FRENCH sailors accusing the BRITISH of having dragged them into the war.

MONDAY,
11 September

PUTZIG, REDA and OXBUFF in vicinity of GDYNIA, taken in by GERMANS. KALUSZYN, east of WARSAW - fighting going on at KUTNO, north of LODZ. VISTULA crossed in several places. SAM crossed north of SANKO at DYNOW. 10,000 prisoners taken at RADOM. 5 divisions surrounded in area east of POSEN. 2 FRENCH observation planes shot down while observing FRENCH artillery fire on SAAR-BREUCKEN airport.

In the attack on the fortifications of GDYNIA, GERMAN naval forces supported the advance of their troops by a successful bombardment of POLISH batteries as well as the naval base at GDYNIA.

It appears that GREAT BRITAIN is clamping on the blockade of GERMANY much more drastically than it did in 1914. During the first years of the World War, the neutral states, such as DENMARK, HOLLAND, etc. continued to import heavily food stuffs, fodder and raw materials; much of this found its way directly or indirectly to GERMANY. Only gradually did GREAT BRITAIN clamp down on this outlet to GERMANY and eventually in effect rationed these neutral states. A conference of the SCANDINAVIAN countries has been called for 12 September to discuss ways and means of assuring their supply and livelihood.

While the blockade of GERMANY in the WEST is probably more effective than in 1914, in the EAST, due to the absence of RUSSIA from the list of her enemies, it is ineffective. Also the steps which GERMANY has taken to make herself self-sufficient will now stand her in good stead. Unquestionably GREAT BRITAIN and FRANCE will attempt to close the blockade to the EAST by working through ITALY and TURKEY.

TUESDAY,
12 September

Correction to diary for 4 September: S.S. ATHENIA was sunk north of INMISTRAHULL, 10 miles off the NORTH IRISH coast at 7:40 p.m., 5 September.

The AMERICAN S.S. WAGOSTA, bound from GLASGOW to NEW YORK, was stopped, visited and searched by a GERMAN submarine on Saturday, 9 September.

Thus far, only a few reports of GERMAN submarine warfare on commerce have been received and these have been received indirectly. It is believed, however, that a considerable number of merchant ships have been sunk for the BRITISH appear to be worried and are planning to introduce the convoy system.

The last report before the war, showed 55 German submarines in commission. Add to these the 2 building at KIEL for TURKEY, which were undoubtedly commandeered, gives a total of 57 submarines immediately available. Of these, 52 are 250 tonners, which are not capable of extended cruising.

At the daily conference at the Navy Ministry, I was given the following information:

At RADOM there was no resistance; 24,000 prisoners had been taken up to yesterday in this area. At KUTNO, three or four POLISH divisions were still giving resistance. The towns of MODLIN and PLOCK, northwest of WARSAW, were taken. The troops were up to SIEDLCE in southern POLAND and on both sides of PRZEMYSL and at KOSIANCE. The entire valley of the VISTULA has been taken over. The HELA PENINSULA was taken and GDYNIA is very closely surrounded.

No news as to the WESTERN FRONT or as to any naval activity.

I was given a copy of the exchange of telegrams between CARL VON WIEGAND and Admiral RAEDER, quoted hereunder:

"TELEGRAM FROM AMSTERDAM
TO GRAND ADMIRAL RAEDER,
BERLIN

SEPTEMBER 7, 1939
2042

AS IS HISTORICALLY KNOWN, GRAND ADMIRAL VON TIRPITZ TOOK ME INTO HIS CONFIDENCE AT THE TIME OF THE BEGINNING OF THE U-BOAT WAR STOP INDIGNATION IS SURGING THROUGH AMERICA BECAUSE OF THE ALLEGED TORPEDOING OF THE PASSENGER LINER ATHENIA BY A GERMAN SUBMARINE STOP COULD YOUR EXCELLENCY GIVE ME A STATEMENT BY TELEGRAM FOR MY PRESS? WHERE WAS NEAREST GERMAN SUBMARINE RELATIVE TO THE PLACE OF SINKING? WHAT IS THE ATTITUDE OF GERMAN NAVY DEPARTMENT TOWARD AMERICAN SHIPS AND ORDERS TO SUBMARINES RELATIVE THERETO? WOULD BE GRATEFUL TO YOUR EXCELLENCY FOR ANSWER.

VON WIEGAND
CHIEF CORRESPONDENT
CARLTON HOTEL".

0-0-0

"BERLIN, SEPTEMBER 8, 1939

NAVY DEPARTMENT
TELEGRAM TO: MR. CARL VON WIEGAND,
CARLTON HOTEL,
AMSTERDAM.

I WELCOME YOUR DESIRE TO CLARIFY IN THE AMERICAN PRESS THE ATTITUDE OF THE GERMAN NAVY DEPARTMENT AND TO COUNTER THE ABOMINABLE LIE THAT THE SINKING OF THE BRITISH STEAMER ATHENIA, WHICH WAS BOUND FROM ENGLAND TO CANADA, WAS CAUSED BY THE TORPEDOING WITHOUT WARNING BY A GERMAN SUBMARINE. I REFER YOU TO THE OFFICIAL STATEMENT OF THE

NAVY DEPARTMENT RELATIVE TO THE ATHENIA CASE PUBLISHED BY ME TODAY. FOR REASONS WHICH WILL BE READILY UNDERSTOOD I CANNOT GIVE YOU THE EXACT POSITIONS OF THE GERMAN SUBMARINES AT THE TIME OF THE SINKING OF THE ATHENIA BUT I CAN ASSURE YOU THAT THE SUBMARINE NEAREST TO THE PLACE OF SINKING WAS AT THE TIME ONE HUNDRED SEVENTY SEA MILES DISTANT FROM IT. MOREOVER I REITERATE THAT MY SUBMARINE COMMANDERS AS WELL AS THE ENTIRE ARMED FORCES OF GERMANY HAVE STRICTEST INSTRUCTIONS TO CONFORM ABSOLUTELY TO INTERNATIONAL LAW AND TREATIES AND TO RESPECT IN EVERY WAY THE RIGHTS OF NEUTRAL STATES. THE TREATMENT ACCORDED ALL SHIPS IN THE WAR ON COMMERCE IS LAID DOWN IN THE GERMAN PRIZE RULES BY THE REICH. IT IS SELF-EVIDENT THAT THE MERCHANT SHIPS OF THE NEUTRAL UNITED STATES ARE IN NO DANGER WHATSOEVER IF THEY DO NOT OPPOSE THE OPERATION OF THE PRIZE RULES

RAEDER

GROSSADMIRAL*

The above two telegrams were given the Embassy for transmission.

WEDNESDAY,
15 September

The prisoners taken at RADOM to date are 55,000; a total of about 50,000 (conservative estimate) throughout POLAND. Fighting is still going on at KUTNO where there are four or five POLISH divisions surrounded. The GERMAN Army has advanced rapidly toward LEMBERG in the southeastern part of POLAND.

No news as to the WESTERN FRONT or as to any naval activity.

In an interview with Mr. G. Kidd of the United Press this afternoon, who has just returned from DANZIG, he described the events which took place in DANZIG on the 1st and 2nd September, as follows:

On Thursday night, August 31st, two tugs towed the "SCHLESWIG-HOLSTEIN" which had been anchored off DANZIG, up the river to within a quarter of a mile of the WESTERPLATTE where she anchored. At 4:45 a.m. on 1 September she opened fire with two 11 inch guns and four 8 inch guns on the POLISH arsenal at WESTERPLATTE. This fire continued for approximately one-half hour when a landing force of sailors from the ship attempted to storm the POLISH positions. This attempt was repulsed by the POLES and it was said that 52 GERMANS had been killed. During the remainder of the day the "SCHLESWIG-HOLSTEIN" kept up an intermittent fire against the WESTERPLATTE. During the night of 1 and 2 September, all inhabitants were evacuated from the small town of NEUE FAHRWASSER which lies directly across the river from the WESTERPLATTE. At about 6:00 p.m. on 2 September, about 20 GERMAN bombers supported by some pursuit, bombed the WESTERPLATTE for thirty minutes. A second time mixed detachments of sailors and Heiswehr attempted to storm the POLISH arsenal. Again the attack failed. Up until Tuesday, 5 September, when Mr. Kidd left, no further attempts had been made to attack the WESTERPLATTE by assault.

Mr. Kidd further stated that as early as Tuesday, 29 August, it was evident by an increased amount of GERMAN material seen in DANZIG, that some GERMAN troops had entered the city; and Sunday night, 5 September, GERMAN troops passed through DANZIG in force. Between the 1st and 3rd September, the DANZIG Heiswehr were holding the DANZIG frontier on the west and made a rather half-hearted attempt to attack the POLES. The POLES retaliated by firing on ZOPPOT Sunday, reinforced by troops from EAST PRUSSIA, and attacked from the west of DANZIG toward GDINGEN.

Mr. Kidd described as an eye-witness an incident which occurred in DANZIG itself on 1 September. It appears on that date patrols

WEDNESDAY,
15 September,
(Continued)

of the Heimswehr were occupying all of the POLISH public buildings in the city of DANZIG. A Heimswehr patrol entered the post office building where about 50 POLISH postal employees were quartered. Apparently the patrol was successful in disarming the guards and entering the post office, but upon awakening, the remainder of the POLES closed the doors, trapped the Heimswehr patrol and apparently shot them. This was at 5:00 a.m. From that time on a siege of the post office was commenced. The POLES established machine guns on the second floor of the building and were successfully able to sweep the streets on either side and to cover the street across the canal. The GERMANS emplaced a 75 mm. (3") infantry howitzer at either end of the street and fired upon the post office, drove the POLES from the second floor to the basement. From here the POLES were still able to dominate the street with their machine guns and all attempts to dislodge them failed. About 4:00 p.m. the DANZIGERS called upon the fire department. The hose was brought up and under cover of a tank a fireman was able to place one end of the hose in the canal while another fireman, creeping along close to the building, was able to direct the hose through one of the windows saturating the interior with water. It is not quite clear why the interior was first saturated, but as soon as this had been accomplished, gasoline was pumped through the hose, which rapidly spread on the water, which was already in the interior. The gas was then fired and the entire interior of the building burst into flames. Agonizing cries came from the POLES trapped within and after ten minutes, when the fire had subsided, the survivors surrendered. About 55 were brought out of the building, all either wounded or partially burned, while 15 had lost their lives in the fire. Rumors in DANZIG stated that all survivors were shot the next morning as frantireurs.

This is a most interesting illustration of a novel method of attacking a defended building.

THURSDAY,
14 September

At the daily conference I was given the following information:

The GERMAN troops have taken RAWA-RUSKA, TOMASCOQ-LUBEYSKI and SIEDLCE. GYINIA has surrendered, but the HELA PENINSULA has not yet been taken over entirely.

A total of 81,000 prisoners were taken so far at RADOM. 8,000 prisoners were taken yesterday at LONZA and 5,000 at KUTNO. Fighting is still going on at KUTNO and PLOCK where the bulk of the POLISH Army is surrounded.

A DUTCH plane was shot down by a GERMAN patrol plane 10 miles off the coast. The DUTCH plane flew out of the sun at the GERMAN, who opened fire before establishing the identity of the DUTCHMAN. Two members of the DUTCH crew were slightly wounded. Entire crew rescued by GERMAN plane. Another GERMAN plane wrecked a pontoon on landing for rescue operations and had to be towed into the DUTCH coast.

It was stated that 94% of the GERMAN merchant marine is in GERMAN or neutral ports, 1% has been captured or destroyed, 5% unreported to date.

FRIDAY,
15 September

Today's conference at the Navy Ministry brought the following:

The GERMAN Army had advanced to the outskirts of BREST LITOVSK. BIELSK was taken. Fighting was still going on with the POLISH Army surrounded in the KUTNO PLOCK area. There had been no recent communications from the GERMAN Southern Army but it was assumed that it was in the outskirts of LEMBERG.

Up to 15 September (10 days of war), an estimated 150,000 tons of BRITISH shipping had been sunk "under the Prize Law".

FRIDAY,
15 September
(Continued)

The fear was expressed that the U.S. neutrality laws would be changed in the coming special session of Congress. My reply was that I could not foretell what Congress would do, but that I assumed there would be some debate of our neutrality laws.

FRIDAY,
15 September,
(Continued)

The fear was expressed that the U.S. neutrality laws would be changed in the coming special session of Congress. My reply was that I could not foretell what Congress would do, but that I assumed there would be some debate of our neutrality laws.

SATURDAY,
16 September

At the daily conference in the Navy Ministry, I was given the following information:

The GERMAN Army was continuing its advance on all fronts. In the north, BIALYSTOK was taken. In the center, the troops had entered BREST-LITOVSK, with the POLES still holding the citadel. In the south, the GERMANS had taken PRZEMYSL and had advanced to WOLDZIMIERZ. There were from 7 to 9 POLISH divisions surrounded in the KUTNO area who were attempting to break through. 3 divisions were surrounded at WARSAW and 1 division at MODLIN.

Nothing going on on the WESTERN front.

At sea, a GERMAN sub had shot down two BRITISH bombers west of ORKNEY-SHETLAND islands, taking two BRITISH officers prisoner. Planes had dropped bombs without hitting or damaging the sub. A fragment from a bursting bomb had seriously injured one man of the crew. Submarines never reported until arrival in port, but this incident was so unusual that the captain had radioed it to the Navy Ministry last night.

A second GREEK steamer struck a mine in the FALSTERBO field and sank. When asked how come so many GREEKS operating in the BALTIC, the liaison officer remarked that the GREEKS were notorious gun-runners and smugglers, that he had had personal experience with them in SPAIN.

The report of a GERMAN torpedoboat having struck a mine in this same field a few days ago was flatly denied.

The amount of merchant tonnage sunk in the first 10 days was corrected to 160,000, evidently an additional 10,000 was reported by the subs that came in last night.

While at this conference, Grand Admiral RAEDER sent for me to tell me that in the previous night he had received reports from the last submarines which possibly could have been involved in the "ATHENIA" case and that now all had reported not having torpedoed the "ATHENIA". He stated that he had been convinced from the start, by reason of the excellence of discipline maintained in the Submarine Force by Captain Dönitz, Commander Submarines, but that he had waited until each boat had reported before calling me in to state that the "ATHENIA" was not torpedoed by a GERMAN sub. He asked me to report the matter to my Embassy, which I did. Also to the Navy Department.

He remarked on the "chivalrous conduct" of GERMAN submarine commanders as reported by various neutral merchant ship captains, including AMERICAN, but added that it might be difficult to maintain that chivalrous conduct over and above the Prize Law requirements since the BRITISH were arming their merchant ships.

SUNDAY,
17 September

The press reported that RUSSIAN troops entered POLAND at 0600 (MOSCOW time) to protect UKRAINIAN and WHITE RUSSIAN minorities, now that a POLISH Government no longer exists.

There were rumors of an explosion in the Air Ministry and of a bomb thrown into the Alexander Platz Police Station (BERLIN), last night. No verification of these reports. Police cordons were thrown around both buildings. First reports from Propaganda Ministry were that the police had clues as to the perpetrators, later that nothing untoward had happened.

SUNDAY,
17 September
(Continued)

Vice Consul Thayer of HAMBURG delivered report of recent military and naval occurrences at HAMBURG. Gist of report forwarded. Opportunities for general sightseeing there have been considerably reduced. He reported that there was no increase in naval construction to be seen.

General Count Terauchi (JAPAN) arrived in BERLIN this evening; he was met at the station by members of the Foreign Office and accorded fully military honors by honor guard of the BERLIN regiment.

MONDAY,
18 September

At the Navy Ministry conference today I was told the following:

No news as to the fate of WARSAW.

At KUTNO the ring around the POLES had been contracted to an area about 10 kilometers wide and 50 kilometers long. LUBLIN had been taken. Tanks had entered MODLIN and its surrender was a matter of a short time. The GERMAN Army had reached its objective line, that is, EASTERN EAST PRUSSIA - BIALYSTOK-LEMBERG-EASTERN SLOVAKIA.

The RUSSIAN troops, estimated at one and one half million, had entered POLAND and had penetrated to MUTODECZNO, BARANOWICZE, DAWIDG-RODEK, ROWNE, TARNAPOL, BUCZACZ, an average depth of about 50 miles.

The POLISH Government had fled and is interned in RUMANIA. The second shipment of gold out of POLAND was interned in RUMANIA, the first having been allowed to get through to ENGLAND and FRANCE.

The two POLISH submarines previously reported sunk at GDYNIA, arrived at SANDHAMM (STOCKHOLM) and were interned there. The POLISH submarine ORZEL which was interned at REVAL, ESTONIA, upon hearing of RUSSIAN participation against POLAND, put to sea last night, taking the ESTONIA guard along with her. Inasmuch as breech blocks, etc. have been removed, it is anticipated that the ORZEL will proceed to SWEDEN and intern there.

It was reported, and also appeared in the papers, that 190,000 tons of BRITISH shipping had been sunk by 16 September (first two weeks of war).

In conversation with the liaison officer, he stated that their 500 ton submarines can stay out on patrol from four to five weeks. He also stated that boats going out on distant patrol, such as the Mediterranean, had not been heard of since the war began.

Grand Admiral RAEDER was at WILHELMSHAVEN today, bestowing iron crosses on submarine commanders.

The early afternoon radio broadcast (GERMAN) carried a report supposedly emanating from the BRITISH Admiralty that the aircraft carrier "COURAGEOUS" was sunk with 51 planes aboard. Later checks with Associated Press tended to confirm this report.

TUESDAY,
19 September

At the Navy Ministry I was given the following information:

RUSSIAN troops advanced by rail yesterday to WILNA, BREST-LITOWSK, KOLOMIJA and were expected today at BIALYSTOK and LEMBERG.

The KUTNO area was taken yesterday. 70,000 prisoners have been checked in to date, and more coming. The fortresses of MODLIN and WARSAW are still holding out. WARSAW has not yet been bombarded, awaiting the evacuation of non-combatants.

TUESDAY,
19 September
(Continued)

The GERMANS will eventually retire to a line along the NAREW, VISTULA, SAM Rivers, excluding WARSAW, to LEMBERG inclusive, thence due South to the SLOVAKIAN border.

A "Congress POLAND", slightly larger in area than EAST PRUSSIA, is envisaged somewhere in the center of POLAND; possibly bounded by KUTNO, PULTUSK, BRZEST and BUBLIN. Very vague as to details.

The submarine which sank the "COURAGEOUS" escaped and reported by radio last night. Grand Admiral RAEDER replied "Bravo: Iron Cross first class for the Captain, Iron Cross second class for the rest of the complement".

Hitler spoke at DANZIG for one and one-half hours, in which he boasted of GERMAN excellence; stated that the fact of his having established fixed boundaries on West and South and now having joined RUSSIA, exploded the myth of his ambitions for territory in Europe; stated that GERMANY would fight on forever but never again capitulate; again conducted the hymn of hate against ENGLAND.

Based on conversations at the Navy Ministry in the past ten days, I had expected that, while the olive branch would not be waved about in plain view, it would be at least slightly exposed; especially so since the U.S. Congress is about to meet. This may come in a later speech, and that he just had to get a lot of things off his chest for home consumption.

There was no mention of a "Congress POLAND" - only that POLAND, as created by Versailles, would never again exist. It is possible that GERMANY has been searching in vain for a POLISH Government to set up as a puppet.

WEDNESDAY,
20 September

At the Navy Ministry conference at noon today, I was given the following information:

So far the prisoners in the KUTNO area have amounted to 105,000 with more being checked in every hour. The garrisons at MODLIN and WARSAW are still holding out as is the coast defense garrison on the HELA PENINSULA northeast of GDYNIA. The GERMANS are in the process of retiring their line to the NAREW, VISTULA and SAM Rivers with the exception that instead of going to LEMBERG the final GERMAN line will break away from the SAM at JAROSLAW, thence to PRZEMSYL, thence due South. The liaison officer stated that the foreign press would now make an outcry to the effect that the RUSSIANS have driven the GERMANS back. I remarked that they would probably state that GERMANY has let a wave of bolshevism penetrate into Europe. His counter was that bolshevism is now a national bolshevism and not the terrible international variety of a few years ago.

It is contemplated that the Naval Attaches will be given a sight-seeing trip to GDYNIA and DANZIG sometime next week after the HELA garrison has surrendered.

The general travel restrictions which make all attaches "prisoners of the Berliner Ring", will probably remain in effect as long as there is a war. It was stated that this is a Foreign Office matter. ✓

I stated that I had expected the FÜHRER's speech to contain some reference to willingness for practical negotiations or a truce for peace. The liaison officer said that it was hardly up to the FÜHRER to make such a statement; it might even be construed as a sign of weakness. He reiterated the statement that GERMANY has no quarrel with ENGLAND and FRANCE and that they are merely defending themselves in the West and at sea, that GERMANY and RUSSIA have the say as to what goes on in EASTERN EUROPE, and not ENGLAND. ✓

WEDNESDAY,
20 September
(Continued)

In the late afternoon the Associated Press stated that the COPENHAGEN office reported heavy firing in the KATTEGAT, in the vicinity of LASO Island. Instead of a "great naval battle" it was finally determined to have been target practice by the SWEDISH Coast Artillery.

THURSDAY,
21 September

The following information was gathered at the daily conference at the Navy Ministry:

GERMAN troops are retiring to eventual demarcation line. RUSSIANS are expected to take over the siege of LEMBERG today. There is no immediate prospect of a big peace speech by the Führer.

The HELA PENINSULA still holding out, thereby delaying visit of Naval Attaches to GDYNIA and DANZIG.

The U-29, a 500 ton submarine (Kapitänleutnant Schuhart), sank the "COURAGEOUS".

The submarine which recently shot down two BRITISH planes in ORKNEYS, put into REKYAVIK (Iceland) day before yesterday to land the badly wounded man mentioned in the war diary of 16 September.

All GERMAN submarines were heard from last night, so BRITISH radio broadcast report of six or seven sunk is false.

Five FRENCH and two BRITISH planes were shot down over the Western Front, partly by A.A. gun-fire, partly by pursuit planes.

WEDNESDAY,
20 September
(Continued)

In the late afternoon the Associated Press stated that the COPENHAGEN office reported heavy firing in the KATTEGAT in the vicinity of LÅSÖ Island. Instead of a "great naval battle" it was finally determined to have been target practice by the SWEDISH Coast Artillery.

THURSDAY,
21 September

The following information was gathered at the daily conference at the Navy Ministry:

GERMAN troops are retiring to eventual demarcation line. RUSSIANS are expected to take over the siege of LEMBERG today. There is no immediate prospect of a big peace speech by the Führer.

The HELA PENINSULA still holding out, thereby delaying visit of Naval Attaches to GDYNIA and DANZIG.

The U-29, a 500 ton submarine (Kapitänleutnant Schubart), sank the "COURAGEOUS".

The submarine which recently shot down two BRITISH planes in the ORKNEYS, put into REKJAVIK (Iceland) day before yesterday to land the badly wounded man mentioned in the war diary of 17 September.

All GERMAN submarines were heard from last night, so BRITISH radio broadcast report of six or seven sunk is false.

Five FRENCH and two BRITISH planes were shot down over the WESTERN Front, partly by anti-aircraft gun-fire and partly by pursuit planes.

FRIDAY,
22 September

The morning papers carried a short account of the President's message to Congress, which account was more or less non-committal, evidently waiting for a lead from the Propaganda Ministry.

At the Navy Ministry I was given the following:

WARSAW, MODLIN and HELA were still holding out, being allowed to starve into submission. Hitler has stated frequently that he will not unnecessarily risk one GERMAN soldier's life. I wonder if conservation of ammunition doesn't play somewhat of a role, too! HELA was to be bombarded again today.

The GERMAN line will retire to PRZEMYSL by 27 September, to the rest of the line by 4 October.

The liaison officer characterized the President's message as "comparatively temperate". Evidently GERMANY had expected more of a blast. He stated that we would not be neutral if the embargo features of the law were repealed, to which I said that we would be neutral within the letter and spirit of International Law, the same neutrality that permits HOLLAND and SWEDEN to sell to both belligerents. He admitted that theoretically it might be neutral but practically it was against GERMANY.

I told him to go out and get themselves the command of the sea and they would find the laws worked equally for all. He said that ENGLAND's geographical position was unfavorable for that and suggested the U.S. Fleet convoy shipments to ENGLAND and GERMANY. I replied that not only would we not do any such thing, but that we would not even ship any contraband in U.S. bottoms.

The Air Attaches (Assistants for Air in the case of the U.S. and Japan) were flown to DANZIG today for a view of the war operations there.

FRIDAY,
22 September
(Continued)

Dispatched pouch #587 to Paris by Embassy courier. On 3 September dispatched pouch #281 to the American Legation, Copenhagen, by Lieut. Comdr. Durgin, and on 17 September pouches #223 and 502 to the American Legation, Copenhagen, by Consul J. C. Hudson.

SATURDAY,
23 September

At the daily conference I was given the following:

LEMBERG surrendered yesterday to a GERMAN Mountain Division and was promptly turned over to the oncoming RUSSIAN troops. MODLIN, WARSAW and HELA Peninsula are still holding out.

The GERMAN-RUSSIAN line of demarcation has been moved westward again. At PRZEMSYL the line, instead of going due South, follows the SAM River, which runs the line due West for about 50 miles before running Southeasterly to the SLOVAKIAN border. By this, GERMANY loses control over the POLISH oil fields. Apparently the RUSSIAN price for a non-aggression pact was pretty high.

Nothing new in the WEST or at Sea.

The press carried a short account of Colonel-General von Fritsch having been killed in action at WARSAW yesterday. Fritsch had been read out of his position as Chief of Artillery in the Blomberg case in February 1938, chiefly at the instigation of Himmler. Evidently Himmler closed the books on the incident yesterday.

SUNDAY,
24 September

No conference at the Navy Ministry today.

The press and radio carry very little news on the American situation, playing up a demonstration of a hundred women outside of the White House, screaming "We want no war" and "Don't send our boys to France".

In conversation today with the Swedish Naval Attache, I learned that he had been told by the liaison officer that depth charges were considered very ineffective against submarines. GERMAN forces had bombed and presumably sunk three BRITISH submarines. Since the locations were fairly definitely established, the GERMANS sent out their experimental ship "STRAHL" (RAY) to locate the sunken BRITISH subs with divers. They were not found. This, coupled with the GERMAN belief of having sunk two POLISH submarines at GDYNIA, which later interned at SANDHAMN (Sweden), and the BRITISH reports of having sunk several GERMAN subs, which the GERMANS state are false, have caused the GERMANS to believe that depth charges and air bombs versus submarines have a very low value. The GERMANS hold the BRITISH listening gear in contempt.

MONDAY,
25 September

Nothing new in the EAST - GERMAN troops are continuing their retirement to the demarcation line according to plan.

In the WEST, eight (8) FRENCH and one (1) GERMAN plane were shot down.

A BRITISH destroyer, name unknown, was torpedoed and sunk off the ORKNEYS by a GERMAN submarine.

As to submarine losses, the GERMANS now admit that there is one overdue and unreported for a few days, otherwise no damage done.

"H.M.S. KITTIBAKE", 550 tons, 20 knot patrol boat vessel, is reported to have struck a mine (presumably BRITISH, as GERMANS claim they have laid no mines there) in the channel and was towed into port in a badly damaged condition.

MONDAY,
25 September
(Continued)

In response to a call from ROME, the Italian Naval Attache left for home today, for a few days conference. The ITALIAN attitude toward the BERLIN/ROME Axis has chilled considerably in the last month. The general confidential opinion is "Had we known six months ago what we know now, we would have never signed the alliance". ✓

An unproven source told me today that on last Wednesday (20 September) a BRITISH submarine penetrated KIEL BIGHT and fired a torpedo which unfortunately (sic) missed. He also stated that on Friday (22 September) BRITISH planes bombed the submarine base on SYLT Island.

TUESDAY,
26 September

The Navy Ministry gave out the following in conference today:

In POLAND, the Army is retiring to the demarcation line according to plan. In a week or two, after the "Irish pennants" are tucked away, the Föhrer will establish a "CONGRESS POLAND" and will probably address himself to President Roosevelt and Mussolini on the subject of peace.

The third POLISH submarine supposedly sunk at GYDNIA has been interned in SWEDEN. This has further shaken the GERMAN belief in the effectiveness of depth charges. ✓

In the WEST, five (5) FRENCH planes were shot down while observing artillery fire. Three (3) GERMAN planes were forced to make emergency landings, but on GERMAN soil.

BRITISH planes again flew over HAMBURG last night, dropping propaganda leaflets.

BRITISH radio news broadcast announced the bombing of FRIEDERICHSHAFEN by a squadron of FRENCH planes on Monday night, 25 September.

The overdue GERMAN submarine has not been heard from yet. It is believed that it was captured, based on a BRITISH report that eighteen (18) GERMAN prisoners were being held in ENGLAND. ✓

Colonel-General Fritsch was buried in BERLIN today with full military honors.

MONDAY,
25 September
(Continued)

In response to a call from ROME the ITALIAN Naval Attache left for home today for a few days conference. The ITALIAN attitude toward the BERLIN - ROME AXIS has chilled considerably in the last month. The general confidential opinion is "Had we known six months ago what we know now, we would have never signed the alliance".

An unproven source told me today that on last Wednesday (20 September) a BRITISH submarine penetrated KIEL BIGHT and fired a torpedo which unfortunately (sic) missed. He also stated that on Friday (22 September) BRITISH planes bombed the submarine base on SYLT Island.

TUESDAY,
26 September

The Navy Ministry gave out the following in conference today:

In POLAND the Army is retiring to the demarcation line according to plan. In a week or two, after the "Irish pennants" are tucked away, the Führer will establish a "CONGRESS POLAND" and will probably address himself to President Roosevelt and Mussolini on the subject of peace.

The third POLISH submarine supposedly sunk at GDYNIA has been interned in SWEDEN. This has further shaken the GERMAN belief in the effectiveness of depth charges.

In the WEST, five FRENCH planes were shot down while observing artillery fire. Three GERMAN planes were forced to make emergency landings, but on GERMAN soil.

BRITISH planes again flew over HAMBURG last night, dropping propaganda leaflets.

BRITISH radio news broadcast announced the bombing of FRIEDERICHSHAFEN by a squadron of FRENCH planes on Monday night, 25 Sept.

The overdue GERMAN submarine has not been heard from yet. It is believed that it was captured, based on a BRITISH report that eighteen GERMAN prisoners were being held in ENGLAND.

Colonel-General Fritsch was buried in BERLIN today with full military honors.

WEDNESDAY,
27 September

The Navy liaison officer requested today that Lieutenant Commander Krause not work at the Historical Section for the present since the same section was working up the history of the current war and that this history was still in a confidential status and could not be divulged until the end of the war. He stated that it was not intended for Lieutenant Commander Krause to leave BERLIN as it was not considered that his absence from the Historical Section of the Navy Ministry would have to last more than a month, by which time the present war would be over and he could again resume his work in the Historical Section. I thereupon recalled Lieutenant Commander Krause to duty in this office. At the outbreak of the war, I had called him to duty here and assigned him duties in connection with this office and with the Embassy in general, anticipating a need for additional officers for the various security measures of the Embassy, for possible service in evacuating Americans, and duty in connection with the FRENCH and BRITISH interests which were taken over by this Embassy at the outbreak of war. About 20 September, the situation having simmered down considerably, I directed Lieutenant Commander Krause to resume his duties in the Historical Section.

I was also given the following information of the current war:

WEDNESDAY,
27 September
(Continued)

The reported bombing attack on FRIEDERICHSHAFEN, which the BRITISH broadcast later changed to a big explosion at FRIEDERICHSHAFEN, was unfounded except that three or four nights ago the anti-aircraft defenses of FRIEDERICHSHAFEN had engaged in a searchlight drill.

The POLISH defenders of WARSAW have proposed to surrender and the surrender negotiations are in progress.

The "U-29" which sank H.M.S. COURAGEOUS, returned to port last night and reported that approximately 150 depth charges had been dropped by the BRITISH destroyers which were screening the "COURAGEOUS", but that they all fell too far from the submarine to do any damage.

Below reports subject of special C.M.O. memo

At about 1100 yesterday, GERMAN patrol planes sighted two groups of BRITISH battleships and one group of large cruisers in the neighborhood of FISHER BANK (57° N., 5° E.). A flush-deck aircraft carrier accompanied one group of battleships. These forces were screened by destroyers. The patrol group maintained contact and reported by radio and early in the afternoon bombing planes - four groups of three bombing planes each - attacked the BRITISH ships. The GERMANS claim one sure hit with a 500 kg. (1100 lb.) bomb on the aircraft carrier, which is believed to be the "FURIOUS" since she is the only flush-deck carrier listed in Jane's. A large black cloud of smoke and long piercing flames were observed immediately after impact. Two hits with 250 kg. (550 lb.) bombs were registered on a battleship. The attack on the cruisers missed. The bombing was done from an altitude above the range of the BRITISH anti-aircraft guns and the GERMANS stated that the BRITISH pursuit planes are no faster than the GERMAN bombers. The planes were, however, driven off, and upon landing all were found to have been hit several times by machine gun bullets, one plane having 40 hits and another 20 hits. Another scouting plane went out later in the evening and found only the battleships headed for ENGLAND. The aircraft carrier was not sighted and the GERMANS consider she was sunk. The above information was given me confidentially as it was stated that it would not be released until they had definitely determined that the aircraft carrier had sunk. About an hour after my return to the office, the United Press representative called me on the phone and told me that the "D.N.B.", the official GERMAN news agency, had just issued a short communique of the above attack and had definitely claimed that the aircraft carrier was sunk.

The GERMAN Foreign Minister, von Ribbentrop, flew to MOSCOW for a second visit (probably to receive the "Order of the Lost Shirt").

Pouch No. 228 was dispatched to COPENHAGEN - Lieutenant-Commander Durgin acting as courier.

THURSDAY,
28 September

The BRITISH radio emphatically denied any damage done to any BRITISH ships in the FISHER BANK attack day before yesterday, and stated that several GERMAN planes were shot down.

The navy liaison officer repeated the GERMAN version of the attack and gave further details:

The BRITISH ships were sighted by a naval air force patrol. The attacks were made by air force aviators of Group 2, using He-111 bombers. One plane carried one 500 kg. (1100 lb.) bomb, having heavier side walls for penetration, the others carried two 250 kg. (550 lb.) bombs each. Ceiling was about 3,000 meters (10,000 feet).

THURSDAY,
28 September
(Continued)

The plane with the 500 kg. bomb dived (later corrected to "glided") out of the clouds to a height of 800 meters (2600 feet) and released his bomb. Not immediately upon impact, but a short time later the heavy black smoke cloud and the long piercing flames were seen. The GERMANS are positive of two things; one, that they scored a direct hit with a 500 kg. bomb; two, that the hit was made on an aircraft carrier. Since the aviators who made the attack were air force, and not naval, aviators, it cannot be stated definitely that the carrier attacked was the "FURIOUS". The aviators are being closely questioned by naval officers for data which will establish the identity of the carrier.

One plane of the patrol which established the night contact, made a forced landing at sea. Details as to why the forced landing was necessary, were withheld.

Yesterday (27 September) morning a group of nine (9) He-111 bombers put out to locate the missing plane. They flew as far as the entrance to the FIRTH OF FORTH (about 400 miles) where they sighted some BRITISH cruisers. They bombed the cruisers from a height of 4,000 meters (13,000 feet) scoring one hit on the fore-castle of a cruiser. They were fired on by shore anti-aircraft batteries. The comment was that BRITISH anti-aircraft fire is very poor.

BRITISH and FRENCH air squadrons showered propaganda leaflets over Northwestern GERMANY again last night - the BRITISH over HAMBURG-BREMEN, the FRENCH over CELLE, northeast of HANNOVER.

The figures on BRITISH tonnage sunk to date are being made up, with the return of the subs to home bases, and will be released in a few days.

WARSAW will surrender unconditionally tomorrow, 29 September. The defending force of POLES is estimated at 100,000 men.

MODLIN and HELA are still holding out.

Colonel-General Fritsch's machine gun bullet riddled car arrived at the War Ministry today. According to the story going the rounds, General Fritsch had driven to some high ground between the lines to make personal observations. He was accompanied by his aide and a chauffeur. He was fired upon by POLISH machine gunners and fell. His aide and the chauffeur carried him into the car, which was then fired upon. The aide and chauffeur were unhurt. (I don't believe it either).

The Navy liaison officer stated that the official German casualty figures for the POLISH campaign submitted to the Führer in the past week were 4,000 killed, 18,000 wounded. These figures are considerably lower than the estimate made by various military attaches here of 15,000 killed, 85,000 wounded.

FRIDAY,
29 September

The BRITISH radio denied the GERMAN air attack on the cruisers at MAY ISLAND off the FIRTH OF FORTH and redened the attack on the aircraft carrier, stating that the "ARK ROYAL" is undamaged and at her assigned station. The GERMANS believed it was the "FURIOUS".

The forenoon press announced the final boundary lines between RUSSIA - GERMANY and (?) POLAND. The Navy clings to the idea of a "CONGRESS POLAND". From general conversation, this "CONGRESS POLAND" will be a Northern PALESTINE, a dumping ground for unwanted Jews. The line as now drawn runs from the Southwest point of LITHUANIA generally westerly to EAST PRUSSIA to the PISIA River, follows the river to

FRIDAY,
29 September
(Continued)

OSTROLENKA, thence southeasterly to NUR on the BUG River, follows the BUG to KRYSZOPOL, thence westerly to RAWARUSSA and LUBACZOW to the SAM River, following it to the HUNGARIAN border.

In addition to the eastern half of POLAND, RUSSIA gets DAGO and GSEL Islands from ESTONIA, also BALTISCHPORT (PALDISKI), ESTONIA, as a naval and air base. Until BALTISCHPORT is built up the RUSSIANS may use TALLINN (REVAL). Not bad in exchange for a couple of Non-Aggression Pacts.

2/10,000

In rebuttal of Mr. Churchill's recent statement in Parliament that the BRITISH had captured 65,000 tons more of GERMAN shipping than the GERMANS had sunk BRITISH shipping, the Navy Ministry gave me their figures of GERMAN tonnage lost. 15,000 tons (5 ships) captured; 19,000 tons (number of ships not given) sunk; 8,000 tons (3 ships) unknown. All other GERMAN ships, as of this morning, are in GERMAN or neutral ports - 510 in GERMAN ports, 351 in neutral ports. The GERMAN merchant fleet of 1938 was listed at 816 ships of 1,000 or more G.R.T. each, total tonnage, 4,244,000. The advance figures on BRITISH shipping sunk to 27 September (three and one-half weeks of war), were 350,000 tons. These figures are subject to check, but were given out to Hitler on his visit to WILHELMSHAVEN yesterday.

The U-29 (Lieutenant Schuhart), which sank the "COURAGEOUS", bagged 40,000 tons of merchant shipping in addition.

Lieutenant Schultze, commanding the 500 ton submarine which sank the S.S. "ROYAL SCEPTER" and others, spoke over N.B.C. hook-up at midnight (1800 E.S.T.). A copy of his script was promised me.

In response to my question as to the truth of the BRITISH radio statement that another captured U-boat crew had been brought in to LONDON, one GERMAN officer denied any such thing, another stated that it might be so as a second GERMAN submarine was two days overdue.

MODLIN surrendered yesterday, leaving HELA Peninsula the last remaining POLISH garrison. GERMAN planes flew over it today, dropping leaflets announcing that everything else in POLAND has given up, why not you too?

The BRITISH dropped more propaganda leaflets this time over SCHLESWIG-HOLSTEIN near the DANISH border. The FRENCH released a free balloon which, by clockwork or otherwise, exploded over HEIDELBERG in southwestern GERMANY, showering the area with propaganda leaflets.

See C.N.O. Memo # 8

Six BRITISH planes flew in over the GERMAN BIGHT this morning. They were fired upon by the anti-aircraft batteries of the coastal islands. It is not known if they came to distribute propaganda or bombs. Early reports say that five of the six were shot down.

While at the Navy Ministry, I met Captain Lindemann who was saying good-bye before going to WILHELMSHAVEN to take command of the "DEUTSCHLAND". In reply to my request a few days ago as to when the new GERMAN Rank List might be expected to be issued, the liaison officer told me that it would be out after the fall changes in command had been effected. Normally these are made in the latter part of September and first part of October. This year, however, some projected changes will not be made at all and other changes will be spread over a much longer period than usual so that the shifts in the higher commands, commanding officers, executive officers and heads of departments would not be made simultaneously, with their deterrent effect on the organization. It is expected that the routine shifts will be completed by November.

SATURDAY,
(30 September)

The GERMAN radio last night, in a program entitled "German Artisans", made a "radio Cook's tour" of German factories which were working on GERMAN weapons. I tuned in just as the announcer was finishing his round of WILHELMSHAVEN and learned that the "SCHARNHORST", "DEUTSCHLAND" and "KARLSRUHE" were at the yard. The "DEUTSCHLAND" is in for her annual overhaul and the "KARLSRUHE" has been in for several months. Previous information showed that she was being rebolted.

The BRITISH radio stated that the BRITISH Navy had sunk ten GERMAN submarines, the FRENCH two, since the beginning of the war. This was roundly denied in this morning's conference.

The BRITISH air attack in the GERMAN BIGHT yesterday was reported to have consisted of two groups of six planes each. One group escaped in the clouds and the GERMAN pursuit planes brought down five of the six in the other group. No GERMAN losses.

The fortification at HELA Peninsula is still holding out.

The GERMAN/RUSSIAN trade agreement considerably increased the previous trade arrangement between these two countries, that is, from 200,000,000 marks annually to 1,500,000,000. The GERMANS are to get their raw materials immediately and pay in finished products over a long period of time.

The King of AFGHANISTAN is now in MOSCOW.

The article in the GERMAN/RUSSIAN pact signed by Ribbentrop yesterday, which has to do with the consultation between GERMANY and RUSSIA in case of ENGLAND and FRANCE not accepting peace, was given to me as a very positive affair, that the consultation would not drag out into long days of words but that RUSSIA would immediately take steps against GREAT BRITAIN, specifically in the direction of the NEAR EAST where they would take over ENGLISH oil lands. The RUSSIAN Army would be staffed with GERMAN officers. (In this case they could use RUSSIAN cannon-fodder with a lavish hand, with a dual purpose - the present one to beat the Allies, the second, to reduce the RUSSIAN Army to make the future GERMAN task easier.) GERMANY, in the meantime, would continue with her submarine campaign at sea and merely defend in the WEST. They believe that ENGLAND would see the light and would agree to GERMAN and RUSSIAN mastery of Eastern EUROPE. They do not believe that FRANCE is greatly enthusiastic for this war and will probably encourage GREAT BRITAIN to come to terms. It is expected that in the course of a short time the FÜHRER will make proposals for peace in the status quo, probably via Mussolini.

Pouches 255, 259, 258 and 186 were received via BERN.

In a telephone conversation with COPENHAGEN last night, I learned that Captain Tracou who was previously the FRENCH Naval Attache to BERLIN, is now in COPENHAGEN.

SUNDAY
(1 October)

The Supreme War Council met in the Reichskanzlei last night. Extensive searchlight drills were held in the bright light of the full moon.

The radio announced that Count Ciano had left ROME and would arrive in BERLIN today; that the Reichstag would be assembled on some as yet unspecified date this coming week; that HELA fortress had surrendered - the last remaining POLISH garrison.

MONDAY
(2 October)

The Naval Attaches accredited to BERLIN will be taken on the sightseeing tour to DANZIG, Gdynia and HELA either the end of this week or the beginning of next.

In reply to my query as to the correctness of Mr. Churchill's statement to the effect that no ships had been sunk by U-boats during the past week, I was told it was another of Mr. Churchill's lies, as two ships had been sunk day before yesterday. There was no comment on Churchill's statement that the Royal Navy had seized 150,000 tons more of contraband cargo than GERMAN subs had sunk in the first four weeks of war.

The HELA garrison of 450 officers, 4,000 men, Admiral Uhrh commanding, surrendered to Rear Admiral Schmuadt, normally Superintendent of the Naval Academy at MERSIN, now commanding the schoolship detachment "SCHLESWIG-HOLSTEIN" and "SCHLESIEN". Landing parties of these two ships occupied the garrison after its surrender.

A BRITISH plane was shot down at PADERBORN, about 75 miles southwest of HANNOVER.

Captain Henning, who had been the GERMAN Naval Attache to PARIS for a few months before the war, will go to COPENHAGEN as Naval Attache.

Quoted herewith is the script of the Schultze broadcast over N.B.C. last Friday evening (29 September):

"SHIRER: - You have been reading a lot these days about the GERMAN submarine warfare. With me here at the microphone is Kapitänleutnant Herbert Schultze, commander of a GERMAN submarine who has just returned from one of those voyages in the North Atlantic. Captain Schultze has kindly consented to answer any questions that I want to put to him. Well Captain, first, what kind of submarine did you command?

"KAPITL. SCHULTZE: - I am the commander of a medium-sized German U-boat.

"SHIRER: - Where were you working?

"KAPITL. SCHULTZE: In the Atlantic.

"SHIRER: - What kind of success have you had? Did you meet any ships?

"KAPITL. SCHULTZE: - Unfortunately I did not meet any enemy warships, but I did have a part in some successes which perhaps you have heard about in the newspapers or on the radio.

"SHIRER: - Could you give me a few details about that?

"KAPITL. SCHULTZE: - I would like to tell you about the sinking of the BRITISH merchantship "ROYAL SCEPTER". There have been many stories abroad. Here is what really happened. The "ROYAL SCEPTER" was bound for ENGLAND with a cargo of grain. One day I sighted her. I rose to the surface and fired a shot of warning across her bow. In the language of international law, that meant: 'Stop at once, you are to be searched by a warship.'

The "ROYAL SCEPTER", however, did not stop. Instead she answered by turning tail. I signaled: 'Make no use of your wireless', and then heard the wireless operator sending out an SOS message, saying he was being fired at by submarine and giving his position. Seeing that he was disobeying my orders and by reporting my position was guilty of a hostile act. I was regretfully forced to stop him from doing so. The only means I had was to open fire with my gun. He scored several hits on the "ROYAL SCEPTER". These caused her to stop. Her crew took to the boats.

The radio operator, however, stayed aboard and continued to report his position. He was, by the way, an exceptionally fine and brave

MONDAY
(2 October)
(Continued)

fellow. I say that here because I shall scarcely have an opportunity to shake hands with him personally. The lifeboats made no attempt to come nearer, so I had to go up to them to ask whether I had wounded anyone and if they had plenty of provisions. 'Supplies sufficient, nobody wounded', was the answer. I then had the wireless operator fetched from aboard.

"SHIRER: - When then did you sink the ship?

"KAPITLT. SCHULTZE: - I sank the "ROYAL SCEPTER" only after I saw the smoke of a ship on the horizon. I called out to the men in the boats to wait until I could send help. They waved a happy and friendly farewell and yelled 'hurrah'.

"SHIRER: - Just a minute, Captain, I heard a report that the ENGLISH crew was left to shift for itself and was believed drowned.

"KAPITLT. SCHULTZE: - That is not true. I tell you what happened. In the meantime we had picked up a radio message from the American ship WASHINGTON saying that it was 80 miles away and would be on the spot at midnight. To make quite sure, however, I set my course for that smoke trail. It turned out to be the BRITISH steamer "BROWNING". I set my flag-signal, 'Intend to communicate with you.' I wanted to tell the "BROWNING" to take the crew of the "ROYAL SCEPTER" aboard. The "BROWNING" sights us and our signal. But to my surprise the crew manned the boats in a panic. Before I can even draw closer to give my peaceful message, all the passengers and the crew of the "BROWNING" have left the ship. I now had to make it clear to these terrified people that they were to get aboard again in order to go and save the crew of the "ROYAL SCEPTER". The joy and relief of those in the boats surprised us. Did they believe us to be barbarians? Taking to the boats in a panic like that as soon as the German U-boat comes in sight? The Captain of the "BROWNING" - as I have now heard to my great satisfaction - has obeyed my orders to save the crew of the "ROYAL SCEPTER". Also, incidentally, my order not to make use of his radio until he reached port. He has now, I hear, landed the crew of the "ROYAL SCEPTER" safely in the harbor of Bahia in Brazil. I have told my story in full, because I wanted to reply to the BRITISH accusations that I left the crew of the "ROYAL SCEPTER" to their fate.

"SHIRER: - Tell me, captain, have you had any narrow escapes?

"KAPITLT. SCHULTZE: - None at all.

"SHIRER: - You were not attacked by warships or airplanes?

"KAPITLT. SCHULTZE: - No, by neither.

"SHIRER: - Were you attacked by armed merchantmen?

"KAPITLT. SCHULTZE: - I myself was not attacked by them. But I am very sorry to say that some of my comrades were exposed to attack by armed merchantmen.

"SHIRER: - What is the greatest danger for a submarine - destroyers or airplanes?

"KAPITLT. SCHULTZE: - The future must teach us that. But you have heard already that a GERMAN submarine succeeded in shooting down two ENGLISH airplanes.

"SHIRER: - Did you see any ENGLISH destroyers or planes?

"KAPITLT. SCHULTZE: - I saw some, but nothing unpleasant happened.

"SHIRER: - How long are you usually at sea?

"KAPITLT. SCHULTZE: - That depends on when I fired my last torpedo.

MONDAY
(2 October)
(Continued)

"SHIRER: - Is anti-submarine warfare more effective now than between 1914-1918?"

"KAPTLT. SCHULTZE: - We can quite believe that the BRITISH have made considerable progress since 1918. On the other hand, so have we.

"SHIRER: - Where is the best hunting-ground for GERMAN submarines?"

"KAPTLT. SCHULTZE: - Where the most ships are.

"SHIRER: - Captain Schultze, recently a submarine was reported off the coast of NOVA SCOTIA. Could that have been a GERMAN U-boat?"

"KAPTLT. SCHULTZE: - Theoretically it would be possible. Whether it was done I don't know.

"SHIRER: - Have you found that the BRITISH use the convoy-system, and does that make your job harder?"

"KAPTLT. SCHULTZE: - Convoys I have not met. But I believe that they have been formed and that they might make our work harder. On the other hand they might even give us better chances.

"SHIRER: - Well, Captain Schultze, did you have any other experiences on this assignment?"

"KAPTLT. SCHULTZE: - Well, I sent Mr. Churchill a radio-message.

"SHIRER: - Ah, you are the one, but I thought he had been captured.

"KAPTLT. SCHULTZE: - Yes, that is what Mr. Churchill told the House of Commons a day or two ago. He even said that I was well treated. That at least is correct, although he has apparently got my position wrong.

"SHIRER: - What happened exactly?"

"KAPTLT. SCHULTZE: - When I sank the BRITISH ship "FIRBY" I sent the following radio message: "CQ. Transmit to Mr. Churchill. I have sunk the BRITISH steamer "FIFBY". Position X degrees North, X degrees West. Save the crew if you please."

"SHIRER: - Did you get a reply?"

"KAPTLT. SCHULTZE: - No, except through his speech in Parliament. And I was glad to hear that the BRITISH crew was saved.

"SHIRER: - Well, Captain Schultze, thank you very much.

"KAPTLT. SCHULTZE: - No, not at all.

"SHIRER: - I have just been speaking with Captain Herbert Schultze, commander of a GERMAN submarine, who came up here to BERLIN tonight to tell me about what he has been doing. "

TUESDAY
(5 October)

Lieutenant Commander Durgin returned from COPENHAGEN last night. His observations and information gathered are being forwarded in regular reports. The U-45 (740 tons) and U-56, 57, 58, 59 and 61 (250 tons each), a submarine tender, and three old torpedo boats of which one was identified as T-125 (submarine salvage and security service), were observed at WARNESENDE.

The FRENCH Naval Attache at COPENHAGEN stated that GERMANY was building 28 more submarines - U-72 to U-99.

The BRITISH Naval Attache gave Lieut. Comdr. Durgin a copy of the BRITISH version of the air attack on the "ARK ROYAL", which is repeated herewith:

"Owing to prominence given in press of certain countries to GERMAN reports of recent air attacks on BRITISH men-of-war you may at your discretion communicate in confidence to naval authorities of countries to whom you are accredited, following details of attack on BRITISH Fleet on September 26th.

"At 11:00 battleships with H.M.S. "ARK ROYAL" in close order astern, were in position 57 degrees 56 minutes north, 5 degrees 18 minutes east. Between then and 11:50 three GERMAN DO-18 flying boats made contact with and shadowed Fleet. Aircraft were flown off at intervals from H.M.S. "ARK ROYAL" to attack them. All three flying boats were engaged and one boat was brought down in approximate position 57 degrees 56 minutes north, 2 degrees 58 minutes east. This boat was later found, the crew of four taken prisoner and boat sunk.

"At 14:20 in position 57 degrees 49 minutes north, 1 degree 55 minutes east, H.M.S. "ARK ROYAL" was attacked by a GERMAN bomber. This bomber attacked in steep dive and dropped one bomb which missed H.M.S. "ARK ROYAL" and opened fire on her with machine guns. Bomb was released at height of about 1500 feet, followed by two similar attacks on H.M.S. "ARK ROYAL" at 14:42 and 14:44 each of which was done by single aircraft diving. In latter case, two bombs were dropped. No hits were scored in any attack.

"At 15:57 a DO-17 dived out of clouds ahead of Fleet and dropped one bomb some 400 yards from one of the destroyers.

"H.M.S. "AURORA" and H.M.S. "SHEFFIELD" were bombed in position 57 degrees 55 minutes north, 2 degrees 10 minutes east, but without any hit being obtained. The attack was high level bombing aircraft attacking in waves. Several aircraft attacked and dropped 26 bombs.

"This information is being communicated to Italian naval authorities owing to attitude of Italian press on the subject."

TUESDAY
3 October
(Continued)

About 1800, Captain Mirow, Chief of the Attache Group, phoned me that Grand Admiral RAEDER wished to see me at 1200 tomorrow, Wednesday.

BRITISH broadcast stated among other things that S.S. "CLEMENT" was sunk off BRAZILIAN coast by pocket battleship "ADMIRAL SCHEER".

WEDNESDAY
4 October

At my reception by Grand Admiral RAEDER at noon today, he read the original German of which the translation is given here-with:

"I was informed of the following by the Supreme Commander of the Navy today. The Naval Direction has received information that the American steamer "IROQUOIS", which should have sailed from an IRISH port on 2 October, is to be sunk off the AMERICAN East Coast under similar circumstances as the "ATHENIA". There are AMERICAN passengers aboard. The sinking should apparently succeed in influencing AMERICAN sentiment against GERMANY."

I requested a copy, which I was given later, and for which I had to acknowledge receipt. In reply to my question as to the reliability of his information, he stated that his source in neutral IRELAND was very reliable. He stated that he was giving me this in confidence for information of my Navy Department and to avoid another "ATHENIA" case.

While waiting for the copy to be struck off, the Chief of Staff, Commander Schulte-Mönting, suggested that, if the ship reached port safely, she be thoroughly inspected for explosives. Upon my return to the Embassy I informed the Chargé and sent a paraphrase of the note to the Navy Department, fearing the possibility of a "plant" in order to break our code, and also used a code of lower order of security.

I estimate this case to be: 1) - genuine, in order to retain what AMERICAN good will they can; 2) - a "plant" to break our code, thinking I would send a direct translation; 3) - test of U.S. Navy reaction; 4) - "whitewash", to cover their own sinking of the "IROQUOIS", although I can conceive of no reason for sinking any AMERICAN steamer.

The "IROQUOIS" is listed as belonging to the Clyde-Mallory Line, New York to Southern U.S. ports, 6209 tons. It is possible that she has been called into trans-Atlantic service in order to repatriate American refugees quickly.

The Consulate General HAMBURG, reported in a telephone conversation today that the GERMAN S.S. "BARENFELS" arrived at BREMEN today, which was acclaimed as quite a feat for the GERMANS. The "BARENFELS" is listed as belonging to the Hansa Line of BREMEN, 7569 B.R.T., built 1921, 12 knots.

THURSDAY
5 October

I asked the liaison officer concerning the merchant ship losses which the BRITISH have admitted to date - 151,000 tons, with 65,000 tons the first week and dwindling to nothing in the past week. He said it was untrue as they had sunk three ships as late as yesterday.

The GERMAN press seems to believe that Captain Kirk, U.S. Naval Attache at LONDON, was hoodwinked into believing he dined aboard the "ARK ROYAL" Sunday. The GERMANS roundly assert they sank this ship.

Consul Hudson, returning from OSLO Tuesday, 3 October, found

THURSDAY
5 October
(Continued)

SACSWITZ harbor practically empty - one destroyer and one minesweeper present.

Forwarded, as a monograph report, the Hamburg Consul General's report on the anti-aircraft defenses there.

FRIDAY
6 October

The State Department Radio Press Bulletin for today, as well as the BRITISH broadcast, carried the "IROQUOIS" story. No mention of it in GERMAN papers, probably all their space used in preparing for the F hrer's speech at noon today. A GERMAN reporter phoned the Embassy to talk to me but either did not survive the intricacies of the Embassy I.C. system or was called off by higher authority. Talked over the phone twice with the liaison officer and had tea at Captain Mirow's (Chief of the Attache Group), but no mention at all of the "IROQUOIS" case. The conversation at tea was mostly about Hitler's speech and what was my reaction to it. I said that we were at peace and believed in it, that the F hrer's speech had been quiet, but that I was in no position to foretell its effects.

Beginning at noon, Hitler spoke for an hour and a half, at first very rapidly, later slowing down. Compared to his usual orations, in which he practically tears his tonsils out by the roots in his wild crescendos, this speech was calm and quiet. Had he spoken thus on 1 September instead of the fiery fight talk, the world would probably still be at peace. Also, had he come before the world yesterday without the record of the SAAR, AUSTRIA, SUDETENLAND, CZECHOSLOVAKIA and MEMEL, each with its broken promise of "no more European territory" to festoon it, to say nothing of opening the anti-bolshevik levee and allowing them to flood EASTERN EUROPE, he might have influenced some by the logic of his argument. I fear his record outweighs his words.

SATURDAY
7 October

The morning papers carry an item to the effect that a BRITISH sub returned to port in a badly damaged condition. The GERMAN Navy knew of no particular details of this case, as they say they have been chasing subs here and there and this one might have been anyone of several.

No more GERMAN submarines are admitted to be overdue. ||

No remarks by any GERMAN as to the "IROQUOIS".

A clarification of the RUSSIAN - BALTIC STATES Pact's remarks that only ports on DAGO and OSEL Islands, and not the whole islands, go to RUSSIA. LIBAU and interior air bases in LATVIA go to RUSSIA, as well as rail rights across LATVIA and LITHUANIA.

SUNDAY
8 October

The radio and press today stated that a FINNISH Cabinet Minister was about to leave for MOSCOW. Poor FINLAND!

MONDAY
9 October

Left TEMPELHOF airport 0800 for the trip to DANZIG and vicinity arranged by the Navy Ministry. Present were: Captain Mirow, Chief of the Attache Group, in charge, Lieutenant Klusemann, of the Attache Group, Rear Admiral Yendo and Lieut. Comdr. Matsumoto (JAPAN), Comdr. Count Pecori Giraldi (ITALY), Comdr. Forshell (SWEDEN), Lieut. Comdr. Espinosa (SPAIN), Commander Schrader, Lieut. Comdr. Krause, Lieut. Comdr. Durgin (U.S.A.). Arrived DANZIG 1050 - inspected OXH FT, lunched, and visited HELA Peninsula. Report on trip forwarded in next pouch (14 October).

In BERLIN, received pouches Nos. 210 and 367 (8 and 13 September), via HOLLAND.

TUESDAY
10 October

In DANZIG. 0930 continued inspection trip. Called on Vice Admiral de la Perriere (Retired), Naval Commandant in DANZIG area. He was a famous submarine commander in the last war. Visited WESTERPLATTE and had a boat ride through part of DANZIG harbor. "SCHLESWIG-HOLSTEIN", flying flag of Rear Admiral Schmundt; "SCHLESIEN", "ADMIRAL SCHEER", "EMDEN", "BREMSE", three new minesweepers (M-3 type), five old minesweepers (126 type), six Raumboote and tender; five converted trawlers, marked "A", "B", "C", "D" and "E", ten auxiliary minesweepers, estimated at about 50 tons each, tied up to various piers. We were conducted on a sightseeing trip through Marinechurch and the Uphagen house (about 1502), lunched and embarked in plane at 1440. Landed TEMPELHOF 1655. Trip both ways made very roundabout to avoid any intervening air fields.

*see memo SS
at of Comd
and 1914-1918
see the book*

In BERLIN, Air Ministry enlarged the free area for Air Attaches to include that part of the provinces of BRANDENBURG, POMERANIA, SAXONY and MECKLENBURG, lying between the ELBE and ODER Rivers, and a line joining HAMBURG and LUEBECK, including both cities. The War Ministry opened up this area for Military Attaches about a week ago, but the Navy is still holding off. They will probably include a coastal "Sperrgebiet" of 30 to 50 kilometers (18 to 30 miles) to keep us out of HAMBURG, LUEBECK, ROSTOCK, WARNEMUENDE, RUEGEN, SWINEMUENDE and STETTIN.

At breakfast, Captain Mirow pointed to a short article on the "IROQUOIS" appearing in the "Danziger Vorposten" (the only indication I have seen or heard in GERMAN press or radio), and remarked that the Oberbefehlshaber (Admiral Raeder) had quite a "knipps" over the matter. I said that I had transmitted the information confidentially as requested and that my Government had seen fit to publish it. The subject dropped, with the remark that the Grand Admiral would probably want to see me again on my return to Berlin.

BERLIN was tremendously stirred up in the forenoon over the rumors that 1), the Chamberlain Cabinet had resigned; 2), King George VI had abdicated; 3), von Ribbentrop was in Paris; 4), Molotov (or even Stalin) and Mussolini were flying to BERLIN; 5), an eighteen (or eighty) day truce had been arranged. The joy, relief and enthusiasm were very short-lived, for the BRITISH and GERMAN radios both roundly denounced the rumors. The GERMAN press ranted that the BRITISH Secret Service had started the rumor. Regardless of who started it, it clearly showed the GERMAN people's feeling for this war.

WEDNESDAY
11 October

Press, radio and the Navy Ministry reported the attack on Monday of from 50 - 60 planes on a BRITISH cruiser squadron screened by destroyers. The attack took place about 100 miles northwest of USIRE Island, NORWAY (about 61° N, 4° E). The weather was very favorable - overcast, rainy and low visibility. The bombers attacked with heavy (250 kg - 550 lb) and light (apparently 50 kg - 110 lb) bombs. The GERMANS claim ten hits - 6 heavy, 4 light, but are positively convinced that one heavy bomb struck the forecandle of a BRITISH cruiser. This was seen by the bomber and checked by an observing plane as about three minutes later, flames and a heavy black smoke cloud were seen coming from the cruiser. In spite of heavy anti-aircraft fire by the BRITISH, no GERMAN planes were shot down, but four planes fell out on the return flight, two of which made forced landings in DENMARK. The BRITISH radio reported that no bomb hits were made but that at least three GERMAN planes were shot down.

*see spec memo
for C.R.C.*

The young pilot who is credited with having sunk H.M.S. "ARK ROYAL" was promoted from "Gefreiter" (private first class) to Lieutenant and decorated with the Iron Cross by General Goring.

WEDNESDAY
11 October
(Continued)

The press carries an item to the effect that WILNA and surrounding country is to be given back to LITHUANIA by RUSSIA. The exchange for this is LITHUANIAN permission for RUSSIA to station troops along the EAST PRUSSIAN border.

No further GERMAN submarines are admitted as overdue. Two more BRITISH ships were reported sunk yesterday. The Navy states it cannot accurately record tonnage sunk any more, as lately they have been picking off ships out of convoys and it is unsafe to get too close.

THURSDAY
12 October

The morning papers carried prominently an article entitled "BRITAIN no longer rules the NORTH SEA", featuring the attack mentioned yesterday. Apparently GERMAN light forces with heavier forces to back them up, are working the trade lanes in the NORTH SEA where they visit and search neutral shipping. The contact with the BRITISH cruiser squadron was held by surface craft which guided the bombers into the attack.

Captain Mirow telephoned me about 1240 that, in connection with the "IROQUOIS" case, he had passed on my remark to Grand Admiral Raeder's Chief of Staff (that I had transmitted the information confidentially) and that the Admiral would not send for me as anticipated Tuesday.

FRIDAY
13 October

Press and radio mostly occupied in comments on Chamberlain's speech yesterday. All BRITISH reports are how wonderful it was - all GERMAN reports how awful.

Phoned liaison officer to find nothing important or new there so devoted the time saved on the Danzig report.

SATURDAY
14 October

Navy Ministry phoned to say that liaison officer was otherwise engaged today and couldn't keep our 1200 appointment. Morning press carries little news beyond foreign comments on Chamberlain's speech. The press pattern is somewhat as follows: In case of GERMAN: first day, report speech in full, underlining, printing in heavier type, etc. with plenty of "Sturmischer Beifall" (stormy applause) in parenthesis; second day, "Tiefster eindruck im Ausland" (deepest impressions abroad), quoting telegraph flashes from Italian, Japanese and, now, Russian news agencies; third day, still carrying the "deep impressions" headlines but quoting whole paragraphs from Axis papers and anything favorable printed in neutral papers. In case of BRITISH: the speech may not even be referred to. If it is at all, extracts are taken from it and only those that best suit the GERMAN propaganda; second and third days, unfavorable Axis and neutral comment.

Dispatched pouch No. 239 via BERN and PARIS.

SATURDAY,
14 October
(Continued)

About noon, the liaison officer phoned to tell me of the radio announcement of H.M.S. ROYAL OAK having been sunk by a submarine last night. The 1230 BRITISH broadcast repeated the announcement. Later reports gave 370 survivors and that four (4) U-boats had been sunk in the past two days.

About 2130 there was considerable anti-aircraft gun fire to the NNW with much searchlight display in the clear, dark sky. Probably night anti-aircraft practice as there was no air alarm nor were there pursuit planes up.

SUNDAY,
15 October

The morning papers carried the story of the anti-aircraft exhibition last night, stating it was an unknown plane flying at about 7,000 meters (23,000 feet) over ORANIENBURG, north of BERLIN, where the Heinkel aircraft factory is located.

My SWEDISH colleague had supper with me tonight. The RUSSO-FINNISH situation has him very obviously worried. He expected SWEDEN to be involved in war in two weeks at most if RUSSIA attacks FINLAND.

The number of "ROYAL OAK" survivors was stated to be 490.

MONDAY,
16 October

The morning papers stated that the plane Saturday night, 14 October, was a GERMAN, whose pilot had lost his bearings. The plane was said to have been struck. Both occupants took to parachutes and landed safely.

The liaison officer called me about 1000 to say that H.M.S. REPULSE had been torpedoed and very badly damaged last night. She was attacked by the same 500 ton submarine, Lieutenant Prien, which has been awarded the Ritter (Knight, i.e. the highest) Order of the Iron Cross 1st class, which replaces the century and a half old Pour le Merite.

In reply to my question (later at our daily conference) as to the four (4) U-boats which the BRITISH claim to have sunk recently, the liaison officer stated that not only was this untrue, but that two submarines on 12, 13 and 14 October, sank over 55,000 tons of Allied shipping. One of these two accounted for the FRENCH "EMILE MIQUET" (14,105 tons) and "LAUSIANE" (8,569 tons) and the BRITISH "SWEATON" (2377 tons) and "HERONSPOLL" (5400 tons). The "HERONSPOLL" is stated to have offered resistance with two guns.

The "ROYAL OAK" was stated to have been sunk with two torpedoes. Either 1), this is wrong and that she was really hit by more, 2), the BRITISH underwater construction was not improved in the 1932/36 modernization, or 3), the GERMANS have discovered a far more potent war-head explosive than T.N.T. I learned from another source that the amount of explosive per war-head was not more than 300 kg. (660 lbs.), as the GERMANS had conducted a great deal of experiments and found 300 kg. to be the optimum charge.

The "COURAGEOUS" is reputed to have been sunk by two torpedo hits out of a salvo of three fired, or by three hits out of a salvo of four fired. Probably the latter. The range was given as 800 meters (875 yards).

The liaison officer, who is about to be detached to command a destroyer, was most enthusiastic about the effectiveness of submarine and air force. He is convinced that the knell has struck for big ships, not only in the narrow seas, but also on blue water. He stated that the idea of an anti-submarine screen was all theory, that the experience of the GERMAN Navy was that the submarine always gets through.

MONDAY,
16 October
(Continued)

He stated that DANISH fishermen, on their return to port, reported two BRITISH heavy cruisers being towed toward their bases after the recent air attack in the NORTH SEA.

The BRITISH radio tonight reported that the R.A.F. had made a flight over Northern and Central GERMANY. Also that the GERMAN air raid over SCOTLAND had been repulsed with no damage done and with three bombers shot down.

TUESDAY,
17 October

The BRITISH radio admitted that, in the GERMAN air raid over FIRTH OF FORTH, H.M.S. SOUTHAMPTON, EDINBOROUGH and MORAY were hit by splinters from bombs falling alongside, and 5, 7 and 25 men respectively, were wounded. Three bombers were shot down, seven pilots captured, of whom two have since died.

The GERMAN version of this attack, as told me by the liaison officer, is that two cruisers were hit directly with 250 kg. (550 lb.) bombs. Further, as proof, they have photographs of the hits. The photographing is done by the plane which is next in order to attack. These photographs have not yet been made public. The GERMAN Air Force evidently decided to photograph bomb attacks as a result of the long wordy argument about the "ARK ROYAL". Almost daily, over radio and in the press, one hears or sees the question, "Mr. Churchill, would you 'ARK ROYAL'?" The GERMANS admit one plane shot down. One wounded occupant was rescued. On landing at the GERMAN base one plane crashed, killing all but one occupant.

The 500 ton sub which sank "ROYAL OAK" and "REPULSE", arrived in WILHELMSHAVEN last night. Grand Admiral Raeder was there this morning to greet them. The sinking took place in SCAPA FLOW and the GERMANS take a great deal of well-merited pride in Lieutenant Prien's feat of running the blockade twice and sinking two big ships in a protected harbor. He and his crew are to be received by the Führer tomorrow, and Iron Crosses will be awarded to all hands.

Lieutenant Commander von Davidson, the member of the Attache Group with whom we have had our daily conferences, is being detached without relief, to command the destroyer "RICHARD BEITZEN", mail address Swinemünde. Captain Mirow, Chief of the Attache Group, will take over the conferences, but only two or three times per week.

I inquired as to how long Lieutenant Commander Krause was to remain away from the Archives Section. von Davidson answered it would be another month or two. I asked him if by any chance he meant for the duration of the war. He answered yes, that it will take England about that long to come to her senses and realize what a grossly silly war she is engaged in. GERMANY has no ambitions against the BRITISH EMPIRE, and is willing to give ENGLAND a guarantee that her empire will never be molested but GERMANY demands the control in EASTERN EUROPE, especially that part (POLAND) which she has bought with blood. (The old "blood and treasure" argument that Prof. Dealey used to tell us about at the War College). Just as soon as ENGLAND recognizes GERMAN hegemony in the EAST, GERMANY will call off the dogs of war and it will be all one happy family again. The foregoing is probably official propaganda, for one hears it on all sides, officials and private people as well.

The afternoon BRITISH broadcast quoted Mr. Churchill to the effect that, for the first six weeks of war, 1) the BRITISH sank 18 and badly damaged 5 U-boats; 2) that two were sunk Saturday; 3) that two-thirds of the GERMAN submarines have been treated to a depth charging; 4) that 171,000 tons of BRITISH shipping have been lost. These figures are at considerable variance from the GERMAN statements. Possibly the truth lies somewhere between the respective claims. I have grave doubts of the truth on either side, except when admitting own losses. At least that much can be accepted.

WEDNESDAY,
18 October

The papers were full of the SCAPA FLOW attack and the reception of the submarine crew by the Führer today. The most important item in the BRITISH broadcast was that the RUSSO/TURKISH negotiations have broken down, and that TURKEY is about to sign a mutual assistance pact with ENGLAND and FRANCE. This will have a great effect on the RUSSIAN offensive in the North.

THURSDAY,
19 October

The papers are still full of the U-boat crew and their attack on SCAPA FLOW. Lieutenant Commander von Davidson, in his official farewell call this morning, admitted that there were now "four or five" submarines that are overdue. Probably the figure is a bit higher, but none of my colleagues can get any better information either.

The GERMANS are still greatly interested in the action of our Congress on the Neutrality Bill.

Nothing has been said so far on the Presidential proclamation barring submarines from our harbors.

The BRITISH radio announced that TURKEY has signed the mutual assistance pact. The GERMAN papers have nothing to say on the subject.

A
R-1668
dated 29 Oct 1917

FRIDAY,
20 October

The British radio reported a German air raid over Scotland that was driven off with out having done any damage.

The British also made quite a fuss over the Turkish pact which has just been signed. The German afternoon papers made very short comment on it, saying it didn't mean anything as RUSIA was specifically excluded, that it could only be directed against GERMANY, and insinuated that ENGLAND was making a second POLAND out of TURKEY. This childish war of words, where each side is trying to intimidate the other with radio broadcasts!

The British radio also stated that DNB had given out that neutral shipping under Allied convoy would be attacked. So what! That is strictly in accordance with International Law. (Paragraphs 54 and 64 (f) of our 1917 Maritime Warfare Instructions.)

SATURDAY,
21 October

The German papers today are giving a full spread to the story of Mr. Gustav Anderson of Evanston, Illinois, a survivor of the "ATHENIA" who is reported to have made a sworn statement to the effect that three British destroyers sank the "ATHENIA" by gun fire fourteen hours after she was allegedly torpedoed. This slow sinking does not jibe with the quick sinking of "COURAGEOUS" and "ROYAL OAK", which were much better compartmented and protected under water. If this statement be true, there is much in the German contention that the "ATHENIA" was sunk by other means than a torpedo.

The air raids during the past week were executed with Junkers-37 bombers in so-called dive, more properly, glide attacks with very satisfactory results.

SUNDAY,
22 October

Dr. Goebbels, in a radio speech about 2015, directed a series of questions at Mr. Churchill concerning the "ATHENIA" case. He based his premises on the statements of Mr. Anderson and a Miss Helen MacDonald of Hartford, Connecticut.

MONDAY,
25 October

German papers carried a full spread of Dr. Goebbels' speech, naturally.

Captain Mirow, Chief of the Naval Attache group called me in at 1230 today to say that the Washington Star has been carrying personal attacks on Grand Admiral Raeder in the past four or five days in connection with the "IROQUOIS" case. He said that the Admiral had given me this information confidentially in a spirit of comradeship in order to avoid a grave disaster and that he was very much annoyed at its publication. (I must add that it has caused me no end of embarrassment). Obviously the Admiral could not disclose his source of information. He asked me to have these attacks stopped, to which I replied that we have a free press in the United States. He then asked me if I wouldn't telegraph the above to the Navy Department, for information and such action as might be possible in the case which I said I would. The telegram is going out by air mail to Lisbon today, one copy for Comron 40 T to transmit by radio, one by Clipper to the Department. I did send a cable from Berlin yesterday re last week's bombings, and if the German code breakers try to use such key words as "Washington Star", "Admiral Raeder", "Iroquois", etc. in deciphering, they are due for a beautiful headache.

Mirow also spoke of plans for the Submarine Training Tank, which he said Vice Admiral Witthoef had requested just before the outbreak of war, but he had not been able to forward any reply by mail. I said I would write about it.

MONDAY,
25 October
(continued)

He also mentioned having heard that Captain Kirk, U.S. Naval Attache London, was supposed to have visited the "REPULSE" shortly after her having been torpedoed (according to German accounts) in SCAPA FLOW, and to have reported her being undamaged. This was the first I had heard of this incident, and so replied.

Lieut. Comdr. von Davidson, the previous Liaison Officer, left this morning for KIEL to take command of the destroyer "RICHARD BEITZEN". Captain Mirow is taking over the information duties. He stated that his other work made it impossible to have daily conferences, but that he would phone us once or twice a week or on occasion when something big happened. He did not foresee anything big "breaking" before next spring.

TUESDAY,
24 October

Checked against State Department Radio Press Bulletins, Associated Press and United Press offices in Berlin in connection with Captain Kirk's visit to "REPULSE" and found no records. General inquiry brought out that possibly the news came out over British radio.

Inquired of Captain Mirow for further details on SS "CITY OF FLINT" which was reported (British broadcast, A.P. flash, and State Department) to have been brought into a Soviet port by a German prize crew for adjudication. Mirow said he knew no more about it than the British radio, that it was undoubtedly an invention spread by the British. He asked for a repeat on wheredit was supposed to have been taken, and on my saying a Russian port, he replied "Stimmt nicht;" (not true).

WEDNESDAY,
25 October

Phoned Captain Mirow re "CITY OF FLINT" about noon and was told that the Navy knew no more about the case than what had come over the radio; that they had had no official reports. I got a repeat on this.

The Foreign Office information section issued a statement about the same time to the following effect:

"The City of Flint was held up by a German war vessel at some time between 14 days ago and 8 days ago, and was found to have contraband on board destined for England although the destination of the ship was the Norwegian port of Tromsø. It was found, however, that the ship was "unseaworthy" in that it did not have navigation charts adequate for bringing the ship into a German port. The City of Flint was taken first into Tromsø where an attempt was made to obtain adequate navigation charts. This proved impossible, however, and the ship was therefore taken by its German Prize crew to Murmansk. It is understood that the Prize crew is being detained by the Russian authorities pending the outcome of discussions as to the final disposition of the ship and cargo."

Called Captain Mirow later for an appointment and was given one at 1750. Had to wait until 1900 to see him. He said he knew no more about the case than the above quoted report, that the whole thing was as big a puzzle to him as it was to me. He stated that their Naval Attache in Moscow, Commander von Baumbach, had been trying all day, without success, to get in touch with Murmansk. Mirow promised to give immediately any information he could.

The British radio tonight had no further information except that the seizure was made by the "Deutschland" last reported as being at Wilhelmshaven navy yard.

WEDNESDAY,
25 October
(continued)

The British radio also said that British reconnaissance planes had flown over Berlin, Hamburg and Magdeburg last night. I can't vouch for Hamburg or Magdeburg, but Berlin had particularly miserable weather, drizzly, completely overcast with very low hanging clouds. If British aviators were in the vicinity of Berlin they couldn't possibly know it.

THURSDAY,
26 October

Called Captain Mirow again concerning the "CITY OF FLINT". He was out. About 1645 he called back stating he had no further news, that the information which the Germans had came from their Consul at Tromsøe.

The British radio tonight stated that the wreck of a German submarine was seen on the GOODWIN SANDS. This is undoubtedly one of the five the Germans admit as being overdue, and one of the eight or ten which the Naval Attaches in Berlin estimate as having been lost.

FRIDAY,
27 October

The morning papers carried the story of the "CITY OF FLINT", winding up with a deliberate reversal of Article 21, The Hague Convention 1907, which required the prize crew to be interned in the neutral port and the release of the ship, unless brought in for unseaworthiness or stress of weather.

My Italian colleague called on me this morning, and among other things, mentioned that the Germans were going about things in their usual stupid manner in connection with the "CITY OF FLINT". His idea was that the Germans should have released the ship, even with contraband on board, as a magnificent gesture, at this time when the Neutrality, Arms Embargo, etc. of the United States are being discussed in Congress.

1700 Captain Mirow called re "CITY OF FLINT", the crew was safe and all present. I asked him if Russia were still neutral, to which he said certainly. I asked whether the German crew were interned, he said certainly not, that the ship had been brought into MURMANSK on account of machinery derangement.

The New York Times representative phoned me to say he had heard that neutral observers, presumably newspaper men, were to be invited aboard the "GNEISENAU" at WILHELMSHAVEN to disprove the Reuter rumor that the "GNEISENAU" was badly damaged in the British air raid in early September. A little too late to do any good!

SATURDAY,
28 October

The courier brought in pouches 289 and 297 from Rotterdam. Pouch 297 did not contain the usual check off list, nor was there any official mail except the usual mimeographed ship movement reports, etc. Sent out Pouch 255 by the same courier to Copenhagen.

The check off list for Pouch 297 was later found inside a magazine into which it had worked itself during the trip. Contents of the pouch checked with the list.

The evening papers contained a report of ships sunk, as follows:

12-25 October, confirmed reports,	22 ships, 109,370 BRT
12-25 October, listed in foreign press, not confirmed by German ships,	3 ships, 12,606 BRT
12-25 October Total	25 ships 121,976 Tons

Since the beginning of the war, a total of 115 ships of 475,321 BRT have been sunk. Unconfirmed reports have not been taken into consideration in these figures.

SATURDAY,
28 October
(continued)

Due to their being overdue for a considerable time, it is believed that 3 U-Boats have been lost since the beginning of the war."

The British radio reports 20 U-boats sunk by the British alone, plus about 14 by the French. These figures are no more believed than the German estimate of three. The best estimate of U-boat losses to date is about 8.

SUNDAY,
29 October

The German papers reported the Senate vote on the Arms Embargo Bill in the barest possible words.

The British radio on Saturday was very enthusiastic about the vote, but today had calmed down to a sane view of the situation.

Germans generally, especially their old time Foreign Service personnel, are very much interested in the "CITY OF FLINT" case.

MONDAY,
30 October

The "CITY OF FLINT" case continues as the center of conversation and writing. The great difficulty is that there are so few facts that a correct conclusion is not yet to be drawn.

TUESDAY,
31 October

The Swedish Naval Attache called on me on his return from a week's leave at home. The Swedish Navy has embarked on a construction program embracing two coast defense ships, four submarines of about 1000 tons and one destroyer of the Malmö type (1025 tons, 40 knots, 6-21" torpedo tubes, 3-4.7" guns). He was still worried over the possibilities of Sweden becoming involved in a war with Russia, although not so much as he was a few weeks ago. Sweden will definitely come to Finland's aid in case of trouble.

Sweden is having daily difficulties with Germany on account of neutrality violations, especially by aircraft. German planes attempt to have ships steer certain courses, while in Swedish territorial waters, enforcing their instructions with machine gun fire. In one case a Swedish government ice breaker replied with AA gun fire. Swedish pursuit planes, stationed all along the coast, drive off the violating German aircraft, who offer no resistance.

Received pouch No. 360 by Paris courier via Bern.

WEDNESDAY,
1 November

The GERMAN press quotes a report by the SWEDISH steamer "BARDA-
LAND" at OSLO, which travelled in a convoy of twenty-four ships from
GIBRALTAR, escorted by BRITISH warships. Three BRITISH and two FRENCH
ships of this convoy were stated to have been sunk by GERMAN U-boats.

The BRITISH radio tonight reported that GERMANY was negotiating
the sale to RUSSIA of their merchant fleet at present inactive at
MURMANSK. There may be some truth in this statement, as another re-
cent rumor was to the effect that RUSSIA wanted cash on the barrel
head and not slow paper in exchange for all the raw materials she was
to furnish under the terms of the recent trade agreement. RUSSIA will
make all she can out of this war; will remain diabolically neutral,
helping first one side, then the other to prolong the war as much as
possible; then, when both sides are bled white, will bolshevize EUROPE
and emerge the only victor. I am reminded of the square of names
which came to BERLIN from PARIS in September 1938 after MUNICH: -

M U S S O L I N I)	The four principals at MUNICH
H I T L E R)	
C H A M B E R L A I N)	WHO WINS?
D A L A D I E R)	
Q U I S)	
V I N C E T)	

THURSDAY,
2 November

A call on my SWEDISH colleague found him still considerably agi-
tated over the prospect of RUSSIA and FINLAND becoming involved in
difficulties. He is convinced that SWEDEN will go to the aid of FINLAND
and that GERMANY will back RUSSIA, either quietly or openly.

He had recently called at the Attache Group in the Navy Ministry
and found Captain Mirow more glum and uncommunicative than ever. Mirow
has been suffering with some form of stomach trouble - probably ulcers -
and I don't think the present regimented GERMAN diet is doing him much
good.

The new SOVIET Naval Attache, Lieut. Comdr. Worouzow, called on me
today. Beside RUSSIAN, which I don't know, he speaks only a very, very
little ENGLISH. In person, he is slight, blond and blue-eyed. Insofar
as his relations with his foreign colleagues here are concerned, I
can't foresee a very pleasant or prosperous tour of duty. I'm afraid
that the scale will run from cold hostility to open suspicion in the
order: - SPAIN, ITALY, SWEDEN, JAPAN, GREECE, U.S.A.

The GERMAN radio tonight quoted an A.P. dispatch from SAN PEDRO,
Calif., where the "MOVERIA", a sister ship of the "ATHENIA" put in,
considerably overdue, after an explosion in her machinery space. The
way that the GERMAN press and radio seizes on every straw in connection
with the "ATHENIA", leads to the belief that, while she may not have been
torpedoed, she was certainly sabotaged by GERMAN or GERMAN instigated
agents, and that GERMAN officialdom is trying desperately to cover it
up.

FRIDAY,
3 November

While the GERMAN Navy officially admits three submarines overdue
and probably lost, and the consensus of Attache estimates is eight to
ten sunk, it was learned that the GERMANS among themselves speak of
a loss of eleven. This is an improvement over the World War average
of 4.5 sunk per month.

FRIDAY,

3 November
(Continued)

A telephone conversation was held between our Embassy and the Consulate General at HAMBURG re "CITY OF FLINT", in which it was established that the Prize Commissioner would allow the Naval Attache to visit the American crew upon arrival. I called the Attache Group for permission to visit HAMBURG, which is closed area for me, and was told I would be allowed to go as soon as the Prize Commissioner gave permission for me to visit ship and crew.

SATURDAY,

4 November

The United Press phoned a flash this morning that Norwegian officials had interned the German prize crew of the "CITY OF FLINT" and released the ship to its American crew at HAVGESUND, about 50 miles south of BERGEN. The reason given was that the ship, accompanied by a NORWEGIAN torpedoboot, had anchored without cause, although the dispatch also spoke of a sick man to be landed. This action will undoubtedly bring down a lot of GERMAN wrath on NORWEGIAN heads. The "CITY OF FLINT" case with all its ramifications will undoubtedly take its place in the International Law books ahead of the APPAM case of the last war.

SATURDAY

4 November
(Continued)

Received pouches 205, 272, 322 and 397 via ITALY. Closed pouch 297 which will go out to COPENHAGEN Monday, 6 November - Lieutenant Commander Krause as courier.

SUNDAY

5 November

The British radio tonight mentioned a sharp protest made to the NORWEGIAN Government by the GERMAN Government for having interned the Prize Crew and released the "CITY OF FLINT". Other than that there is precious little war news. The WESTERN FRONT is quiet and there is apparently nothing going on at sea or in the air.

MONDAY

6 November

The days are becoming more and more quiet. Were it not for the fact that at sea, and to a minor extent ashore, men's lives are being risked and taken, this war is no more serious than a dirty, mud-slinging political campaign.

The radio and press of both sides make perfectly ridiculous and bombastic statements, which could only be taken as insults to the intelligence if it were not that they are used as propaganda to build up own morale, destroy the enemy's, or both.

TUESDAY

7 November

Another quiet day. This afternoon attended the reception given by the Soviet Ambassador who has just presented his credentials. Von Ribbentrop and Goering attended the reception, the former leaving as soon as the latter arrived.

I talked with Captain Mirow re the "ATHENIA" case investigation in which our State Department recently expressed interest. Mirow said that the Navy had determined from each U-boat commander that he had not sunk the "ATHENIA" and that Grand Admiral Raeder had so informed me. (Alusna service cipher 0016-1500 of September). Beyond that, he knew of no investigation.

Captain Mirow had no further news, at least that which he would communicate, of the "CITY OF FLINT", except that she was in BERGEN.

I talked with Commander Schulte-Menting, Admiral Raeder's Chief of Staff, who was uncommunicative as to details or definite statements, but remarked that 1), the submarines were not attacking the BRITISH Navy right now, 2), that they were specializing in their commerce war, 3), that GERMAN harbors were chockfull of prizes brought in, 4), that he didn't anticipate such big action until next spring, when some "new surprises" would be brought out, and 5), in response to my remark that there hadn't been much going on since the end of the POLISH campaign, he stated that they had done a tremendous amount of work at the Navy Ministry.

He shows the marks of it, as does Grand Admiral Raeder, whom I didn't see while he was there, but who was reported as having aged considerably, and Rear Admiral Schiewind, Chief of Staff for the Conduct of Naval Warfare, whom I did not recognize from rear and side on account of his tremendous aging in the past few months. His hair has now turned a full gray from a slightly speckled black, and the usual bags under his eyes are now under his chin. It must be a terrific headache for the old Imperial Navy to conduct a war for this bastard regime who can consider the Bolsheviks as arch fiends one day and the best of pals the next.

WEDNESDAY,
8 November

Saw my SWEDISH and LITHUANIAN colleagues at different times today and had long chats with each. Neither is very happy about the prospects for his country.

The idea of Party disintegration or overthrow is still rather strong. The present rumor has it that Colonel General Brauchitsch, the Commander of the Army, and who was more of a Party man than General Fritsch (deceased), is about to be replaced by Colonel General Keitel, at present Chief of Staff of the Armed Forces, and who is stated to be a better Party man than Brauchitsch.

The lack of any offensive action at all in the war since the completion of the Polish campaign; the known fact that Hitler has been conferring with his Generals, Admirals and Gauleiters during the past two weeks without resulting in some definite action; give strength to the recurring rumors that all is not well between Army and Party.

There is a report of 14 RUSSIAN submarines having transited the KIEL CANAL, west bound, during the middle of October. A RUSSIAN submarine was reported in the naval part of SASSNITZ harbor last week-end (4/5 November). Possibly the RUSSIAN submarines are on a peaceful visit, possibly they are getting preliminary instructions from the GERMANS so as to be immediately available when and if RUSSIA enters the war, possibly they are giving military assistance right now without any formality of declaring war. There were "pirate" submarines in the Mediterranean in the Spanish War, and there may very well be some in the NORTH SEA in this war.

THURSDAY,
9 November

The morning paper carried a very short account of the bombing of the MUNICH beerhall where Hitler spoke last evening. Six persons were said to have been killed and sixty injured. No names were given. Later morning reports gave two unimportant Party members from MUNICH, and stated that one of the injured had died during the night. It is rumored that Hitler didn't get away ahead of schedule, and consequently the bombing, as reported.

The press lays the blame at the door of the BRITISH Secret Service, which is stupid. The meticulous precautions which are taken everywhere before any big Party member visits a place or puts up at a hotel, make it practically conclusively an "inside job".

Mr. Hitler is reported to have arrived in BERLIN at 0400 today. One prospect of an early peace is postponed.

FRIDAY,
10 November

Sent out pouch 322 via COPENHAGEN - Lieut. Comdr. Ragounet, courier.

The press and radio of both sides are full of the MUNICH bombing. The original reward of a half-million marks has been upped to six hundred thousand, and three hundred thousand marks in foreign exchange, should the perpetrators have escaped abroad. The "Gestapo" has made a great show of following the trail out of the country, but failed to state over which border it led. Probably that will come out later for blackmail purposes or grounds for an invasion. HOLLAND and BELGIUM, beware!

SATURDAY,
11 November

The air is still thick with the MUNICH affair. Further disquiet comes from the reports over last night's radio that HOLLAND has started flooding her lowlands to keep out the invader. One of the members of the Commercial Attache's office reported having seen an amphibian automobile on one of the suburban lakes of BERLIN. Possibly that is the answer to HOLLAND'S cutting of the dykes.

BRITISH radio throughout the day was of remembrance for the 1914-1918 dead - GERMANY'S keynote was Hess's speech at MUNICH wherein he said that this bombing has taught us how to hate.

Lieutenant Commander Krause returned from a five day trip to COPENHAGEN last night. While there, his talks with Captain Tracou, the French Naval Attache, brought out that the Allies' real estimate of GERMAN submarines sunk so far is twelve (12), which is considered very sound. The Allies admit losing 325,000 tons of merchant shipping up to 25 October, as against 475,000 tons claimed by the GERMANS. Lieutenant Commander Krause's observations are going forward in the usual report form.

SUNDAY,
12 November

More MUNICH ad nauseam in papers and over the air.

The GERMANS did not invade HOLLAND over the week-end, so the next "magic date", 15 November, will have to be closely watched.

Lieutenant Commander Durgin returned from a week's trip in SWITZERLAND, where he visited several plants engaged in Diesel and submarine machinery manufacturing.

MONDAY,
15 November

The FRANCO/BRITISH reply to the peace gesture by BELGIUM and HOLLAND, to the effect that they would "consider any reasonable proposal", strikes me as rather a high-sounding but knowingly empty phrase. It is strongly felt that the Allied war aims include: 1), overthrow of Hitler and the National Socialist form of government; 2), restitution of POLAND, CZECHOSLOVAKIA and probably AUSTRIA. The GERMAN Government, from all accounts, is ready to make peace when the BRITISH recognise the conquest of POLAND and previous land grabs. GERMANY might even be big-hearted enough to create a small buffer POLAND between her and RUSSIA. The question of colonies, if not settled at the Peace Conference, would certainly show its head in an ugly manner within six months, or a year at most. Quite obviously, the National Socialist Party is not going to commit governmental "hari-kari".

MONDAY,
15 November
(Continued)

In spite of the gulf separating the two views of peace, there are persistent rumors of both sides having feelers out for possible compromise. In view of all that has been said and done so far by each side, I sincerely doubt any real compromise by either.

TUESDAY,
14 November

Received pouch 595 via ITALY.

The BRITISH radio reported the loss of a BRITISH destroyer, presumably by a mine.

The GERMAN press published a list of FRENCH and BRITISH merchant ships which have been armed (list forwarded in regular Z Report) and an accompanying article by Rear Admiral Gadow (Ret.). He states in part: "The first fully illegal step in commerce protection is the arming per se; the second, the instructions that the armament is to be used "on sight" and to ram the searching warship; the third is the heavy armament which transforms passenger ship into an auxiliary cruiser under the merchant flag.....It is apparent that the increased violations against maritime law will cause sharper action on our part, and the responsibility therefor falls on England".

At the monthly Attache dinner at Horcher's tonight, the Dutch military attache was considerably disturbed. He is said to have stated that his Assistant (evidently from a previous tour of duty, as he has none in Berlin), was murdered in HOLLAND by the GERMAN Gestapo and that he himself had received his second warning. His reaction was that he would shoot first.

I heard just a whiff of a rumor that GERMANY had bought or was about to buy submarines from RUSSIA. I couldn't get any more than just the bare statement, but will run down the truth of this as quickly as I can.

GERMAN planes were reported to have made an attack on the SHETLAND Islands; no direct hits claimed.

WEDNESDAY,
15 November

The "magic date" for the GERMAN attack on HOLLAND did not materialize today. The rumors continue of Hitler's wrangles with his Army Chiefs and of replacements of generals, but no authentic foundation for such rumors has yet become apparent.

There is also a statement, reportedly emanating from Danish fisherman that the "BREMEN", camouflage painted, was seen standing south off the JUTLAND coast. This in turn, feeds another rumor that the GERMANS plan a landing force attack on the East Coast of ENGLAND, using parachute jumpers for the first wave, and their fast merchant ships to transport the succeeding waves. Variations of this tale include seizure of, and establishing a base on the DUTCH coast, the BELGIAN coast, and even at CALAIS.

THURSDAY,
16 November

Received pouches 269 and 279 via HOLLAND. These left the Navy Department on 15 and 20 September, and were probably held in ENGLAND. With their arrival the series is complete up to shipment Z-81, leaving Washington 25 October, which was received 14 November.

THURSDAY,
16 November
(Continued)

The GERMAN radio announced that one U-boat alone had sunk 26,000 tons of ALLIED shipping in the past few days.

FRIDAY,
17 November

Sent pouch 595 out via ITALY, Mr. Hamilton (Paris) as courier.

The BRITISH radio carried a story of political unrest, purging of Generals, etc. in GERMANY. While there is no basis definitely known by me for such a report, it fits in well with all the rumors heard lately on the same subject; with the reported many conferences which Hitler has been holding with his military and political leaders; and with the observed lack of enthusiasm for war by GERMANS in general.

General von Blomberg, one time Commander in Chief of the Armed Forces, is reported to have been shot; Generals von Hammerstein (once Chief of Staff), Stulpnagel, Rundstedt, Brauchitz and Blaskowitz, are reported in various degrees of disfavor ranging from concentration camps to merely being replaced. Young von Hammerstein, who is a Lieutenant in an Armored Car Regiment, and who frequently visits my son when in BERLIN, states that his father is out "hunting". The "hunt" has lasted several weeks. Colonel General von Hammerstein had been retired for several years, was recalled to active duty and given a command in the WEST, according to some reports, the Supreme Command. He lasted there but a short time, when he went "hunting".

SATURDAY,
18 November

The Italian and British radios reported German difficulties in BOHEMIA and MORAVIA. As a result of the student demonstrations on the recent Czech Independence Day, eleven students had been executed, martial law proclaimed in the Protectorate, and all universities closed for three years.

A later report stated that three other Czechs, of which two were policemen, were shot for having killed a German.

A BRITISH flight over WILHELMSHAVEN was reported by both BRITISH and GERMAN radio, so there must be some truth in it. The BRITISH claim they took valuable photographs (a stock expression), the GERMANS claim they drove off the BRITISH before they could release their bombs.

SUNDAY,
19 November

The DUTCH passenger steamer "SIMON BOLIVAR" was sunk by mine explosion in the NORTH SEA. The BRITISH claim it was a GERMAN mine, and the GERMANS claim it was a BRITISH mine. Small consolation to the 194 out of 400 passengers and crew who were lost.

The ITALIAN radio stated that ITALY viewed with alarm any attempt at the bolshevization of SOUTHEASTERN EUROPE, particularly the BALKANS, as this area was considered an ITALIAN sphere of influence.

MONDAY,
20 November

The GERMAN papers yesterday carried an addendum to the list of BRITISH and FRENCH merchant ships which have been armed. The "VEEDAM" of the Holland/America Lines was included in this list. Upon my inquiry to the Navy Ministry concerning the accuracy of this entry the reply at first was that the list was correct insofar as the German Navy knew. In view of HOLLAND'S attitude toward armed merchantment in the last war, it did occasion some surprise. A few minutes later the liaison officer called back and said that the entry of the "VEEDAM" on the list was an error.

MONDAY
20 November
(Continued)

Mr. Irwin of the National Broadcasting Company told me today that the GERMAN censors had cut a paragraph out of his script for broadcasting on a world-wide hook-up last night. His talk dealt in part with the probable future courses of action by GERMANY. One course - invasion of BELGIUM - was allowed to stand, but the paragraph dealing with the invasion of HOLLAND, using amphibian tanks, was deleted from his script on the grounds of military secrets. Whether or not GERMANY seriously entertains such an idea, it appears that it must have received some attention.

TUESDAY
21 November

The GERMAN official communique reported GERMAN reconnaissance flights over SCAPA FLOW, SCOTLAND, SOUTHERN ENGLAND, and FRANCE north of PARIS. Probably they secured "valuable photographs" also. The report further stated that 127 ships of 245,455 B.R.T. had been brought into GERMAN ports for adjudication.

BRITISH and FRENCH ships are reported striking mines on the ENGLISH coast. Either the BRITISH mine field laid early in the war in the CHANNEL is coming adrift, or the GERMANS are laying mines off the ENGLISH COAST, probably the latter. It is possible that some of their submarines were built for minelayers, or a cylindrical mine is ejected from the torpedo tubes, or they may be doing their minelaying with their high speed motor torpedo-boats which are capable of carrying six mines each. There are 57 of these boats listed in Weyer and Jane. Their size and type of construction are such that they can be built almost anywhere in GERMANY in a very short time and transported either by rail or the waterway system to the coast. BORKUM to HARWICH is a matter of 200 miles, which is an easy eight hour run for these boats. Nights are 15 - 16 hours long now in these latitudes, and with the generally overcast and misty weather which has been prevalent here lately, it is perfectly possible for a flotilla of these boats to make their round trip entirely undetected.

I heard today from an entirely unknown and unproven source that GERMANY was sending a weekly U-boat load of arms and munitions to EIRE for revolutionary purposes. There may be truth in this, inasmuch as the GERMANS did the same sort of thing in the last war. Nevertheless I have no faith in the present source.

The November "Marine Rundschau", received today, contained a pamphlet entitled "The Exercise of Prize Law" by Admiral Gladisch (retired). Admiral Gladisch is one of the Commissioners of the Prize Court.

It was learned today that the heavy cruiser "HIPPER" is now at the WILHELMSHAVERN yard for overhaul.

The GERMAN/SLOVAK treaty was signed in BERLIN today, whereby GERMANY restored to SLOVAKIA the territory taken by POLAND in 1920, 1924 and 1938. What GERMANY got in exchange for this big-heartedness was not made public.

WEDNESDAY
22 November

The GERMAN press this morning makes a big whoop-and-hurrah over the capture of the MUNICH bomb planter. Another article prominently featured is the capture on 9 November of two alleged members of the British Secret Service who were trying to enter GERMANY from HOLLAND. By featuring the two items, with photographs, on the front page of all papers, the Propaganda Ministry is evidently trying to establish firmly in all GERMAN minds the connection between the British Secret Service and the MUNICH bombing.

WEDNESDAY
22 November
(Continued)

Pouch 269 went out via COPENHAGEN this morning, Vice-Consul Follmer as courier.

The GERMAN press reports the loss of three BRITISH mine-sweepers off the northwest coast of IRELAND.

THURSDAY
23 November

The GERMAN papers this morning carry an article stating that the GERMAN mining operations are not in violation of the 1907 Hague Conference. The Embassy press telegram to the State Dept. was requested to be routed to the Navy Department for information. At the Embassy Thanksgiving Day reception, there was much talk of "magnetic" mines being laid by the GERMANS. The BRITISH radio reported two GERMAN seaplanes having been observed flying low over the water and dropping something with parachutes. It is conceivable that planes can drop mines as well as bombs, that the parachutes can be made out of a cellulose fabric soluble in sea water, but the practicability of such a means of mine planting is a bit dubious. Even allowing a lighter type of mine, not over four or five can be carried per plane, as against twelve or fifteen of the same type by motor torpedo boat, or fifty or sixty as a U-boat deck load. Further, the planes would have to lay their mines in daylight, as against the surface craft operating at night and consequently with greater chances of escaping detection. It is possible that the GERMANS sent over a few plane loads of mines deliberately to mislead the BRITISH.

The type of mine used in this operation is estimated to be of a mushroom anchor shape which lies on the bottom of the channel and cannot be swept with ordinary means. The exploding mechanism is operated by a distortion of the earth's inductive magnetism, caused by a ship passing above it. Z-Report M-652 of 20 October 1939 describes such a device for use on torpedoes, and R-656 of 24 October describes an antenna device for detonating torpedoes. Either of these means could be used very effectively on mines planted in shallow coastal waters or dredged channels. Ordinary sweeping is naturally ineffective against such oyster mines, but it is believed that an electrically charged sweep wire dragged through the channel by sweepers steaming outside of the channel would detonate the mines harmlessly.

The BRITISH destroyer "GIPSY" was reported sunk by a mine on Tuesday (21 November).

The Fuehrer had a conference of all Armed Force Commanders which the press called his "Annual Conference." It was told me by a very reliable source that Grand Admiral Raeder had a three hour session with Hitler.

FRIDAY
24 November

The afternoon press carried the report of the BRITISH cruiser "BELFAST" having been torpedoed in the FIRTH OF FURTH.

In the evening, all Air Attaches accredited here were guests of the Air Ministry at a lecture on the air campaign in POLAND and dinner at the Haus der Flieger (Aero Club). A complete report of this lecture is being forwarded via next pouch.

SATURDAY,
25 November

In conversation with a GERMAN Reserve Army officer, home on sick leave from POLAND, I learned that the Army wants to see martial law maintained in POLAND for some time in order to reduce the Poles to a serf status as quickly and as thoroughly as possible. I have gathered from a variety of sources that the POLISH treatment of GERMANS prior to the conquest of that country by GERMANY was far from humane. Some of this mistreatment might have been brought on by GERMAN attempts to Nazify the border areas, but certainly not to the extent that the Poles practiced it. From all accounts, the Poles in their conduct of murders, mutilations and atrocities, exceeded even the old fashioned Bolsheviks, to whose basic methods they added a few of their own ideas of torture. There are at present occasional instances of GERMANS being waylaid and killed by Poles. The reprisal for this is the summary execution of the ten leading Polish citizens of the town or area in which the act took place. These executions are performed by the "Sonderdienst" (Special Service) section of the Gestapo. Poles, and particularly Polish Jews, are being dispossessed of their property and moved into the "Congress POLAND", in the vicinity of LUBLIN. BAL TIC Germans are being moved into the areas thus cleared. This will be a beautiful snarl for any peace commission to untangle.

SUNDAY,
26 November

A quiet day with exceptionally miserable weather.

MONDAY,
27 November

Sent out pouch 279 via ITALY - Mr. Spaur (Paris) as courier.

Our Commercial Attache returned from spending the Thanksgiving week-end at PRAG with some first hand stories of conditions there. In breaking up the student demonstration on the CZECK independence day, one student was killed by GERMAN police. The GERMAN chauffeur of a high Nazi official tried to break up, with his car, the funeral procession of this student a few days later. The chauffeur, after having lost an eye and both ears and otherwise having been badly beaten, was sent to BERLIN by his employer as "Exhibit A". The Fuehrer then gave his S.S., S.A. and Gestapo (all of which are cordially hated by the Czechs) the go-ahead signal. Students were hunted down, shot, and had hand-grenades tossed into dormitories. Approximately 150 were killed and about 2,000 taken away to BUCHENWALD concentration camp. A raid on the JUGOSLAV dormitory was stopped by their Consul who then sent the JUGOSLAV students off to BELGRADE for his Government to take a look at. I have heard no reverberations from this as yet.

I paid the return call on the Soviet Naval Attache this noon. While there he informed me of the telegram that Molotov had just sent the Finnish Government re the border shooting. Molotov would not consider it a casus belli if the Finnish Army were to be withdrawn to 25 km. (15.6 miles) from the Soviet border. The Finnish statement is to the effect that their troops were at church service at the time the alleged shooting took place. It was intimated that the Russians involved were killed by their own hand-grenades with which they were apparently "sky-larking".

According to reports, the Japanese have announced that they will investigate thoroughly the recent sinking of one of their merchant ships off the ENGLISH East Coast and demand reparations from the Government responsible for the mine. Failing to get satisfaction, they will take it in their home waters. It seems that the Japs are building up a perfect case to get into the war on whichever side they want to, undoubtedly on the GERMAN side.

TUESDAY,
23 November

The press and radio carried the story of the sea battle off ICELAND, wherein the "DEUTSCHLAND" and one other GERMAN warship (one rumor had it the "GNEISENAU") sank H.M. auxiliary cruiser "RAWALPINDI". The GERMAN papers, which have been claiming command of the NORTH SEA, now extend their area to include the NORTH ATLANTIC. It is hard to understand the glee of the GERMANS in the results of the action. It is too reminiscent of the U.S. Marine ditty about

"Ten thousand gobs laid down their swabs
To like one sick Marine,
Ten thousand more looked on and swore
'Twas the best fight they'd ever seen."

The conferences at the Navy Ministry have been resumed - between 1800 and 1700 on Tuesdays and Fridays. The conference today was of little value. The liaison officer admitted that Vice Admiral Marschall, Commander Armored Ships, was in command of the GERMAN detachment, but beyond that nothing.

At the JAPANESE Naval Attache's tea an hour later, Admiral Raeder's aide remarked that the "DEUTSCHLAND" and one other ship took part. When I told him that the BRITISH radio had stated that the "DEUTSCHLAND" ran away from the oncoming BRITISH cruiser his eyes sparkled and he said there was nothing that their "DEUTSCHLANDS" wanted to do more than to engage a BRITISH cruiser. I am very much inclined to believe him. He also told me with a great deal of pride that Lieutenant Prien, of SCAPA FLOW fame, had reported the destruction of the "SUFFOLK" or one of her class. This information had apparently just been received. The BRITISH radio said nothing on this score throughout the evening.

I noted a great number of GERMAN naval and air force officers present at the JAPANESE reception. It may be due to the fact that Rear Admiral Yendo is doing his second tour of duty here as Naval Attache and all of these officers are friends from his first cruise, but I believe it is more the community of political interests that cause GERMANS to attend a JAPANESE, and to a slightly lesser extent now, the ITALIAN parties.

Vice Admiral Assmann, head of the Archives Section, remarked that Lieutenant Commander Krause could return to his Historical research just as soon as the war was over. He stated that the historical studies had proved to be of very great value, that the commanders afloat frequently inquired if such and such a thing had been tried out in the last war, and with what success. He said that while the Navy had learned a great deal from their history of the last war, the political leadership had learned infinitely more, with the implication that the increased knowledge had done them no harm.

The present U.S. Neutrality Law which had for its purposes 1) keep the U.S. out of this war; 2) insure cash payment for articles bought; and 3) render legitimate assistance to ENGLAND and FRANCE, is being hailed by the GERMAN press as a model for all neutral nations to copy. The "Cash" clause limits the amount that the Allies can buy, and the "Carry" part, along with our forbidden zone, makes extremely unlikely any incident which might involve U.S. - GERMAN relations. The GERMANS are now recommending similar legislation by the surrounding neutrals. By such measures they feel they can put the economic pressure on ENGLAND.

TUESDAY,
28 November
(Continued)

GERMAN/SWEDISH relations are none of the best on account of differences over the extent of territorial waters. The SWEDES claim a four mile zone, the GERMANS want to mine themselves, or make SWEDEN lay minefields up to the three mile mark. The field in question is that in the vicinity of FALSTERBO, the Southwest tip of SWEDEN. The channel within the three mile zone is only 5 meters (16.4 feet) deep; that between the three and four mile lines is 8 meters (26.24 feet) deep. The SWEDES, quite naturally, prefer not to transit GERMAN or their own minefields with their deep draft ships, including warships, in coastwise traffic. The GERMANS are putting on whatever bullying pressure they can. While the situation may not lead to war, it is not out of the realm of probability, especially if the Bolshevik buddies start turning the heat on FINLAND.

* Mr. Tolischus, of the New York Times, called on his return from a visit to the RUPR district. He reported that operations were going on as before, except that non-essential industry for war had shut down, and that the steel companies were using up their reserve stocks. They estimate eighteen months before they can be regularly supplied with RUSSIAN raw materials.

*Very good authority
on German financial
and industrial
aspects*

WEDNESDAY,
29 November

The SPANISH Naval Attache called on me, introducing the new SPANISH Air Attache; and the GREEK Naval Attache called, introducing the new GREEK Military Attache. The conversations were on the war in general, and particularly on submarines. Gist of information gained, but not yet checked:

- 1) Prior to war GERMANY was secretly building seven or eight 1,000 ton submarines, probably minelaying types;
- 2) No less than ten submarines have been obtained from RUSSIA;
- 3) Submarine sections and installations are being fabricated in interior of GERMANY and transported to assembly yards along the coast;
- 4) A maximum of 150 building places are available, of which about 40 are reserved for docking and underwater repairs. (This checks very closely with our estimates which have been previously reported in Z Report R-590 of 22 September 1939, and R-717 of 20 November 1939);
- 5) The estimated building time of a submarine is ten months, which also checks;
- 6) About 160 to 200 new submarines will be added to the GERMAN Navy in 1940;
- 7) Estimated loss to date, 15 or 16 submarines. The rate of loss will increase to at least 8 per month as BRITISH counter-measures improve and as more GERMAN submarines get into the operating areas;
- 8) About one and a half years ago, JAPAN bought ten 60 knot motor torpedoboats from a GERMAN manufacturer. The price is not known, but it was high, since it included license rights. These boats were bought and delivered without torpedo tubes, mine gear or any top hamper. When the JAPS added this gear they immediately ran into stability difficulties. To date they are said to have lost 7 or 8 of these boats. The boats were considerably larger than the current "Schnellboote" of the GERMANS, displacing about 100 tons as against 60.

*The value
of these data
depends upon
the competency
of the informant
and the accuracy
of the places
given in sources
as it
is not*

WEDNESDAY
29 November
(Continued)

The BRITISH Admiralty categorically denies any damage to any cruiser of the "LONDON" class. I distinctly heard Lieut. Freiwald (Admiral Raeder's aide) say "SUFFOLK" or one of its class." I wonder if the BRITISH are deliberately misleading!

THURSDAY,
30 November

The RUSSIANS broke off diplomatic relations with FINLAND last night. This morning at 0700 (local time) they crossed the FINNISH borders in three places and started bombing HELSINKI. The GERMAN papers have very little to say on the subject; a bare pronouncement of the breaking of diplomatic relations was all the afternoon papers had about it.

The JAPANESE are beginning to come out in the open. They now threaten reprisals against ENGLAND on account of her export embargo. The technique may vary, but the tune is the same, whether played by GERMANY or RUSSIA, or now, JAPAN. It appears as if GERMANY is insuring our keeping out of this war by getting and keeping our attention focused on JAPAN. ENGLAND has not yet declared war on RUSSIA, who dismembered POLAND as much as GERMANY, undoubtedly through fear of losing INDIA and MESOPOTAMIA. RUSSIA is having her way in the BALTIC as an active partner of GERMANY without having war declared by or against her. JAPAN is about to collect in the FAR EAST without much opposition from ENGLAND. With the U.S. stymied by JAPAN, and ENGLAND'S possessions threatened by RUSSIA and JAPAN, GERMANY has a fair chance of coming out of the European war with no worse than a draw.

The BRITISH radio announced a new minefield of approximately 300 square mile area in the vicinity of the mouth of the THAMES.

The word of mouth next "magic date" is Sunday, 3 December, when all hell is supposed to pop. The last magic date was 11/12 November, when nothing happened, although subsequent information seems to establish some ground for fear at that time. It strikes me that the bad weather season has advance too far to pick out a date far in advance as the beginning of a major offensive.

FRIDAY,
1 December

The FINNISH Military Attache in BERLIN issued the following communique:

'The Finnish General Staff advises on 30 November 1939 as follows:

'The Bolshevik/Russian land and air forces, without a declaration of war, have this morning commenced putting war measures against Finland into effect. Bombers have bombed the following open cities and towns:

'The airports of Helsinki and Santahamina;
Kotka, Viipuri and Ense,

using incendiary bombs. In Kotka and Viipuri various houses are burning in Ense; the new hospital building is afire. In the Carole Peninsula and in Suojärvi Bolshevik forces have crossed the border.

'In Sakkola a Russian airplane has been shot down.'

The BRITISH and GERMAN radios both announced (so it must be true) that two BRITISH destroyers and a BRITISH submarine put into a NORWEGIAN port in the vicinity of STAVANGER on account of sea damage. The destroyers left after a short time, the submarine required longer repairs.

FRIDAY,

1 December
(Continued)

The afternoon papers headlined the data on tonnage sunk by U-boats and mines from the outbreak of war until 29 November:

a) According to verified reports:

162 ships of 659,689 B.R.T., of which 52 ships of 185,248 B.R.T. were neutrals.

b) According to other reports:

an additional 32 ships of 96,079 B.R.T., of which 16 ships of 59,321 B.R.T. were neutrals.

An especially high percentage of tankers was sunk. Tanker tonnage sunk is reckoned at 150,867 B.R.T.

In view of the known fact that the BRITISH refrain from publishing losses of their own ships, especially those near the ENGLISH coast, the total losses are undoubtedly higher.

There was little information offered at the semi-weekly conference at the Navy Ministry except that on account of war conditions, Grand Admiral Raeder requested that Christmas cards be not exchanged this year. Nothing new on the naval or general situation. In reply to questions concerning publications, the liaison officer said that "Nauticus" would appear but probably late, "Weyer's Taschenbuch" would be published minus the GERMAN Navy section, and that there was doubt if the new rank list would appear at all - if it did, it would simply be a list of names arranged in order of seniority.

The FINNISH Cabinet was reformed. At first the impression prevailed that the new Cabinet would bow to RUSSIA; later reports indicated it was stronger than the old Cabinet. The RUSSIANS set up a puppet Workers and Peoples Government as soon as they crossed the border - another Dr. Racha or Father Tiso (CZECHOSLOVAKIA) affair.

SATURDAY,

2 December

Some time ago GERMAN women were exhorted to do their bit for the Fatherland by producing more babies. The idea is more or less routine, but special emphasis was laid due to war conditions.

It was learned from a reliable source that Himmler has very recently issued an order directing the S.S. to perform the stud services at home while the husbands are off at the front. An officer just in from the front reported this to Goering yesterday, stating that his troops were practically berserk. Goering became terribly enraged and said, among other things - "I told him not to issue that ---- order!"

The FINNISH Military Attache in BERLIN issued the following communique:

"The following information regarding the Bolshevik RUSSIAN war negotiations with FINLAND was announced on the evening of November 30th.

'Early in the morning of November 30th, Bolshevist troops crossed the eastern border of FINLAND at several points, with no declaration of war. The attack on the KARELIAN ISTHMUS followed heavy artillery fire. Bolshevist troops were repulsed; and in the afternoon the attack on the KARELIAN ISTHMUS and the attack northeast of LADOGA were also repulsed.

'Northeast of LADOGA two tanks were destroyed as were also two tanks on the KARELIAN ISTHMUS.

(FINNISH troops did not cross the border at any point.

SATURDAY,

2 December

(Continued)

'Bolshevist aircraft activity took place with particular violence against open cities and towns.

'The bombardment of HELSINKI brought about great destruction. The Technical High School, the German School "Nindenburghaus", and the Maria Hospital which was clearly marked with flags and red cross emblems, were bombed, as were many other houses. 40 dead and several hundred wounded, all civilians, women and children, have been reported.

'In VIIPURI three houses, in ENSO the hospital which was well flagged and showing plainly red cross insignia, were struck by bombs and burned. In LAHTI four dead and thirteen wounded, all civilians, were reported. In HANKO (HANGO) one person was killed by bombs. The bombardment of KOTKA, KAMINHARVI, KITTLA and PETSAMO brought the RUSSIANS relatively slight success.

'The RED FLEET bombed SEIKARI Island and the southern coast of KARELIAN ISTHMUS.

'At the same time the radio from MOSCOW broadcast the information that nothing was known there of the war measures against FINLAND, and that these reports were only provocative announcements which had been spread by the anti-communistic foreign press.

'One plane was shot down in HELSINKI by the FINNISH anti-aircraft artillery; two Bolshevist planes were shot down on the KARELIAN ISTHMUS.

Radio broadcasts of European war news took a decidedly second place tonight. Unfortunately the Army-Navy football game transmission faded out completely, just as the squads were coming out on the field at the beginning of the second half.

SUNDAY,

3 December

The FINNISH Military Attache in BERLIN issued the following communique:

"There was severe fighting during the whole day on the FINNISH eastern border. North of the LADOGA SEA the Bolshevist troops have everywhere forced their way into FINLAND and it may be ascertained that the attack has been prepared for weeks. The enemy has been thrown back with severe losses. In SUOJARVI there was particularly hard fighting and the FINNS have completely annihilated, up to the last man, two Bolshevist companies with machine pistols and bayonets. Two tanks were destroyed.

"On the KARELIAN Peninsula the RUSSIANS continued the air attack, supported by strong artillery fire. Aside of a few points where the Bolsheviks registered minor success, the enemy is thrown back with severe losses. Here the RUSSIANS have lost eight tanks.

"The number of destroyed Bolshevist tanks reported previously was eleven and not four as erroneously reported.

"With reference to the air activity the following is reported:

"Three attacks on VIIPURI; one enemy plane shot down.

"One attack on HELSINKI; two RUSSIAN planes shot down. One bomb struck a protective chamber of a worker's section in the north, killing 20 civilians, mostly women and children.

"In LOPPOONRANTA (WILLMENSTRAND) one enemy plane was shot down and in RAINIENHOSKI two enemy planes.

"FINNISH pursuit planes shot down two RUSSIAN planes at RUEKOLA and one at KOLJOLA.

SUNDAY,
3 December
(Continued)

"All in all, nine enemy planes were destroyed.

"From 9:50 - 10:10 o'clock, the Bolshevik cruiser KIROV made a fire attack on FORT RUSSARO and was driven back by artillery fire.

"The RUSSIANS have set the two villages on the Ise of SUURSAARI (HOGLAND) on fire through incendiary bombs."

The GERMAN radio and press have little to say on the FINNISH campaign, and then give it second page display.

The BRITISH and GERMAN radios report an attack on HELGOLAND by R.A.F. planes. The BRITISH state they damaged one cruiser and sank a submarine; the GERMANS claim that material damage was slight and that only one fishing boat was hit. The truth evidently lies somewhere between the two statements. I am glad to see the BRITISH come out of their stupor. Their conduct of the war to date, viewed from where I sit, has been pusillanimous.

I learned today from a very reliable source who, however, said he had no verification of it, that GERMANY has, or is about, to transfer the practically completed battleships "BISMARCK" (launched 14 February 1939), "TIRPITZ" (launched 1 April 1939), the carrier "GRAF ZEPPELIN" (launched 8 December 1938), the two heavy cruisers "SEYDLITZ" (launched 19 January 1939) and "LUETZOW" (launched 1 July 1939) to RUSSIA. I can hardly believe that there is any truth in this rumor. If there is, it indicates: 1) that GERMANY is practically on the cracking point; 2) that her submarine loss must be much greater than estimated; 3) that she is swapping off all hope of future mastery of NORTHERN EUROPE; 4) that RUSSIA is a very tough horse-trader.

MONDAY,
4 December

Received pouches 502, 271, 259 and 292 via ITALY, having left the Navy Department on 27 October, 1, 3 and 8 November, respectively.

The FINNISH Military Attache in BERLIN issued the following communique:

"Complementing the report of December 1, 1939 it is reported: It was later ascertained that in the fire fight between FORT RUSSARO and the RED Fleet, a SOVIET RUSSIAN destroyer was hit and sunk and that the battleship KIROV was damaged by a hit. The sinking of the destroyer was also witnessed by the captain of the GERMAN S.S. DONAU which was on its way to HELSINKI.

"In the vicinity of HELSINKI, Bolshevik RUSSIAN airplanes have attacked women and children fleeing from the town by machine gun fire. Many were killed and wounded.

"All in all, nineteen enemy planes were brought down and twenty-six tanks destroyed.

"The following is reported regarding the military activity of December 2nd:

"In Northern FINLAND the village PETSAMO has been regained by the FINNISH troops after severe fighting. The enemy suffered serious losses. 150 prisoners.

"North of the LADOGA SEA the fighting in SUOJARVI continued.

MONDAY,
4 December
(Continued)

"In TULEMA, in SALMI, it was noticed that before the RUSSIAN divisions attacked, the Bolshevik officers had to shoot two of their own soldiers.

"On the KARELIAN Peninsula the FINNISH troops, as planned, have vacated TERIJOKI and a few other border villages. In RATAU the FINNISH artillery for the first time engaged in a fire fight with the RUSSIAN artillery and quitted the RUSSIAN artillery. In METSAPIRTTI an entire RED battalion of about 700 men was completely destroyed by a counter-attack.

"The Bolshevik Air Forces have not undertaken any bomb attacks during the entire day. On the KARELIAN Peninsula two enemy planes have been forced down. An airplane carrying a white flag voluntarily surrendered to the FINNS. All three planes have fallen into FINNISH hands completely undamaged.

"The number of destroyed enemy tanks is not yet known."

TUESDAY,
5 December

Attended the semi-weekly conference at the Navy Ministry today. The only information gained was that definitely and positively the BRITISH attack on HELGOLAND resulted in the sinking of one small fishing vessel.

WEDNESDAY,
6 December

The FINNISH Military Attache issued the following communique:

"Severe fighting on the eastern boundary is continued. Particularly in SUOJARVI the enemy has suffered serious losses and lost several tanks.

"The Bolshevik RUSSIAN Air Forces and Sea Forces have not been active the entire day.

"The FINNISH Government categorically rejects the false news being spread by MOSCOW that the FINNISH troops had used poisonous gases. The FINNISH Government is at all times willing to offer any neutral commission a possibility of carefully investigating the matter.

"The day is noteworthy for severe snowfalls, particularly north of LADOGA SEA. Large troop movements will probably be impossible due to this snowfall.

"Early in the morning several buildings in TORIJOKI in which Soviet RUSSIAN troops were quartered, were blown up. The RUSSIAN losses are supposed to be 1000 - 2500.

"In the fights in SUOJARVI a Bolshevik RUSSIAN regiment has been annihilated.

"In PETSAMO the severe fighting was continued. The RUSSIAN troops which were landed in LIINABAMARI were met by machine gun fire from the FINNS. (FINNISH Air Force).

"An enemy bomb attack on IMATRA was warded off by the FINNISH air defense; a few bombers were brought down.

"It was noticed from the FINNISH side that several houses were burning in KRONSTADT.

"The FINNISH Government has advised that military measures for the protection of the neutrality of the Aaland Isles had been taken."

THURSDAY,
7 December

The FINNISH Military Attache issued the following communi-
que:

"On December 4, the Bolshevik RUSSIAN troops continued their attacks, supported by artillery and tanks, on a broad front on the CARELIAN Peninsula. During the combat the FINNISH troops, as planned, withdrew over the line UUMKILAKKO - RAUTU after hard resistance and severe losses of men and tanks by the RUSSIANS.

"North of the LADOGA SEA our troops have given up SALMI. In SUOJAERVI hard fighting is continuing.

"No great combat activity is reported from the PETSAMO area.

"The Bolshevist RUSSIAN sea forces have bombarded SUURSAARI (HOGLAND) and the other small islands in the East FINNISH Bay. The Isle of TYTAERSOARI has been occupied by the RUSSIANS.

"Enemy airplanes have carried out reconnaissance flights along the FINNISH south shores. It was observed that one enemy plane dropped into the sea.

"It is reported from TALLINN that the battleship KIROW has been towed into the harbor of TALLINN badly damaged."

Returned the call on the new GREEK Military Attache. There were no new points brought out in regard to submarines. Briefly, however, they were:

Submarines ready on 1 September	48 (our records show 55)
" taken over building for Turkey	1 (we believe 2)
" openly under construction	25 (16 by our account)
" secretly under construction	12 (rumors ranging from 7 to 17).
" parts stored and ready	17 (same figure)
" bought from Russia	10 (have heard up to 30)
Submarine building ways available, 1 September 1939	30
" " " " by 1 January 1940	80
" " places eventually available	150 (checks)

Building time 10 Months (checks).

With regard to the explosive used by the Germans in their torpedo warheads and mines, it was said to be a mechanical mixture of 2/3 TNT and 1/3 Hexanitrodiphenylamine.

The Germans are successfully employing gunpowder made of wood pulp instead of cotton (See Z-Report M-765 of 8 December 1939).

The GERMAN press reported GERMAN air reconnaissance flights over SCOTLAND and the SHETLAND Islands, and BRITISH flights over SCHLESWIG-HOLSTEIN.

FRIDAY,
8 December

The GERMAN press reports GERMAN reconnaissance flights over LONDON and WESTERN FRANCE.

The press further reports that GREAT BRITAIN has 2,000 offensively armed merchant ships in the BRITISH war service.

The GERMAN reaction to the BRITISH export blockade, effective 4 December, has not yet been openly announced. Press articles from time to time, like the one referred to above, allude to the fact that a submarine commander cannot be expected to commit suicide

*Same memo as
date page 48
P/ste*

FRIDAY

8 December
(Continued)

and mass murder of his crew by going through the usual visit and search formalities. It is my belief that GERMANY will either quietly or openly enter into unrestricted submarine warfare, in a sea area surrounding GREAT BRITAIN and FRANCE. The limits of this war zone will closely follow those of the proclaimed zone barring American shipping. The U.S. as the greatest neutral power has established a barred zone; JAPAN has recently announced operating its ships only as far as GENOA. The small neutral shipping countries - HOLLAND, BELGIUM, GREECE and SCANDINAVIA will either follow suit or their protests over sinkings will go unheeded. Remaining in the zone will be only BRITISH and FRENCH shipping, most of which are armed, hence, by GERMAN standards, liable to attack on sight. Since BRITAIN and FRANCE have already declared war there is no further protest they can make. Further, unless these two soon take some active offensive action, there is a good chance that the economic war will react as strongly against BRITAIN as against GERMANY.

Attended the semi-weekly conference where very little information was given out. The liaison officer stated that in bombing HELGOLAND recently, the BRITISH had attacked civilians as there is a fishing colony there. He did not seem to press the point, just remarked it in passing.

In reply to my inquiry as to what form the GERMAN counter-measures to the BRITISH export blockade will take, he stated that undoubtedly some had been decided upon but that they were not yet made public and that he personally did not know.

He stated that he could not tell me how many U-boats had been lost to date, beyond that there weren't nearly as many as Mr. Churchill claimed.

The evening "D.A.Z." carried a leading article growling at SWEDEN for her stand with regard to the 4-mile zone and SWEDEN'S conduct of neutrality so far. I wonder if this is the opening gun in an agitation campaign against SWEDEN!

SATURDAY,

9 December

The FINNISH communique received today reads: (7 December)

"On the CARELIAN Peninsula the Soviet RUSSIAN troops succeeded on December 6 to push several divisions, supported by strong artillery fire, over the river TAIPALEENJOKI. The FINNISH counter-attack continues.

"On the western sections of the CARELIAN Peninsula, comparative quiet has reigned. Four enemy tanks have been destroyed.

"North of the LADOGA SEA the RUSSIANS have on December 6th for the first time used poisonous gases. In SALMI a FINNISH battery was fired upon by the RUSSIANS with gas grenades, filled with a suffocating gas. Eleven poisonings by gas have been ascertained.

"A RUSSIAN division is approaching TOLVAJAERVI.

"In the vicinity of KIANTOJAERVI in North FINLAND, fighting is going on.

"The RUSSIAN sea forces have made an attempt on December 6 to bombard forts in the FINNISH Bay, but without success.

SATURDAY,
9 December
(Continued)

"The FINNISH coast batteries on the LADOGA Sea have assisted the fighting FINNISH land troops with their fire.

"On December 6, the RUSSIAN Air Forces have bombarded PITKAERANTS, KOIRINOJA and KETEKAE, north of the LADOGA SEA. In KOIRINOJA and KETELAE the Bolshevik RUSSIAN flyers have attacked the civilian population with machine gun fire. A few have been wounded."

Closed out pouches 360 and 390 to go out via ITALY - Lieut. Comdr. Fagonnet (PARIS) as courier.

SUNDAY,
10 December

The FINNISH communique received today reads:

"The FINNISH operations report of December 8 1939 states as follows:

"On the Carelian Peninsula the Bolshevik Russian attack on TAIPALEENJOKI has been warded off.

"In Northern Finland the Finnish troops have vacated the village of SUOMUSSALMI near the eastern border.

"Nothing special may be reported regarding other combat areas.

"The non-fortified ISLE of SUURSAARI (HOGLAND), which was completely evacuated by the inhabitants, was occupied by the Russian sea forces on 7 December after five days of bombardment by ten Russian destroyers and strong air forces.

"The Bolshevik Russian air forces have not moved."

The BRITISH radio reported the safe arrival in ENGLISH port of the POLISH submarines WILK and ORCZEL on 7 December after a 44 day flight through the BALTIC (Diary of 3, 5, 8, 18 September).

MONDAY,
11 December

The GERMAN radio announced that 60,000 tons of ALLIED and NEUTRAL shipping had been lost last week - the third worst week of the war.

Called at the Navy Ministry to get further details on the alleged BRITISH bombing of civilians at HELGOLAND. Captain Mirow is away on a duty trip (must be the RUSSIAN, as the rest of us are still in Berlin), so his assistant, Lieut. von Krosigk saw me. Von Krosigk said that 1) HELGOLAND was not entirely a fortification; 2) that the lower part of the island was a fisher colony; 3) civilians had not been evacuated; 4) no cruiser was damaged in the raid, only one fishing trawler, and that one without loss of life; 5) the extent of damage to civilians was unknown to him at present, but the Navy had a representative in HELGOLAND who was making a thorough investigation, taking pictures, etc. and who would render a detailed unprejudiced report; 6) this report would also establish as to whether the attack on civilians was a direct attack or incidental to an attack on a fortified place; 7) he considered it extremely doubtful that the German Navy would allow anyone from this office to visit HELGOLAND for the purpose of establishing facts in connection with the bombing.

I was given copies (one in English, one in German) of a pamphlet entitled "The Athenia Case", which is a compilation of practically everything that has been heretofore published. Nothing new is brought to light. The whole pamphlet can be summed up as a personal attack on Mr. Churchill.

With regard to the reported sinking of the SUFFOLK, I asked if Lieut. Prien's written report had any further details. von Krosigk said he hadn't seen Prien's written report and doubted whether he had returned yet. Apparently Prien encountered some very bad weather in the last few days.

MONDAY,
11 December
(Continued)

At a small reception yesterday afternoon I learned from one of the American newspaper representatives, who claims to have good contacts, that one source reported 32 German submarines have been lost to date (I reckon this as a bit high); another source stated that up to 28 November the GERMANS had lost 16 submarines but that the week following that had been an extremely bad one, the inference being that they had lost at least four more. This figure of 20 - 22 to date appears very probable. The above source also told me that GERMANY had asked for 100 RUSSIAN submarines, but had been given only 10. These 10 were said to have been in very poor material condition and required thorough overhaul before they will be ready for service.

TUESDAY,
12 December

The FINNISH communique received today reads:

"The following is reported regarding war operations on Dec. 9th and 10th.

"The continued RUSSIAN attacks against the TAIPALEJOKI River line on the CARELIAN Peninsula were repulsed.

"Fighting took place north of LAKE LADOGA on the eastern boundary of FINLAND.

"Nothing new in the PETSAMO area.

"The RUSSIAN naval forces bombarded several islands along the southern coast of FINLAND. Several FINNISH coastal batteries returned the fire. The enemy fire was without success.

"Enemy air forces bombarded the open city HANGØ without success. Three enemy planes were shot down on December 8th.

"FINNISH air units undertook reconnaissance flights over the CARELIAN Peninsula and successfully bombarded RUSSIAN troop and train columns."

The GERMAN press and radio state that the JAPANESE have decided to take retaliatory measures against BRITISH merchant ships in the FAR EAST for every piece of goods seized destined for JAPAN. If this is true, it will lead to either JAPAN'S entry into the war against ENGLAND, or ENGLAND walking back the cat entirely on her export blockade.

Closed out letter pouch to go out via BRUSSELS. Mr. Dow (Brussels) as courier.

WEDNESDAY,
15 December

The various radios last night announced the safe return of the "BREMEN" from MURMANSK to BREMERHAFEN, the GERMANS with a great deal of crowing. The BRITISH were just dripping with magnanimity of their submarine for letting the BREMEN pass by. Either he missed his shot, or the GERMAN version of planes having driven the sub down, is correct.

The FINNISH communique received today is:

"The FINNISH operations report of December 11th reports:

"On the CARELIAN Peninsula the enemy has made an unsuccessful effort to cross the WUOKSI RIVER near KIVINIAMI. Two attacks directed against TAIPALEJOKI on December 11th were warded off.

"On the CARELIAN Peninsula the RUSSIANS have lost seven tanks on December 11th.

"North of LADOGA SEA the combat continues. The FINNISH troops have vacated the village of PITKAERANTA. A RUSSIAN division has been completely destroyed in the vicinity of TOLVAJAERVI.

"In ILOMANTSI, three enemy companies and in SUOMUSJAERVI, one company have been destroyed.

"In KUOLAJAERVI (Northern FINLAND) the FINNISH troops have vacated the village of SALLA.

"Nothing new regarding the PETSAMO territory.

"Between FORT KOIVISTRO (BJOERKOE) and the Bolshevik sea forces, a two hour fire fight was carried on. Hits on enemy vessels were observed.

"The enemy air forces have carried out reconnaissance on the East border. A lighthouse in the FINNISH Bay has been bombarded by enemy planes."

Lieut. Comdr. Krause returned from COPENHAGEN last night. Report of his observations is given in Z Report R-782 of 14 December 1939. The gist of it is that the BRITISH Naval Attache estimate of submarines sunk to date is 32 - the FRENCH Naval Attache says 25 - 30. The DANES are continuing picking up mines washed ashore, mostly in the BALTIC. The GERMAN mine anchors are apparently defective.

Returned the call of the SPANISH Air Attache today. In conversation with my naval colleague, I learned some of the details of the GERMAN electric torpedo (Report M-785 of 15 December 1939).

The GERMAN/SWEDISH relations appear to be improving, now that the anti-GERMAN Prime Minister has been removed from the Cabinet. At least, my SWEDISH colleague appeared less worried today than he has been recently.

THURSDAY,
14 December

The AP and UP phoned to give us news, as it came in, concerning the action off the URUGUAYAN coast between "GRAF SPEED" and "EXETER," "AJAX," and "ACHILLES" on 13 December. The reports at first were a touch vague as to details, but finally simmered down to somewhat the following.

"GRAF SPEE" was operating on the LA PLATA - EUROPE trade lanes and had taken two steamers when she was surprised by "EXETER".

THURSDAY,
14 December
(Continued)

(Variation - the "EXETER" had put out a merchant ship as a decoy). In the gun battle, "EXETER" was forced to withdraw temporarily. "AJAX" and "ACHILLES" took up the fight. "GRAF SPEE" entered MONTEVIDEO. The GERMAN Navy admitted a few hits on "GRAF SPEE". Their afternoon papers reported a victory of "GRAF SPEE", having sunk the "ACHILLES" and badly damaged "EXETER". The Propaganda Ministry admits no damage to "GRAF SPEE". There are reports and counter-reports that "GRAF SPEE" requested a thirty day repair period, or internment. The BRITISH are accused of having used mustard gas shells by the Propaganda Ministry. Apparently the GERMANS are itching to use poison gas. It will be remembered they "found" plenty of poison gas in POLAND.

The Navy liaison officer told me over the phone that a GERMAN light cruiser, whose name he would not divulge, had been the recipient of an external explosion - unknown as to whether by mine or torpedo - in the NORTH SEA yesterday. The ship was able to return to its home port under its own power at medium speed.

My SWEDISH colleague told me that the cases of the "magnetic" mines were made either of heavy glass or of armored asbestos. He preferred the latter idea. He did not know the composition used, but when pressed and molded it was extremely strong and water-tight. The reasons for using such materials were: 1) non-magnetic, and 2) the necessary raw materials were abundant in GERMANY.

Attended the regular Attache dinner. The DUTCH Military Attache who is inclined to be viewed as one who does not keep both feet securely moored at all times, told me that he had positive information that GERMANY was transferring uncompleted warships to RUSSIA in exchange for raw materials. These ships are "BISMARCK" and "TIRPITZ" (battleships), "GRAF ZEPPELIN" (aircraft carrier), "SEYDLITZ" and "LUETZOW" (heavy cruisers). The GERMAN Navy was said to be boiling made over the deal, but the Government, particularly Ribbentrop, had to do it in order to get any action at all from RUSSIA in regard to raw materials. Whether or not RUSSIAN subs were involved in the deal was not known. This rumor was mentioned in my diary of 3 December. I believe the Dutchman is the source of all the stories in this connection. Frankly, I find the rumor tremendously difficult to believe.

Talked a bit with Commander Schulte-Monting, Grand Admiral Raeder's Chief of Staff. He stated that their new mines were most effective, that the approaches to BRITISH East Coast ports were so clogged with wrecks that ingress and egress was impossible except during daylight. He said that the GERMANS had developed a remedy for their new mines, but that it was slow and complicated in operation. He estimated it would take years to clear the mine fields.

With regard to the U.S. Combat Area, he said the GERMAN Navy welcomed it ("begruessst" was the word he used), in that it eliminated possible sources of friction between GERMANY and the UNITED STATES. I also believe that if GERMANY does declare a war zone around BRITAIN and FRANCE, its limits will closely follow those of our combat zone.

The FINNISH communique received today is:

"The following information was announced in the FINNISH Army Report of 12 December 1939:

"On the KARELIAN Isthmus the enemy continued severe attacks during the entire day of December 11th. The Bolshevik troops suffered particularly heavy losses at the church in MUOLAA. Hundreds of dead lay before the FINNISH lines. Many tanks were destroyed.

THURSDAY,
14 December
(Continued)

"FINNISH troops in LOIMOLA, north of LADOGA LAKE, repulsed enemy attacks which were covered by heavy artillery fire.

"In the vicinity of TOLVAJAERVI, FINNISH troops destroyed three battalions of enemy troops. Twenty-seven heavy machine guns, twenty-five light machine guns, thirteen automatic pistols and other war material were captured. Several destroyed tanks fell into the hands of the FINNS.

"Fighting continues on the northern section of the eastern boundary.

"Nothing new to report about naval activity.

"Enemy air troops made reconnaissance and several bombing flights over the FINNISH waters along the cliffs.

"Groups of FINNISH flyers made reconnaissance flights along the front and attacked enemy supply depots and troop columns with bombs and machine gun fire."

FRIDAY,
15 December

The FINNISH communique received today reads:

"The FINNISH operations report of 15 December at 12 o'clock states:

"On the CARELIAN Peninsula the Bolshevik RUSSIAN troops are continuing their attack. Particularly at the TRIPALEENJOKI the RUSSIANS have suffered serious losses. The FINNISH coast batteries at KOIVISTE (BJOERKOE) have successfully supported our land troops with their fire.

"North of the LADOGA LAKE the fighting continues at the TOLVAJAERVI. The RUSSIANS have lost five medium sized tanks, four light field cannons, some tank defense weapons and other material, which have fallen into FINNISH hands.

"The FINNISH coast batteries on the LADOGA LAKE have supported our land troops. An enemy attempt to land troops has proven entirely unsuccessful.

"The enemy air forces have bombarded the "SCHAERON" in the vicinity of HANKO (HANGOE) and TAMMISSAIR (EKONAES).

"The FINNISH air units have continually attacked enemy motorized troops at the front as well as other military objectives."

One of the GERMAN Air Force officers at the Attache dinner last night sounded off to the effect that the "GRAF SPEE" had already departed from MONTIVIDEO, eluding the BRITISH cruisers. This was considered to be so much apple sauce at the time. The latest AP report is that she is still in port but must leave this afternoon.

Closed out a "letter" pouch, to go out via BRUSSELS.

FRIDAY,
15 December
(Continued)

Visited the Navy Ministry for my usual ten minute twice-a-week conference. With regard to HELGOLAND bombing (diary of 8 and 11 December) I was told that no civilians were hurt. (Evidently they'd rather not have us visit HELGOLAND to investigate).

SATURDAY,
16 December

The GERMAN press and radio continued bragging about the great victory of the GRAF SPEE, while quite a different idea is gleaned from the BRITISH reports. The only radio photograph which AP was able to get through GERMAN censorship is the one showing the burnt-out plane sitting on the catapult. There is no other damage visible.

The FINNISH communique received today, reads:

"The FINNISH operations report of December 14 states:

"On the CARELIAN Peninsula, local fighting has been carried on, the enemy losing, amongst others, 11 tanks.

"North of the LADOGA LAKE an enemy attack on KOIRINOJA was repulsed. During the evening hours of December 13, the FINNISH troops, after three days of incessant fighting in TOLVAJAERVI, threw back the enemy. Two bolshevik regiments have been almost completely annihilated. The entire territory is in FINNISH hands. The FINNISH troops are pursuing the retreating enemy.

"In SUOMUSSALMI the RUSSIANS have used gas.

"A RUSSIAN naval battalion has engaged a coast battery at KOIVISTO. The coastal battery has forced the enemy back. Furthermore, the coastal battery has supported the land troops and amongst others, annihilated a RUSSIAN artillery battery.

"In view of the poor weather conditions, air activity on both sides has been minimal. In Northern FINLAND an enemy plane has been shot down.

"In ESPOO, in the vicinity of HELSINKI, a bomber has been found who has probably already been destroyed during the first days of the war."

Lieutenant Commander Friedrichs, who was formerly Admiral Raeder's aide, and who now commands the destroyer "HANDS LUEDEMANN" (Z-18) visited BERLIN recently. He was observed to be wearing a new Iron Cross, first class. In a close-mouthed organization he was noted for his lack of "putting out", so he isn't telling how he came by it. It has been learned, however, that his destroyer was in some kind of action late in November, as a result of which it will be in the repair yard until February.

SUNDAY,
17 December

The press and air are still thick with the great GERMAN victory. As a matter of fact, the GERMAN radio was still bragging about the victory a half hour before I received a phone call (about midnight) from UP that GRAF SPEE had scuttled herself. The suicide tradition of the GERMAN Navy, started at SCAPA FLOW!

MONDAY,
18 December

The FINNISH communique received today is:

"The FINNISH official communique of December 15 states:

"Land Forces. On the CARELIAN Peninsula, severe fighting in various towns. In KANNUSJOKI the RUSSIANS have been driven back. Yesterday, 15 tanks and other material were captured by the FINNS.

"On the Eastern border, north of the LADOGA LAKE, fighting in LOIMALA. The RUSSIANS were driven back."

MONDAY,
18 December
(Continued)

"SUOMUSSALMI and KIRCHDORF were recaptured by the FINNS. The FINNISH troops have cut off the retreat of the RUSSIANS and encircled the enemy.

"In TALVAJAERVI the FINNS are advancing continually.

"Sea Forces: In the outer (SCHAEREN' of ABO, the FINNISH coastal batteries have fired at a RUSSIAN destroyer 'GORKLJ' type. The ship has been seriously damaged or sunk.

"Air Forces: RUSSIAN planes have flown over southeastern FINLAND and PETSAMO, but have caused no damage.

"Own planes have made several reconnaissance flights and fired at RUSSIAN troop columns and fuel transports."

The early morning papers carried a very brief sentence to the effect that GRAF SPEE had scuttled herself, the later editions stated that it had been done on the direct orders of Hitler himself. It has been learned confidentially that Admiral Raeder recommended leaving the decision as to "what to do" to Captain Langsdorff, preferably, to intern, but Hitler told him positively the ship must be blown up.

The BRITISH radio reported that H.M.S. SALMON sank one U-boat, and torpedoed the LEIPZIG and a BLUECHER type cruiser on 15 December; that H.M.S. URSULA sank a KOELN class light cruiser at the mouth of the ELBE on 14 December.

A big (compared to previously) air battle took place over the FRISIAN ISLANDS. Claims and counter-claims are made by both sides as to damage done. Apparently, both sides lost planes. The heartening fact is that, at last, ENGLAND is snapping out of it and is doing a bit more than dropping silly propaganda leaflets.

The Foreign Office is reported to have made a protest to the URUGUAYAN Government for not allowing GRAF SPEE more time for repairs. A fat lot of satisfaction Mr. Hitler will get out of that! URUGUAY is a little too far away to be bullied about like SLOVAKIA or SWEDEN.

My Swedish colleague reports very good relations with GERMANY right now. He has a lot of protests to take care of - neutrality violations by GERMAN planes, and GERMAN planes being fired on by SWEDES, which seems to be a continuous performance. However, the negotiations are carried on in a good spirit.

In addition to having been hard hit, the GRAF SPEE is rumored to have expended all her 11-inch ammunition. Sounds rather questionable.

TUESDAY,
19 December

The press and radio battle over the results of the air battle at SYLT and BORKUM a few days ago, go on ad nauseam.

The Navy Ministry phoned me (and other Naval Attaches) about 1230 to state that the GRAF SPEE crew, less 59 wounded, which are in MONTEVIDEO hospitals, had safely landed at BUENOS AIRES.

At the Navy Ministry conference today I was told that 1) only one light cruiser had been damaged, as phoned me on 14 December, all other reports were in error; 2) the GRAF SPEE crew had been rescued as shipwrecked sailors and were not to be interned; 3) they were awaiting further report on the use of gas shells against GRAF SPEE. Some ARGENTINE doctor (with a German name something like Meerhauser) had believed that gas had been used.

Received pouches Nos. 240, 512, 259, 595-572-98, dispatched on 10, 15, 17 and 22 November, respectively, via ITALY

WEDNESDAY,
20 December

The RUSSIAN communique received today conveys no information of importance. Attacks on the CARELIAN Peninsula and at SUVANTO are reported having been repulsed. On the eastern border in LOIMALA two RUSSIAN balloons are reported destroyed. Minor bombing attacks are reported having been made on 16 December in North LAPPLAND and PETSAMO.

The BRITISH radio tonight had a "flash" to the effect that Captain Langsdorff had committed suicide in Buenos Aires.

Another case of "suicide" was the S.S. COLUMBUS between NORFOLK and NEW YORK. Just carrying on the old "suicide" tradition!

THURSDAY,
21 December

The GERMAN papers today carried very brief announcements of Captain Langsdorff and of the "COLUMBUS" today. In the case of Captain Langsdorff the official communique stated that the Navy would understand and approve his action. The Propaganda Ministry is rather hard hit by their "glorious naval victories" exploding right in their faces, consequently devote all their time and attention to the great air battle over the NORTH SEA islands.

The BRITISH radio tonight reported that Captain Langsdorff had shot himself in protest over Hitler's order to scuttle the GRAF SPEE, and that he had covered himself with the old Imperial Naval flag before firing the shot. Maybe that is what was meant by "the Navy would understand and approve."

FRIDAY,
22 December

The morning papers spread the story of Lieutenant Schultze's return to port after having sunk 80,000 tons of shipping. Lieut. Schultze was involved in the "ROYAL SCEPTER" case (diary of 2 October).

The FINNISH communique for 17 - 19 December, boil down to: RUSSIAN attacks on 17 and 19 December on the CARELIAN Peninsula and between the KAUKJAEVI and MUOLAJAEVI lakes. FINNS claim these attacks repulsed with considerable losses to the RUSSIANS of 46 tanks, destroyed and captured. At TAIPALEONJOKI the RUSSIANS made preparations twice for attack, but these attacks were dispersed by FINNISH artillery fire. 5 Enemy tanks reported destroyed. North of the LADOGA lake enemy attacks on KOIRINOJA-SYSKIJAERI and LOIMALA are claimed to have been repulsed. In PETSAMO, FINNISH troops have been withdrawn to KORNETTIJAERI lake, as planned. The FINNS claim continued advance in AGGLAJAEVI. Enemy (RUSSIAN) destroyers were reported observed in the FINNISH Bay on 17 December, and on 19 December it is claimed that 19 enemy vessels were driven off by coastal batteries at KOIVISTO (BJORKOE). Coastal batteries at LADOGA lake supporting FINNISH land forces with their fire. No air activity worthy of mention occurred on 17 December. On 19 December, it is reported that the most lively day of the war as far as air activity is concerned, took place. Aside of combat activity on the CARELIAN Peninsula and LADOGA Lake, the enemy directed his attacks against the following cities: SORTVALE, HELSINKI, HANKO (HANGOE), TURKU (ABO) and VAASA. FINNS claim that RUSSIANS dispatched about 200 airplanes in this activity.

Lt. Comdr. Pihl left last night for an inspection trip including Escher Wyss at ZURICH and Dornier at FRIEDRICHSHAFEN.

KRANEZ, the office messenger, had been discharged from the GERMAN Navy as physically unfit due to heart and kidney ailments in 1929. Shortly after that he was employed here. He was called up again for physical examination in June, this year, and again in September, and each time rejected for the old complaints. In November he was conscripted and reported in at KIEL as a yeoman.

FRIDAY,
22 December

I told the Attache Group of his previous rejections and said that if it were otherwise a matter of indifference to them, I should appreciate Kranz's release. The Navy Ministry passed it on to the 2nd Admiral of the BALTIC and, after six weeks, Kranz returned last Monday.

He has as yet divulged little information, nor have we asked him for any, partly because he may be checked up on by the Gestapo, partly because he may be "primed" with misinformation. He has volunteered the following scraps:

- 1) The "SCHARNHORST" and "GNEISENAU" have been encountering engineering difficulties, but are expected out soon.
- 2) PRINZ EUGEN (launched 22 August 1938), is about ready for commissioning.
- 3) The two TURKISH submarines at KIEL were commandeered by the GERMANS, confirming our ideas on the subject.
- 4) A special school for auxiliary cruiser personnel has been started recently.
- 5) The Navy is short of engineroom personnel. This condition has existed for some time.
- 6) DANZIG and STETTIN are being built up into important Navy centers.
- 7) The old Deutsche Werke at Friedrichsort has been reopened.
- 8) Mines are being filled at LUEBECK.
- 9) The unemployed stevedores, etc. from HAMBURG are being moved to KIEL.

FRIDAY,
22 December
(Continued)

Sent out pouch No. 372 via BRUSSELS - Lieut. Comdr. Ragoumet (PARIS) courier.

At the Navy Ministry conference today I tried to get the Navy reaction to Captain Langsdorff's suicide, especially since the official communique had stated that the Navy would understand and approve. There was obvious reluctance to talk about it at all. Briefly, if the ship goes down by circumstances beyond the Captain's control, deserts him, so to speak, he may allow himself to be rescued. If, however, the ship is lost by the Captain's doing, then honor demands he accompany or follow the ship to the grave.

When I related the story of Captain Langsdorff having covered himself with the old Imperial Navy flag before he shot himself, as reported by B.B.C., Captain Mirow said it was all British propaganda, that it wasn't true, that England was exploiting the incident to the fullest.

I have seen in Mirow's, in Buerkner's and in other "old timers" houses, the old Imperial flag prominently displayed, and I believe there is a tremendously strong attachment for the Imperial Navy. Admiral von Trotha, Scheer's Chief of Staff, and who is carried on the first page of the Rank List, still wears the crown above his stripes.

The sinking of the GRAF SPEE and COLUMBUS and the suicide of Captain Langsdorff have caused many a Johann Citizen to wonder just how much could be believed of all these "glorious victories" which have been reported from time to time. Doubt is beginning to enter their minds.

The papers carried an announcement of Vice Admiral Marschall having been promoted to Admiral, effective 1 December 1939. Captain Mirow remarked in passing, apropos of something entirely different, that Admiral Marschall was made Commander in Chief in the Fall changes of command.

The worst accident in the history of German railroading, and a second almost as bad, occurred today. In the first, at GENTHIN, near MAGDEBURG, 132 were killed and 109 injured; in the second, near LAKE CONSTANCE, 99 were killed and 27 injured. Many of the casualties were soldiers going home on Xmas leave.

The direct cause of these accidents is not yet known. However, the "blackout" and the deteriorated general condition of German railroads and equipment are the underlying causes. Very little, if any, money has been spent on railroads in recent years. Most of the transportation money, including a rail bond issue, had been turned over for the construction of Autobahnen which are now useless on account of shortage of gasoline. Railroads are single tracked, rolling stock is practically entirely of wood, and the best of the personnel is probably in the Army. There are a few new light metal Diesel driven trains like the "Flying Hamburger", "Flying Nuernberger", etc., but which could not survive a wreck much better than wooden coaches.

SATURDAY,
23 December

The spirit for Xmas is not particularly happy. Given a phlegmatic people, a war for which there was no boiling-over of enthusiasm at any time, plus that war having gone into the doldrums about three months ago with only occasional sparkles like Prien's exploits; with food and clothing severely rationed, the little Xmas goods sold out long ago, the recent losses of the GRAF SPEE and COLUMBUS, and it becomes apparent that they have very little to be happy about.

SUNDAY,

24 December

The papers reported today Lieutenant Prien's return on 20 December, having sunk over 26,000 tons of merchant shipping, and reiterating his report of having sunk a cruiser of the "LONDON" class on 28 November. He was also reported as having spoken over radio. I still have a slight suspicion that the Propaganda Ministry dug up a radio "double" for him in order to improve morale.

MONDAY,

25 December

Mr. Schirer of the Columbia Broadcasting System was taken to HAMBURG today to see the damaged cruiser (diary of 14 December). He was originally scheduled to broadcast from the "GNEISENAU", which was later cancelled.

Hitler visited the Western Front today. General von Brauchitsch broadcast from the front, and Hess from a destroyer.

Occasional announcements have been appearing in the papers recently of punishment assigned to civilians for listening to foreign radio stations. So far, they have ranged from 15 months to 4 years in prison.

TUESDAY,

26 December

The second Xmas day which is celebrated in Germany as much as the first. There was little or no war activity in the past few days and even the propaganda seems to have calmed down momentarily.

Judging from reactions on presents of coffee and tea, either the Germans love their coffee much more than tea, or else the tea substitute (strawberry leaves) is relatively less unpalatable than the coffee substitute (roasted rye, mainly).

WEDNESDAY,

27 December

The holiday quiet continues. The war operations in FINLAND have been slowed down by minus 30 degrees Centigrade (minus twentytwo degrees Fahrenheit) weather. The GERMAN papers announce the conclusion of a GERMAN/SWEDISH trade agreement, and a BERLIN - MOSCOW plane service beginning 21 January 1940, with experimental flights beginning 8 January.

THURSDAY,

28 December

Had a long chat with Commander Schulte-Mönting, Raeder's Chief of Staff. In regard to Captain Langsdorff's suicide, he said he had no more definite knowledge than I had, but that the Navy stood behind their men in the field. Consequently, he had inserted the sentence in the recent communique to the effect that the Navy understood and approved.

With regard to the sinking rather than internment of the GRAF SPEE, the GERMAN Government apparently feared that ENGLAND would exert sufficient pressure on URUGUAY to cause the latter to enter the war and the ship would be lost anyway.

Schulte-Mönting served as A.D.C. to President von Hindenburg and had great admiration for that fine old warrior. He also served as A.D.C. to Hitler and has the complete "film-over-the-eyes begeisterung" (rapture) for him. It is really remarkable how some ordinarily rational intelligent humans go completely off the deep end when they talk or think of Hitler.

FRIDAY,

29 December

The GERMAN radio reported that one of their submarines had torpedoed a British "QUEEN ELIZABETH" class battleship yesterday. This was confirmed, but without additional data, at the Navy Ministry conference today.

FRIDAY,
29 December
(Continued)

In connection with Admiral Marschall's promotion and assignment as CinC of the Fleet, Captain Mirow stated that General Admiral Albrecht had been retired and recalled to active duty. On my inquiry as to whether the rank of General Admiral would now be left vacant he said no, that probably Admiral Sealwächter would be promoted to fill it.

The papers today tabulated the shipping lost from the outbreak of war to 20 December 1939. According to confirmed reports, the following have been definitely lost:

154 BRITISH ships	of	526,169 Gross tons
12 FRENCH ships	"	64,759 "
<u>78 NEUTRAL ships</u>	"	<u>258,209 "</u>
Total of 224 ships	of	849,137 Gross tons

In addition there is great probability that the following can be counted as lost:

14 BRITISH ships	of	46,425 Gross tons
4 FRENCH ships	"	17,235 "
20 NEUTRAL ships	"	37,240 "
<u>17 UNKNOWN ships</u>	"	<u>79,600 "</u>
Grand total of 279 ships	of	1,029,635 Gross tons

On the other hand, a total of 18 GERMAN ships of 128,689 gross tons was sunk in the same time. Only one of these was sunk by the enemy. The others succeeded in sinking themselves before they fell into enemy hands.

SATURDAY,
30 December

The GERMAN communique today reads:

"As has already been announced in a special report, a GERMAN U-boat torpedoed a BRITISH battleship of the "QUEEN ELIZABETH" class West of SCOTLAND."

"Quiet reigned on the West Front."

"In spite of bad weather conditions the Air Force carried on reconnaissance over GREAT BRITAIN and FRANCE".

The papers headlined the fact that mandated territories had been forced to enter the war by the Allies. "The GERMAN Government has notified the enemy governments through their Representative Powers that GERMANY fixes this violation of law, and makes the Governments of GREAT BRITAIN, FRANCE, AUSTRALIA, NEW ZEALAND and SOUTH AFRICA responsible for all damages inflicted on GERMANY and her interests in the mandated territories assigned them". I wonder whom they think they are kidding! There is an occasional growl in the papers about colonies and mandates, but never a word about the JAPANESE mandated islands in the PACIFIC.

SUNDAY,
31 December

New Year's Eve, and very little enthusiasm noticeable anywhere. The regular 1 a.m. curfew has been prescribed, as well as stiff penalties promised to all who might over-celebrate. Goebbels is scheduled to broadcast from 1930 to 2000.

MONDAY,

1 January 1940

The year, and the fifth month of the war, begins with about three to four inches of snow on the ground, temperature about ten degrees Fahrenheit in Berlin. There is a general lack of heating in apartment houses, due partly to lack of transportation, partly to lack of coal available for private use.

The feeling of the people is hard to describe in a word or a sentence. They would rather, far rather, not be at war. (The red-hot Hitler Heilers say "We've been at war since 1914 - this is just a continuation"; Maybe they're right). Since they are at war, and since they are constituted for regimentation, they're going through it by the numbers, hoping for the bell to ring, like a midshipman doing Weak Squad extra gym duty. If it weren't for the thought that a German defeat will mean a fate worse than Versailles, I think the Germans would have resigned themselves a long time ago. They have been stirred up so much by propaganda speeches and news that they are quite apathetic to it. A great many people don't bother to turn on their radios for speeches, especially those by Goebbels.

They realize that war on the land along the West Wall will be a senseless slaughter; the submarine war on commerce is going on well enough, but it is unspectacular and they don't let themselves think of the fact that by the time ENGLAND is reduced to GERMANY'S living standard, GERMANY will be subsisting on roots, berries and bark. The propaganda tries to keep them whooped up with the thoughts of what their big buddy RUSSIA is going to give them, but RUSSIA hasn't delivered yet, and little FINLAND'S "Jack-the-Giant-Killer" performance isn't helping RUSSIA'S stock in the average mind.

The Air Force is big and it is good, but for all the fanfare of trumpets that have been sounding off about it for a year or more, it hasn't accomplished much more than the BRITISH. Reconnaissance flights and occasional bombing raids. The NORTH SEA patrol has been good. However, to one who has been accepting the U.S. Naval Air Force as a part of the daily life for the past twenty years, the GERMANS are not stupendous. So far, they have been an air "fleet in being". Maybe they're just waiting for Spring when they will have their 2000 latest Ju-88 bombers and a base on the Dutch islands and all the other things that are rumored from time to time. Should the GERMAN Air Force then meet with stiff resistance on the part of the Allies, I anticipate the GERMAN morale to crack, for they have been fed too long on its invincibility. After such a failure I expect Hitler, in blind rage, to hit with everything he has - poison gas, microbes, God knows what, - in one last wild fling of the dice. He will have to "shoot the works", as I do not believe that GERMANY can absorb any punishment on top of morale breaking boredom of the Western Front and the steadily lowering living standard. A small item, but one to conjure with, is the expected reduction of the hop content in beer to 5%, and making an "einheit bier" (unity beer). They already have an "einheit" soap, and not much of that as becomes apparent when one rides the trams or gets into crowds.

Talked with Lieut. Comdr. von Davidson, formerly of the Attache Group, now commanding the destroyer RICHARD BEITZEN (Z-4) at a small egg-mog party. He is still terribly enthused about Hitler, etc., and is tremendously proud of his ship. Maybe the information he gave Lieut. Comdr. Durgin and me was deliberately intended to mislead, but I believe he was telling the truth in pride of his ship.

He has the Iron Cross 2nd class, but declined to state how, where or when it was achieved. He is home for the holidays, expects to leave BERLIN tomorrow morning (2 January) at 0800, be aboard at 1500 and put to sea at 1800.

MONDAY,
1 January
(Continued)

Just recently he ran 900 miles at 55 knots. Said his boat was very economical due to use of high-pressure steam. At 35 knots he burns 30 tons per hour - a minute later he said 25 - 30 tons per hour. Economical speed is 22 knots, though he says there is very little difference between 20 - 25 knots. At 20 knots he burns 20 tons per hour which, to my mind, doesn't jibe with 30 tons at 35 knots. He likes to travel at 35 (as who doesn't?). Speeds over 35 are hard on the machinery. His boat has six boilers, two of which will give him 24 knots.

He stated that Prien (SCAPA FLOW) had come back from a three to four weeks cruise and would be going out again soon.

The "BARRHAM" was hit by one torpedo out of a spread of four fired at a range of 6,000 meters (6,560 yards). Lieutenant (jg) Lemp, commanding a 500 ton boat of the Salzwedel Flotilla bagged the "BARRHAM". The "ROYAL OAK" was hit by two only, according to him.

Von Davidson said he saw some of the air fights in the NORTH SEA. He holds the BRITISH planes as not so good - says they burn too easily.

It has been heard from another source that the "DEUTSCHLAND" class ships can make 28 knots. The "GNEISENAU" did 29 on her trials. It and the "SCHARNHORST" are wet ships.

The B.B.C. announced that the "TAKOMA" of "GRAF SPEE" fame, had interned at MONTEVIDEO. The BRITISH can put a big blue check mark after that entire entry.

The radio announcer said it was thought up to the last minute that the "TAKOMA" would scuttle herself ala "GRAF SPEE" and "COLUMBUS". The GERMAN mind seems to get a sadistic chuckle out of the fact that they will be able to hand over exactly nothing to the Allies at the end of the war. It will all be sunk or used up. A story, current at the time of the POLISH campaign, ran about as follows: Walking through the POLISH countryside, Adolf the Mad and Hermann the Fat saw a wayside crucifix. "Do you think we'll be fixed up like that when they catch up with us, Hermann, asked Adolf?" "By the time they catch up with us there won't be a stick of wood or a scrap of iron left in all GERMANY", said Hermann!

TUESDAY,
2 January

My Greek colleague spent an hour with me today. He was quite annoyed because the GERMAN postal authorities have been opening some of his official mail. He said his Legation had protested to the Foreign Office.

He also stated that the GERMAN Embassy at home had informed the ITALIAN Government to the effect that the "forbidden zone" drawn about ENGLAND and FRANCE by the U.S. Government was a very commendable act and that GERMANY recommended it very highly to all other neutrals. To the ITALIAN counter that they had neutral trade with BELGIUM and HOLLAND, the GERMANS were to have said that, to insure the safety of their ships, the ITALIANS should steam outside of the zone, making a landfall at BERGEN, follow the NORWEGIAN and DANISH territorial waters to KIEL, be inspected there, transit the Canal and thence along the GERMAN coast to destination. Likewise for traffic into the BALTIC. The GREEK strongly suspected that the GREEK Government had been treated likewise.

He stated that the GERMANS are seizing all the ESTHONIAN petroleum exports to FINLAND.

He remarked that GERMAN firms would not accept any orders for TNT, but that an unlimited supply of gun powder was available for sale. Messerschmitt Me-109 planes were released for sale, but no Junkers of any model. The Junkers outfit are said to be working at full capacity

TUESDAY,
2 January
(Continued)

turning out the Ju-88s, a super-type bomber. Siemens and A.E.G. are accepting limited orders for searchlights and electrical material, not over ten S.L.s. Atlas Werke, BREMEN, has plenty of air listening gear for sale. No manufacturer can accept contracts requiring beyond 1 July 1940. (I heard the same thing a few days ago; evidently the Supreme Command thinks the issue will be decided by that date).

With regard to payment, the GERMANS require 15% in free foreign exchange, 85% in raw materials. Fresh fruit, especially oranges, are greatly desired. Lemons have been scarce for a long time, and outside of those which we of the embassy imported for Xmas, I haven't seen an orange or tangerine since before the war.

I finally made contact with Mr. Shirer who broadcasted over C.B.S. from HAMBURG Christmas (diary 25 December). He especially requested no mention be made of his name in connection with his observations, for obvious reasons.

At HAMBURG he saw the LEIPZIG in drydock at Blohm & Voss, and was shown the unscathed side of the ship. In conversation, however, he learned that she had a big hole (about 12 x 12 feet) amidships on the opposite side below the water line (diary 14 December). He was taken aboard the HIPPER, also at Blohm & Voss, lying alongside and shown about the ship by Captain Heye. Apparently C&R alterations were going on as he noticed considerable deck and housing torn up. He observed that ammunition hoists were being worked on, and learned that the laundry was being altered. The battleship "BISMARCK", launched 14 February 1939, was nearing completion. The 15 inch turrets had been installed and the scaffolding around the bridge and conning tower structure was being removed.

He was flown to KIEL where he observed a total of about 16 submarines. Four or five, among which were Prien's and Schulze's boats, were in drydock. He was entertained aboard the WEICHSEL, tender of the Lohs (250 ton boats) Flotilla. Eleven of the small subs were alongside.

The "SCHARNHORST" was lying alongside a pier and the "GNEISENAU" was in drydock. The "ADMIRAL SCHEER" was moored alongside a pier.

Two "KÖLN" class light cruisers were moored to buoys and the third was at a dock. All names had been painted out, but the identification was made by his naval escorts.

The battleship "TIRPITZ", launched 1 April 1939, has been moved from WILHELMSHAVEN to KIEL, evidently a safety precaution against air raids. He could not see how much had been accomplished on her, but work was in progress. Work has practically ceased on the carrier "GRAF ZEPPELIN". His German guides said they had no need for carriers. I have heard the same idea from naval officers here, the gist being that carriers are expensive unecessaries not required by GERMANY'S geographical position.

Attended the semi-weekly ten minute conference at the Navy Ministry and learned nothing new. I spend about three quarters of an hour each Tuesday and Friday getting nothing out of Captain Mirow, just maintaining contact.

WEDNESDAY,
3 January

I learned today that lighters, barges and small ships were being assembled at STRALSUND and WISMAR, presumably for operations against DENMARK or SWEDEN. Sounds like a variation of the theme of assembling them at HAMBURG for use against ENGLAND.

HELA Peninsula is reported to be a concentration camp for disaffected naval officers and men - somewhat of a Nazi Portsmouth. There are said to be 1200 prisoners there.

WEDNESDAY
5 January
(Continued)

The "DEUTSCHLAND" is reported in dock at DANZIG for regular overhaul.

The magnetic mines are said to be made at BINZ, Island of RUEGEN, by the Siemens Co. The mine cases are made of duralumin for planting by airplanes, and of hard pressed fiber for the garden variety of mine laying by Schnellboots and Submarines. The explosives are said to be made at HAMBURG, BREMEN and HANNOVER. The magnetic mines cannot be used in depths of water greater than 15 meters (49 feet). Evidently the distortion of the earth's magnetic field caused by a shallow draft ship, or one further off than 20 - 25 feet, is insufficient to set off the mine.

Heard some data on the RUSSO/GERMAN trade agreement and turned it over to the Commercial Attache. He had had some of it already. By this agreement, GERMANY is to get:

- 1 million tons of cereals, wheat and fodder
- 1/2 million tons of oil seeds
- 1/2 million tons of soy beans
- 900,000 tons of crude oil
- 100,000 tons of cotton, first quality
- 50,000 tons of cotton, second quality
- 1,200 kilograms of platinum
- 5 million gold marks (1.2 million dollars) worth of leather and hides.

They are still talking about:

- 40,000 tons of linen
- 2,000 tons of iron ore (seems in error)
- an undetermined amount of chrome and wood.

RUSSIA is to get:

- machinery
- machine tools
- railway rails
- electric cable
- small naval craft (Schnellboots, minesweepers, etc.)

The five heavy naval craft (2 BB, 1 CV, 2 CA) mentioned previously in the diary, were discussed but GERMANY would not part with them.

No money is to change hands, but the deal is reported to be worth 520,500,000 gold marks (128 million dollars).

RUSSIAN deliveries to date have been very slow, small and unsatisfactory. In order to bolster up the morale at home, the GERMAN Government is wrapping Bohemian butter in RUSSIAN labelled wrappers and is remarking Czech lead to make it appear as coming from ITALY.

I am leaving for a week's visit to COPENHAGEN tomorrow at 0845, to pay my respects on the new (September) American Minister and to pick up what I can there, and enroute.

WEDNESDAY,
3 January
(Continued)

Detached Lieut. Comdr. Roland E. Krause, USN, yesterday, 2 January, to duty in the Navy Department, Washington, D.C. He is to sail from GENOA 10 January.

THURSDAY,
4 January

I left BERLIN by train at 0845, arrived WARNEMÜNDE about noon. The GERMAN trains, which previously were a model of punctuality, now normally lose about a half to three-quarters of an hour in a normal three hour run. Heavier traffic, deterioration of equipment, and loss of trained personnel are probably the reasons. The deterioration of equipment becomes very apparent in contrast to the newer, excellently kept Danish equipment at the other end of the trip.

The naval slip at WARNEMÜNDE was empty except for two mine-sweepers, apparently converted sea-going tugs, being refueled by a self-propelled oil barge. There were no ships in sight outside of WARNEMÜNDE. Half-way over we encountered a very dense fog, visibility not over 200 yards. Stopping and reversing the engines brought all passengers on deck quickly, but instead of the supposed drifting mine, it was due to meeting and passing close aboard the south bound ferry from GEDSER. Three DANISH and three GERMAN ferries are plying here constantly. (One way requires two to two and a half hours). Railway passenger cars are no longer ferried, as in peace time, but the ferries are always filled with freight cars. The smaller ferries hold about ten cars, the larger ones about sixteen.

Arrived COPENHAGEN about 1800. The lights and the general lightness of the people were very noticeable to one who has been in GERMANY since July, and in blacked out BERLIN since the blackout began 1 Sept.

Lieut. Comdr. Pihl returned from an inspection trip in SWITZERLAND and southern GERMANY.

The press carried articles to the effect that GREAT BRITAIN was the first nation to use poison gas. In 1854. The oil well fires in RUMANIA and HUNGARY are being charged to the BRITISH Secret Service.

FRIDAY,
5 January

(In COPENHAGEN) Called on Mr. Atherton, the American Minister to DENMARK, and Mr. Perkins, the Counselor. The big news of the moment was that GERMANY had warned NORWAY and SWEDEN not to let Allied assistance cross their countries enroute to FINLAND.

Called on the DANISH Navy Ministry where I was received by Admiral Rechrutzer, the Chief of the Naval Staff, and Captain Pontoppidan, the DANISH Naval Intelligence officer. Captain Pontoppidan invited me to the farewell luncheon he was giving Captain Diggle, the retiring BRITISH Naval Attache the following day. Lunched with Captain Tracou, the FRENCH Naval Attache, who had been accredited to BERLIN for two or three years until the outbreak of war.

On the whole, there was very little additional news to be gleaned in COPENHAGEN over what is obtainable in BERLIN. The Danes are justifiably nervous over their future. Right now there is much applause, and also aid, for FINLAND, but always underlying is the fear that GERMANY may take them over, with or without warning.

The DANISH Minister to GERMANY, Zahle, was in COPENHAGEN during my visit. His presence in the capital at this time caused considerable questions.

(In BERLIN)

One of our Consuls, who had just returned from leave in OSLO, met there our Consul at DANZIG, who stated that the BLUECHER had been hit in a raid on WILHELMSHAVEN early in the war and had been repaired at DANZIG.

GERMAN papers quote ITALIAN source to the effect that the BRITISH destroyer "VISCOUNT" was sunk by a mine on 30 December.

FRIDAY,

5 January
(Continued)
(In BERLIN)

The CZECH cook of one of the staff of the DUTCH Legation tried to visit a friend in the ORANIENBURG (just north of BERLIN) concentration camp but was not allowed to enter. It is stated that there are 1200 CZECH students there. I have heard this before, also that the GERMAN doctors were trying insanity cures in reverse there, that is, they were giving injections to the human guinea pigs to destroy mental processes.

SATURDAY,

6 January
(In COPENHAGEN)

Attended the farewell luncheon at the Navy Club given by Captain Pontoppidan for Captain Diggle. Present, in addition, were Captain Denham, the new BRITISH Naval Attache, Colonel Craig, the BRITISH Military Attache, Captain Tracou, Major Stehlin, Colonel and Lieutenant, FRENCH Naval, Air, Military and Asst. Naval Attaches, respectively, Commander Vinell, SWEDISH Naval Attache, three or four DANISH naval officers and myself.

After luncheon and after the rest had left, I had a long chat with Captain Frandsen, the DANISH Naval Director of Mines and Torpedoes. The information gained on GERMAN mines and DANISH (GERMAN built) torpedoes is forwarded in monograph reports M-52 and M-53 of 16 January.

(In BERLIN)

Nothing of particular moment.

SUNDAY,

7 January
(In COPENHAGEN)

The RUSSIANS are reported to have mobilized two million men for the FINNISH campaign.

While the Danes are restricted in their purchases of coffee and tea, and none is allowed to be exported, their weekly allowance (one lb. coffee, 1/2 lb. tea) is ample, and the cafes apparently have an unlimited amount for consumption.

The weather is considerably milder here than in BERLIN. Here it is slightly above freezing. We left BERLIN with about minus 12 degrees Centigrade (plus 10 degrees Fahrenheit).

(In BERLIN)

Nothing special.

MONDAY,

8 January
(In COPENHAGEN)

Called on Captain Tracou, French Naval Attache. His estimate on GERMAN submarine losses to 1 December were: 10 certainly, definitely, positively sunk, 14 practically certainly sunk, 9 probably sunk. Other than that he had nothing new for me.

Called on the BRITISH Naval Attache, but left immediately as Captain Diggle was in the process of turning over his duties to Captain Denham.

Visited two bonded wholesalers in the freeport to inquire about a provision order which had been unfilled for almost a month. Tobacco and liquors can be exported in any quantity, coffee and tea not/all, and there are about twenty others for which special permission must be obtained before they can be exported. The necessary permission to export our goods was obtained before I left COPENHAGEN.

(In BERLIN)

Received pouches 46, 252, 555, 568 and 581 via GENOA. Sent pouches 555 and 595 via PARIS - Mr. Spaur as courier.

TUESDAY,
9 January
(In COPENHAGEN)

Attended a luncheon at Mr. Perkins'. Nothing new on the war situation. DENMARK has two years coffee supply on hand. There is no lack of foodstuffs of any kind yet, though they anticipate difficulty in replacing AMERICAN canned goods. They expect soap rationing very shortly. Coal, for which they previously depended on ENGLAND, is running short due to lack of transportation from GERMANY. Only necessary street lights are turned on and display lights in show windows are not used. Members of the diplomatic corps are allowed 200 liters of benzine per month, as compared with the 500 liters in BERLIN. Taxis are plentiful and apparently unrestricted. In BERLIN taxis are hard to find, and drivers have been known to refuse passage for short distances.

(In BERLIN)

Referring to the RUSSO/GERMAN trade treaty (diary for 5 January), the amount of 320.5 million gold marks (\$128.27 million) covers only the first shipment of machinery, etc. and not the value of the total agreement.

Saw the SWEDISH and ITALIAN Naval Attaches. SWEDEN will give considerable but unofficial help to FINLAND. An open declaration of war would involve them also with GERMANY.

The ITALIANS are annoyed because their shipments of planes to FINLAND, bought and paid for before the undeclared war, have now been stopped in transit through GERMANY. Quite a few had gone through before RUSSIA protested so strongly that GERMANY had to hold the shipments at SASSNITZ. The ITALIANS will now make their shipments by the round about all sea route.

Lieut. Comdr. Durgin called at the Navy Ministry but found the Attache Group absent.

WEDNESDAY,
10 January
(In COPENHAGEN)

Called on Captain Henning, the GERMAN Naval Attache to DENMARK. He had been Naval Attache to FRANCE for a few months prior to the break of war. He asked my views on the possibility of peace. I said that from what I had been able to gather from press and radio, the aims of the two sides were pretty widely divergent, and that the differences would have to be reconciled before any peace were possible. Other conversation was confined to safe channels - present living conditions in BERLIN, and Frost's "Battle of Jutland". I have talked with many GERMAN naval officers about his book and have heard only praise for it.

Called on Captain Denham, the BRITISH Naval Attache. In conversation confirmed that it was BARHAM which was hit by a torpedo (diary of 29 December). The blister absorbed the force of the explosion and no real damage was done. He denied that any damage was done to a "LONDON" or "SUFFOLK" cruiser by Prien's submarine (diary of 28 November). An unaccounted for explosion took place in the cruiser's wake without doing any harm. With regard to the recent publication in the GERMAN press of the losses inflicted on Allied and neutral shipping, Captain Diggle told me a few days ago it was all wrong. He did not admit how much had been lost actually, but by some sort of double or triple entry bookkeeping system, arrived at the figure of 5,000 tons per week more gained than lost. This included new construction and purchases, and apparently charters and contraband goods seized.

I learned that the "DEUTSCHLAND" had recently struck a mine and was now in DANZIG having her bow repaired (diary of 5 January).

(In BERLIN)

The ITALIAN Naval Attache said that a note warning neutrals about entering the zone around ENGLAND had gone to all neutral nations except the U.S. (diary of 28 November, 8 and 14 December and 2 January). The Foreign Office claims they haven't sent such a note.

WEDNESDAY,
10 January
(Continued)
(In BERLIN)

Grand Admiral Raeder visited KIEL and WILHELMSHAVEN on 8 and 9 January to give "pep talks" to the workmen.

Sent "letter" pouch via PARIS - Mr. Hamilton, courier.

THURSDAY,
11 January

Left COPENHAGEN 1115. The weather has become colder in the past few days. Temperature at COPENHAGEN this morning, minus 12 degrees C. (plus 10 degrees F.). The BALTIC was frozen in large patches. New ice appeared to be about a half-inch thick, while cakes of one and two inch thickness were encountered throughout the trip. Such cold is unusual, occurring only about once in ten or eleven years. The past previous really cold winter was 1928-29, and before that, 1917-18.

No warships were sighted on the crossing. We entered WARNE-MUENDE at sunset. Three naval vessels, apparently minesweepers converted from sea-going tugs, had already entered the Navy slip, and the fourth was standing by outside. They were painted war color, not camouflaged, and appeared to be of 500 - 600 tons. After clearing through the passport inspection, I observed a small patrolboat of about 400 tons, with the lines of a destroyer or torpedoboat, enter the Navy slip. She appeared somewhat like the "BROMMY" (180' x 24' x 7 $\frac{1}{2}$ ' - 480 tons), though with a shorter mast and a clipper bow. She, also, was not camouflaged.

The train for BERLIN was 20 minutes late leaving, 50 minutes late arriving. On getting underway, the conductor turned on the bright light in the compartment. When we expressed surprise, he said that it would be fully dimmed just before arrival at BERLIN, which it was.

FRIDAY,
12 January

BERLIN has been experiencing several days of minus 21 degrees C. (minus 6 degrees F.) cold. The coal situation is still bad and many more houses are without warmth. Apartment houses still having coal have cut off the warm water system, except on Saturdays. The wealthier Berliners are reported to have moved to hotels for warmth. The potato supply in markets and stores has been frozen. This is a serious blow as potatoes are the principal item of diet.

The GERMAN press carried an item dated BUENOS AIRES to the effect that the BRITISH cruiser "EXETER" had sunk off BAHIA BLANCA, ARGENTINA. No confirmation of this item was obtainable.

At the Navy Ministry today the ARGENTINE Naval Attache and I were asked if we had any further knowledge on this item. Neither of us had. Nothing new at the Navy Ministry. When I remarked that I had called on Captain Henning in COPENHAGEN and that he had sent regards, Captain Mirow remarked that Henning had told him of my visit over telephone.

General Field Marshal Goering is 47 years old today.

SATURDAY,
13 January

Received pouch 283 via ITALY.

There is something in the air for the immediate future. Perhaps this week-end is another one of the magic dates.

SUNDAY,
14 January

The DUTCH have again been considerably stirred up over reports and rumors of an invasion of the Low Countries by the GERMANS. It is understood that leaves have been cancelled in HOLLAND, BELGIUM, and in the BRITISH Expeditionary Force. No one seems to know anything definite but there is a highly tense atmosphere everywhere.

MONDAY,
15 January

The new DANISH Naval Attache, Captain F. A. H. Kjoelsen, called on me today. He speaks both GERMAN and ENGLISH very well. He has just come from minesweeping duty in the BELTS. He confirmed the information I had learned from Captain Frandsen (Monograph Report M-32 of 16 January). He told me of the GERMANS using concrete anchors which did not hold very well on the gravel bottom, also the anchors had a tendency to break up.

He had heard that the GERMANS would use anchored magnetic mines on the WEST COAST of ENGLAND, where the depths were too great for effective use of the original type of magnetic mine.

His solution for sweeping the magnetic mine fields was towing an electrically charged sweep wire with a wooden-hulled sweeper (diary of 25 November).

In conversation with the SWEDISH Naval Attache I learned that a possible reason for the destruction of GRAF SPEE was that her welding was of very poor quality which the GERMANS did not wish to become known. He said that quite some time ago she went out at high speed in bad weather in reply to a distress call. At that time a great deal of her plating opened up along the seams, requiring her to be docked for considerable rebuilding.

The afternoon paper carries a three line item from WASHINGTON that the U.S. Navy will send a Naval Attache to STOCKHOLM.

The B.B.C. reports that a flight of R.A.F. planes attacked SYLT and a division of three destroyers in the NORTH SEA. They admitted not having hit the destroyers but claim some damage at SYLT.

TUESDAY,
16 January

The Navy Ministry Liaison Officer stated that no damage was done to SYLT or to the HINDENBURG DAMM, connecting it to the mainland. A U.P. report from DENMARK, however, states that a work train was observed going out on the causeway and remaining there for several hours.

The Liaison Officer gave me no more news on the sinking of the BRITISH submarine "STARFISH" and "UNDINE" than what appeared in the afternoon papers, except that it had happened two or three days ago.

My SWEDISH colleague is rather worried about the situation with RUSSIA and expects that SWEDEN may be at war within a week (diary 15 October).

It is rumored that HUNGARIAN volunteers are going through GERMANY to FINLAND, the only matter of concern to GERMANY is that they go through in small groups so as to be less noticeable.

In the recent shelling of a FINNISH position by the RUSSIAN battleship "MARAT" over 25% of the twelve inch projectiles were duds. The rotating bands were said to indicate practically smooth bore erosion of the guns.

The BRITISH radio tonight announced the loss of the submarine "SEAHORSE" in addition to "STARFISH" and "UNDINE".

In conversation with Mr. Oechsner, manager of United Press office in Berlin, he told me that he had heard from a source whom he considers reliable and who, in turn, had it from an Army General, that preparations were gathering away for an immense victory celebration in June; that it was estimated that the war would be over in May. This may tie in with the rumor I have heard twice before, of July 1st being the deadline for contracts (see diary of 2 January).

THU
25
WEDNESDAY,
17 January

The GERMAN press was quick to announce the loss of the "STARFISH" this morning, claiming that these three subs represent a six per cent loss of the BRITISH undersea forces.

Lieut. Comdr. Durgin left last night on an inspection trip to BERN and WINTERTHUR, Switzerland.

THURSDAY,
18 January

Received pouches 230, 16, 396, 106, 138, 158, 119 and 393 via ITALY.

The B.B.C. recently reported R.A.F. reconnaissance flights over MUNICH, PRAG and VIENNA which the GERMANS at first denied, later said they knew about it all the time.

According to B.B.C.'s morning announcement, they had recently reported 60 GERMAN subs sunk to date. The HAMBURG radio quoted this as just another example of BRITISH exaggeration, stating that half of that number was nearer the truth, whereupon B.B.C. replied that their real estimate had been 31, which they now consider confirmed.

An AMERICAN newspaper correspondent reported that the expected GERMAN attack through the Low Countries last week-end was held up when the General Staff warned that such an invasion would result eventually in a peace treaty worse for GERMANY than that of VERSAILLES (Evidently, then, they don't think they can win with that line of attack).

I recently heard that the 10/11 November invasion of HOLLAND was cancelled because Field Marshal Goering stated his defenses in the RUHR district were not yet completed and, until they were, he could not risk offensive action.

FRIDAY,
19 January

The SWEDISH newspaper carries an account of shipping lost by mine operations against BRITISH West Coast ports (diary of 15 January).

Called the Navy Ministry by phone - no news.

Since Monday, 15 January, BERLIN has been suffering another cold wave. Morning temperatures ranging from minus six degrees F. to minus 10 degrees F. have been observed daily in this period.

SATURDAY,
20 January

The cold weather continues. A heavy fall of snow in the past 24 hours has brought the total on the ground to about 8 or 10 inches. Coal difficulties continue. We have experienced two cases of prominent, wealthy Germans, cancelling teas because of absolute lack of heating in their apartments.

SUNDAY,
21 January

The B.B.C. announced the loss of the flotilla leader "GRENVILLE" (1485 tons), presumably by mine explosion.

MONDAY,
22 January

Lieut. Comdr. Durgin returned from his trip to SWITZERLAND during the night (diary 17 January). His train was delayed 14 hours on the southbound trip, 7 hours on the return trip.

Lieut. Comdr. Pihl left for STOCKHOLM by plane this morning for an inspection trip.

THU
25
TUESDAY,
25 January
(Continued)

The GERMAN press devoted considerable space to the case of the "ASAMA MARU" in which GERMAN nationals, not enrolled in military service, were removed from a neutral JAPANESE merchantship by a BRITISH cruiser. From the few facts which I possess, the case seems to fall under Situation III, Naval War College International Law Situations, 1928. The GERMANS were guilty of the same offense recently when they removed Mr. Vereker, the BRITISH Embassy Counsellor at MOSCOW, from the Estonian ship "ESTHONIA".

The B.B.C. seems to believe that GERMAN pilots are now flying RUSSIAN planes in FINNLAND, on account of the vastly improved performance of the RUSSIAN Air Force recently.

The FINNISH communique received today states that the RUSSIANS, in a recent attack included a loudspeaker barrage in which they threatened the FINNS with GERMAN help.

This ties in with the report in the SVENSKA Dagbladet that GERMAN troops were seen in the GALICIAN oil fields of POLAND, apparently taking over from the RUSSIANS. Perhaps this is a trade - GALICIAN oil fields (annual production, one-half million tons) for GERMAN help in the FINNISH campaign.

D.N.B., the official GERMAN news service, officially denied all such rumors this afternoon.

Lieut.Comdr. Ragonnet, the Paris courier, coming in from BUDAPEST, brought in the same rumor from HUNGARY. The denial by the official GERMAN news agency has little weight since it also vigorously denied any GERMAN participation in the SPANISH civil war until it suited the Nazi purpose to brag about it. A later rumor is that the GERMAN troops in GALICIA are engineers and are arranging a standard gauge railroad direct to the RUMANIAN border.

The London Telegraph of 18 January, received today, carries a denial of the report that "EXETER" was sunk (diary 12 January).

Attended conference at the Navy Ministry. Was promised a copy of the 1 October 1939 Rank List to forward to the Navy Department.

Sent out pouch 381 via BRUSSELS - Lieut.Comdr. Ragonnet (Paris) courier.

WEDNESDAY,
24 January

The GERMAN official communique today stated in part: "In the past weeks the Navy has conducted successful commerce war in the NORTH SEA, ATLANTIC and BALTIC. The activities of minesweeping and outpost units were carried out according to schedule.

The January "Marine Rundschau" received today carried a folder put out by the Krupp Germanlawerft, KIEL, showing pictures of Lieut. Prien and his submarine, which returned to that yard 24 October. It is being forwarded separately as Report R-51 of 26 January. It will be noted that this boat has now taken as its insignia and title, "The Bull of SCAPA FLOW".

Piecing together bits of information on Prien's sub, he was at SCAPA 13 October, arrived Krupp yard KIEL 24 October, reported that he sunk "LONDON" or "SUFFOLK" 28 November, returned to KIEL 20 December, due to go out again on patrol shortly after 1 January 1940.

THURSDAY,
25 January

The U.P. phone me this morning to say that D.N.B. had announced an order from the Führer: The name "DEUTSCHLAND" is to be taken from the pocket battleship and reserved for something bigger and better (presumably one of the 40,000 ton battleships now building). The

THURSDAY,
25 January

pocket battleship is to be renamed "LUETZOW". The cruiser "LUETZOW" (launched 1 July 1939) will be given a new name, as yet not announced.

The rumor immediately sprung up among foreign attaches that the ex-LUETZOW will go to RUSSIA as part of the barter arrangement (diary 3 and 14 December, 3 January).

The afternoon papers carry the picture of the newly named "LUETZOW" with the following official communique:

"The armored ship 'DEUTSCHLAND', which has been conducting commerce war in the ATLANTIC since the outbreak of war, has recently returned home.

"The Führer and Supreme Commander of the Defense Forces has ordered the renaming of the 'DEUTSCHLAND' to 'LUETZOW' since the name 'DEUTSCHLAND' is reserved for a larger ship.

"The heavy cruiser originally christened 'LUETZOW' will also have its name changed".

With regard to the first quoted paragraph, that the "DEUTSCHLAND" has been out in the ATLANTIC since the outbreak of war, I don't believe it. I believe that my information which put her in dock at DANZIG for repairs (diary 3 and 10 January) is more reliable than the official propaganda.

The reasons for the name changing can be deduced somewhat along these lines:

In 1928 the pocket battleship "DEUTSCHLAND" was the newest and biggest modern unit designed for the GERMAN Navy. By January 1940 it had been surpassed in size by the "SCHARNHORST" and "TIRPITZ" classes; and its sister, the "GRAF SPEE", had proved very vulnerable in action. A reported 40,000 ton battleship is under construction, to be launched on an estimated 30 January 1940 (7th anniversary of Nazi accession to power) or on 30 April (Hitler's birthday), probably the former. This will be the biggest battleship in the world in the water for several years and it is natural they should want to call it "DEUTSCHLAND".

Why the pocket battleship should be renamed "LUETZOW" is harder to deduce. There is already a "SEYDLITZ" in the GERMAN Navy, and "DERFFLINGER", "MOLTKE" and "VON DER TANN" are equally honorable and illustrious names. The ex-"DEUTSCHLAND" could have been named any of these, unless by so doing, the name "LUETZOW" would pass out of the GERMAN Navy. This, coupled with the statement Grand Admiral Raeder once made that the GERMAN Navy would build no more 10,000 tonners, points to a transfer of the ex-"LUETZOW" to RUSSIA.

One of the American newspaper correspondents told me today that he had gathered from a variety of sources that the submarines obtained from RUSSIA were unusable by GERMANY. They dived too slowly and were built for the shallow waters of the BALTIC. They could not be taken quickly to the depths required in modern submarine operations (diary 11 December).

A GERMAN official told this same source that GERMANY was able to have only 20 submarines on patrol at one time at present. One-third are on patrol, one-third in dock, one third enroute or in reserve. He also remarked that GERMANY had lost 10 subs since the outbreak of war. These figures at first appear wrong but closer inspection brings them fairly together. Thus:

THURSDAY,
25 January

At outbreak of war GERMANY had

Admittedly built or building	71
Turkish Subs Commandeered	2
Secretly building	17 (about)
T o t a l - - - - -	90 (about)
Estimated Lost to Date	35 (about)
Remaining	55 (about)

GERMANY has ten (10) less than at war's beginning, which leaves sixty-one (61), which checks with twenty (20) being one-third. Possibly our estimate of 55 sunk is too high.

FRIDAY,
28 January

Received pouches 304 and 345 (left WASHINGTON 5 and 10 Jan.

Sent pouch ("letter") via PARIS (Mr. Hamilton - Paris - courier.

FRIDAY,
26 January
(Continued)

Attended the conference at the Navy Ministry today. In connection with the name changing of "DEUTSCHLAND" and "LUETZOW", I inquired if the new 40,000 tonner were to be launched on 30 January. Captain Mirow did not deny that this ship will be named "DEUTSCHLAND", but he stated that she was not ready for launching yet.

SATURDAY,
27 January

The GERMAN official communique announced the sinking of over 20,000 tons of shipping on 25 January. In addition, two steamers were torpedoed while in convoy, off the PORTUGUESE coast. It denied that GERMAN troops were in GALICIA (diary of 25 January).

The ban on listening to foreign broadcasts was reiterated, with emphasis laid on the penalties for such action - up to fifteen years penitentiary for merely listening, up to death for disseminating information so gathered. Foreigners living in GERMANY are included in this law (diary of 25 December). Mr. Shirer in his midnight broadcast over C.B.S. stated it would not apply to newspaper correspondents.

The papers carried a short item announcing the increase of the ESTHONIAN Army from three to four divisions.

Lieut. Comdr. Pihl returned from STOCKHOLM via COPENHAGEN.

SUNDAY,
28 January

In conversation with my ITALIAN colleague today he complained of getting nothing out of the GERMAN Navy Ministry. He told me confidentially that his Ambassador had sent him to confer with the other member of the Anti-Comintern Pact - the JAPANESE Naval Attache. The JAP stated that he was on the point of requesting his detachment from this duty on account of the absolute lack of information he was given.

MONDAY,
29 January

Picked up a rumor this afternoon that Himmler, Chief of the S.S., is to be elevated to the rank of Field Marshal tomorrow and be placed in charge at the Front.

TUESDAY,
30 January

This is the 7th anniversary of the Nazi accession to power. A small number of Army, Navy, Air, S.S. and Police officers were promoted effective 1 February, but Himmler's name was not among them. A report came out at noon that Hitler will speak at 2000 tonight. He might still be named then.

Although this is the Party's anniversary, an announcement recently appeared that flags should not be displayed as usual.

The Navy Liaison officer phoned this morning to call off the regular Tuesday conference, due to his and his assistant attending some function this afternoon.

The GERMAN papers carried a big story of seven of their bombers sinking nine armed ships, seven armed merchant ships and two patrol boats, along a 400 mile stretch of ENGLISH East Coast. The U.P. stated that 18 GERMAN bombers attacked 10 ships, two of which were lightships, without sinking any. One was admitted to be still burning. The only damage done was one BRITISH fighting plane was struck by a single bullet from a fleeing GERMAN bomber.

This incident is cited as an excellent example of the two widely different versions we hear of almost every occurrence or action.

Returned the call of my DANISH colleague today. He feels quite certain that GERMANY will transfer the un-named ex-LUETZOW to RUSSIA (diary 3 and 14 December, 3 and 25 January) possibly along with CV "GRAF ZEPPELIN".

WEDNESDAY,
31 January

Mr. Hitler spoke at the Sportpalast over a world-wide radio hook-up last night. His speech was as might have been expected under the conditions - Party rally, speech primarily for home consumption, the helplessness of GERMANY after VERSAILLES, the dirty deals given GERMANY by the Allies, the successful struggle of the National Socialists to make a strong GERMANY, etc. etc. For the first time since the outbreak of war he lashed out at FRANCE. Heretofore, all the hate was reserved for ENGLAND. ENGLAND came in for a full share of sarcasm and venom. Nothing new - just the old hates stirred up again.

The ITALIAN Naval Attache told me today that at the time of the ITALO/GERMAN Pact last May, the two Navies had agreed on the exchange of certain technical information. The ITALIANS had given theirs, but the GERMAN Navy had not fully given theirs. Efforts to get it were unsuccessful until he had presented his case to Admiral Raeder's Chief of Staff. He got the balance of his exchange information yesterday.

Captain Mirow, the liaison officer, said nothing, when asked by the ITALIAN, as to whether GERMANY was transferring the ex-LUETZOW to RUSSIA.

Received pouch 256 (Z 1-40) via ITALY.

The FINNISH communique states - "Our own Air Forces have carried out successful reconnaissance and defense flights and bombarded a harbor and the ships lying there, an enemy automobile column and various enemy camps as well as a railroad station". The B.B.C. states that the FINNS bombed the KRONSTADT Navy Yard.

There is a feeling held by all foreigners, and not denied by the GERMANS, that the war will start in deadly earnest just as soon as the weather moderates sufficiently to permit large scale operations. At present, we still have temperatures around minus 20 degrees C. (minus 4 degrees F.), and the Xmas snow is still on the ground. Some say the big drive will get underway by 1 March; others, that the necessary equipment for the mammoth combined land, sea and air offensive cannot be completed and assembled prior to 1 April.

THURSDAY,
1 February

The B.B.C. announced last night that to date, 7388 merchant ships had been convoyed, of which 15 were torpedoed.

A U-boat sank the steamer "VACILITE" out of an Allied convoy off the SPANISH Coast on 30 January. Between plane and destroyer escort, the U-boat was sunk. Some survivors were rescued. The number of the U-boat was not disclosed.

The GERMAN comment on the official communique for 31 January says in part: "During the last two days the GERMAN Air Force has caused BRITISH shipping serious losses. The courageous attacks which were again carried out yesterday towards the NORTH SEA and the entire ENGLISH East Coast up to the ORKNEY ISLES, have caused unrest among the BRITISH population, which can no longer be kept secret. On the anniversary of the National Socialist Revolution, the BRITAINS have felt the force of the GERMAN armed forces. All in all 22 armed commercial vessels and patrol ships were attacked, 7 commercial vessels (roughly 25,000 tons), and 2 patrol boats sunk. Furthermore, armed vessels of roughly 15,000 tons were damaged. It was noticed that some of them departed with heavy lists while the crew quickly took to the life-saving boats. The only GERMAN airplane which at first did not return from yesterday's enterprise, and regarding whose fate exact information is still lacking, had to make an emergency landing on the sea on its way here.

THURSDAY,

1 February
(Continued)

"The increased U-boat defense in the GERMAN BIGHT, mentioned in the official communique, has, as is known, already sunk three BRITISH U-boats, and thus proved its effectiveness".

FRIDAY,

2 February

All the morning papers carried a review of the "BARALONG" case of the last war, based on the appointment of the ex-captain of the "BARALONG", Godfrey Herbert, to duty in the BRITISH Admiralty.

SATURDAY,

3 February

Reviewed the present European commercial situation with our Commercial Attache, the gist of which is given here:

RUSSIA - GERMANY - LITHUANIA. About two months ago, RUSSIA, at GERMANY'S insistence, put pressure on LITHUANIA to export to GERMANY exclusively; LITHUANIA at first demurred, but eventually delivered. The pressure has since dropped. RUSSIA and LITHUANIA have now signed a pact whereby LITHUANIA has free access to the ports of ODESSA and MURMANSK. This is more or less meaningless as the RUSSIAN rail transportation system is in a chaotic condition.

Due to shortage of GERMAN rolling stock, LITHUANIA sent two complete coal trains into GERMANY about a month ago to bring out coal for LITHUANIA. They have been completely lost, evidently carrying coal for GERMANY.

At the time of the first RUSSO/GERMAN Pact (August 1939), RUSSIA and GERMANY each appointed commissions to determine what each country could deliver, and what materials each required in exchange. Upon comparison, the lists were so far in disagreement that a second commission had to be appointed. From all reports, the reports are still disagreeing. The RUSSIAN commission in December made the alarming, if somewhat belated, discovery that there was no gold in GERMANY, and their interest apparently flagged a bit. The RUSSIANS have reportedly asked for heavy machinery, heavy artillery, ships, interest in the state-owned Hermann Goering Steel Works, interest in privately owned companies, such as I.G. Farben, Siemens, A.E.G., etc.

ENGLAND - ITALY. ENGLAND has ordered 1,000 Caproni planes from ITALY. ENGLAND is delivering raw material at the same rate that ITALY is delivering the finished product.

BALKANS. The BELGRADE conference is underway now. In order to keep peace in the BALKANS, and to form them into a united opposition to RUSSIAN and GERMAN advances, ENGLAND, FRANCE and ITALY are backing HUNGARY and BULGARIA in their demands for territorial concessions from RUMANIA. RUMANIA countered by appointing an Oil Commissar, who is going through the motions of flirting with GERMANY. The delivery of 1.44 million tons in 1940, about 4,000 tons daily, has been discussed. At present there is no water delivery possible, due to the DANUBE being frozen and there is very little, if any, coming in by rail.

SUNDAY,

4 February

The GERMANS report having attacked by air, BRITISH warships and convoyed merchant ships in the NORTH SEA yesterday. One minesweeper, four picket boats and nine merchant ships were sunk and numerous others considerably damaged.

The GERMANS admit that three of their planes did not return. The BRITISH claim three GERMANS shot down, which for once, puts the reports into agreement.

MONDAY,

5 February

The GERMAN official communique today repeats the above report and also states that reliable reports of shipping sunk between 21 and 31 January 1940 place the total of BRITISH, FRENCH and NEUTRAL

MONDAY, gross tonnage sunk at 145,803. This is the first figure given since
5 February 29 December (Diary for 29 December), when the total up to 20 December
(Continued) was given. There has been no publication of tonnage sunk between
21 December and 20 January.

Sent out pouch No. 315 via PARIS (Mr. Hamilton, Paris, courier).

TUESDAY,
6 February

The BRITISH Admiralty announced the loss of the minesweeper "SPHINX" (875 tons) on 3 February due to damages received from GERMAN air raid.

The GERMAN commentaries on the official communiques state:

"With reference to the report of the losses of BRITISH, FRENCH and NEUTRAL merchant ships of 145,000 tons during the course of ten days, it should be mentioned that the tonnage sunk by GERMAN air attacks is not included in this figure. Furthermore this figure includes only those ships whose names have been definitely established. In view of the camouflaging of BRITISH and FRENCH losses, the loss in enemy shipping is, in reality, much greater."

"During the period 21/31 January 1940, the GERMAN Air Force sunk roughly 36,000 B.R.T. known enemy tonnage. Besides this, numerous ships were destroyed whose names could not be ascertained, and additional vessels were so badly damaged that it is assumed the greater part did not reach their home base. According to reliable compilation, the enemy lost during the aforementioned ten days, through the activity of the Air Force, between 47,000 and 48,000 tons. Together with the balance of maritime warfare losses mentioned yesterday, the losses of ENGLISH, FRENCH and NEUTRAL merchant ships during the period 21/31 January therefore amount to at least 200,000 tons."

Called on the SWEDISH Naval Attache. In addition to the generally reported information concerning the "GRAF SPEE" case, he had the following from BUENOS AIRES:

- a) The state of discipline aboard "GRAF SPEE" was very poor. (In general, I find this hard to believe. The GERMANS have always sent hand-picked men on independent duty).
- b) Captain Langsdorff's operation orders directed him, in case of necessity, to use BUENOS AIRES on account of its many exits, and not the cul-de-sac of MONTEVIDEO. However, he lost his head and went to MONTEVIDEO instead.
- c) The GERMAN attempts to saddle blame on URUGUAY for not extending repair time has stirred up considerable anti-GERMAN feeling in that country (Diary of 18 December). URUGUAY will shortly publish a "White Book" on the whole affair.

One reason, advanced by GERMAN naval officer in BERLIN, for the ineffectiveness of "GRAF SPEE'S" fire was the multiplicity of targets and the fact that the fire control installation prevents the division of fire.

The rumored version of the sinking of the BRITISH submarines "STARFISH", "SEAHORSE" and "UNDINE" (Diary of 16 and 17 January) is that they were caught in the inner GERMAN BIGHT by the GERMAN Anti-Submarine Patrol and depth-charged. One of these subs blew to the surface and was being abandoned when a GERMAN torpedoboat ran alongside, took the crew prisoner and snatched the code books and confidential publications. The sub sank immediately thereafter. Hence, the GERMANS have so very little to say concerning this action.

WEDNESDAY,
7 February

The morning papers take considerable pride in the torpedoing of the "BEAVERBURN" (9874 gross tons) while in convoy.

THURSDAY,
8 February

Received pouches 352, 320, 296, 391, 378, 267, 358 and 323 (2 shipments 4 - 7 inclusive, of 12, 17, 19 and 24 January 1940) via Italy. Sent out pouch No. 256 via Brussels - Lieut. Comdr. Ragonnet (Paris) courier.

The afternoon papers published sinkings by Navy action alone 1.5 million tons from 1 September to 31 January. In addition, the Navy had brought 354 ships of 607,881 tons into port for adjudication.

The last previous complete report was made on 29 December (Diary of 29 December and 5 February):

Confirmed reports up to 20 December	849,137 tons
" " 21 December to 31 January	<u>371,898 "</u>
(Total) - - -	<u>1,221,035 "</u>

Great probability, up to 20 December	180,498 "
" " 21 December to 31 January	<u>91,898 "</u>
(Total) - - -	<u>272,396 "</u>

GRAND TOTAL - - - - - 1,495,451 tons

The GERMAN shipping losses in the same period were:

Seized in ports	15,196 tons
Seized at sea	82,256 "
Self Sinkings	<u>141,525 "</u>

Total - 42 ships of - - - - - 258,957 tons

Thus, the monthly average of confirmed sinkings is 244,207 tons.

FRIDAY,
9 February

J. L. Stanard, R.M.Lc, reported enroute MOSCOW from WASHINGTON, as relief for S. A. Huntowski, E.M.Lc.

Called at the Navy Ministry. No news beyond the published sinkings. Met Lieut. von Wahlert (Reserve) who has been recalled to active duty in the Intelligence Section. He was formerly employed by General Motors in Germany.

SATURDAY,
10 February

The B.B.C. announced last night that Mr. Sumner Welles would soon visit ITALY, FRANCE, ENGLAND and GERMANY.

Stanard, R.M.Lc, departed for MOSCOW 2152. During the previous night he had checked over the local Embassy receiving set in company with Francis, R.M.Lc, the Berlin operator.

SUNDAY,

The morning papers report one submarine returned with eight 11 February ships and 38,000 tons sunk on her last patrol. The GERMAN Air Force reports having sunk six ships, either BRITISH or in BRITISH convoy, of 15,000 tons, as well as two picket boats. One GERMAN plane was lost.

MONDAY,

The O.K.W. (Oberkommando der Wehrmacht -- Supreme Command) news 12 February commentary for the 23rd war week states in part:

"In the six days from 29 January to 5 February, the GERMAN Air Force sank, in the NORTH SEA, ten warships and 23 merchantships, and damaged at least 15 more ships. As was later confirmed, it sank

MONDAY,
12 February
(Continued)

48,000 tons and damaged 30,000 tons on the 29th and 30th. The result of the attack on 3 February can be roughly estimated at 30,000 tons sunk and 15,000 tons damaged. *****

"Since weather and season will soon make possible greater operations on land and in the air, the enemy is working feverishly to make a new front in GERMANY'S rear and thereby relieve the Western Front. *****

"The WEST is most fearful over the BELGIAN and DUTCH coasts. For this reason the BELGIAN "Tempe" recommended allowing BRITISH and FRENCH troops to march in before it was too late. The sudden change in the DUTCH Supreme Command is probably connected with this strategical-political struggle around the mouth of the RHINE".

TUESDAY,
13 February

The Foreign Representation Section of our Embassy was informed of the names of the "UNDINE" and "STARFISH" survivors, 30 of the former, 39 of the latter. (Diary of 16 January, 6 February) The official report states that the "UNDINE" was captured about twenty miles West of HELGOLAND, 7 January, and the "STARFISH" forty miles North of HELGOLAND on 9 January.

In connection with the long lasting cold weather, the rumor is current that the "GNEISENAU" is frozen fast in the ice and that WILHELSHAVEN Navy Yard has been too cold to permit outside work.

The Commercial Attache gave me the following memo of a conversation he had with an official of a neutral legation:

"The GERMAN Ambassador to MOSCOW and the GERMAN Ambassador to FINLAND, were recently called to BERLIN to confer with the Foreign Office. The main objects of their conference were:

- 1) the termination of the FINNISH war;
 - a) the Russians claim that they are not able to deliver the full quota of oil promised to GERMANY because of the FINNISH war.
 - b) Full delivery of other raw materials cannot be made in view of the complete disorganization of the RUSSIAN railways.
- 2) GERMANY is beginning to realize that it is absolutely necessary to end the war with FINLAND, otherwise it will be impossible to secure the raw materials she needs from RUSSIA.

"Members of the RUSSIAN Embassy in BERLIN are very much upset about Mr. Welles' proposed visit to ROME, PARIS, LONDON and BERLIN, as they suspect the visit was initiated by the GERMANS and now are afraid that GERMANY might come to some understanding with her enemies in the WEST and then make an attack on the RUSSIANS in the East. Officials of the RUSSIAN Embassy have been interviewing their diplomatic colleagues and members of the foreign press in an effort to ascertain the real purpose of Mr. Welles' visit, as they do not believe Mr. Hull's statement with regard to it. They also consider the extension of the GERMAN/FINNISH commercial treaty as a provocation on the part of the GERMANS.

TUESDAY,
13 February
(Continued)

"Comrade Schkwarzew, the RUSSIAN Ambassador to BERLIN, was in conference with Herr Weizsaecker for an hour and a half on Saturday (10 February). It is understood that the following questions were asked Herr Weizsaecker by the RUSSIAN Ambassador:

- 1) Why doesn't GERMANY attack in the WEST?
- 2) What are the relations between ITALY and GERMANY?
- 3) What does the visit of Mr. Welles mean?
- 4) Why did GERMANY extend her commercial treaty with FINLAND?

"In short, the Russians have shown that they are openly suspicious of the GERMANS and are afraid that GERMANY will come to an understanding with the ALLIES and turn against them. The GERMANS are also very much occupied about the nervous behavior of the RUSSIANS.

"There is a rumor afloat in BERLIN that GERMAN Consul General Wiedemann has been in BERLIN for several weeks and that his visit home had something to do with the initiation of Mr. Welles' proposed visit to EUROPE.

"Further, that Herr Ribbentrop has not been present at the Foreign Office for more than three weeks as he is suffering from a violent attack of 'diplomatic colic'.

"Communist leaders in RUSSIA are very much concerned because repairs have only been made on about 15 per cent of their total number of tractors. Without a sufficient number of tractors the next year's harvest in RUSSIA will be endangered. RUSSIA recently purchased 200 railway cars in ESTHONIA.

"Of the two LITHUANIAN trains sent to GERMANY for coal about six weeks ago which were lost for a time, 80 cars have been returned. It is understood that LITHUANIAN trains now coming to GERMANY for coal are accompanied by armed LITHUANIAN guards who are responsible for the return of the cars.

"A statement of the Protectorate Commissioner for Fat indicates that the supply of fat in BOHEMIA and MORAVIA will be almost completely exhausted within two months.

"It is understood that Dr. Clodius proposed to Ciano that ITALY yield her annual quota of one million metric tons of RUSSIAN oil to GERMANY, but was refused. Another proposition made by Dr. Clodius to Ciano was that ITALY supply GERMANY with rolling stock and railway materials, which was also refused."

WEDNESDAY,
14 February

The SPANISH Naval Attache called on his return from a month's visit to SPAIN, ITALY and SWITZERLAND. He had heard that the BRITISH subs "UNDINE", etc. were located by the use of the fixed listening gear (cf. par. 5 of R-126 of 17 February 1939).

Miss Breckenridge of C.B.S. recently visited the prison camp where "UNDINE" and "STARFISH" crews are held. She was told that in the case of the "STARFISH", the GERMANS had dropped 32 depth charges in the vicinity between 0945 and 1800.

WEDNESDAY,
14 February
(Continued)

One of our Embassy staff told me of the sinking of the BURG-ERDIJK and that, at the press conference, a Foreign Office official, in answer to repeated questioning, stated that any neutral vessel bound voluntarily or under compulsion to an enemy port was subject to being sunk. He quoted as answer to a hypothetical question, Article 23 of the German Prize Rules "The enemy destination of unconditional contraband is considered proved: **** (5) if the vessel touches at an enemy port or makes contact with enemy forces before it arrives at the neutral harbor to which its cargo is consigned."

THURSDAY,
15 February

The GERMAN press today announced the sinking of 59,000 tons of shipping yesterday, 14 February, by U-boats.

Had dinner at the home of Commander Schulte-Mönting, Admiral Raeder's Chief of Staff. He and his wife were, as usual, most cordial and friendly. They said they felt the war would be over very shortly, but without having any concrete reason for their thinking so. I believe, however, that Mr. Welles' proposed visit has awakened a great deal of hope for peace.

The BURGERDIJK case is receiving prominent attention in press, radio, UP service and State Department bulletin.

FRIDAY,
16 February

I wrote the following memo on the BURGERDIJK to Mr. Kirk, the Charge d'Affaires:

"I talked with Captain Mirow, the head of the Attache Group of the Navy Ministry, at 1600 today, in connection with the BURGERDIJK and possible similar cases.

"In connection with the BURGERDIJK he stated that a "Notiz" would appear in the afternoon press; that it was NOT a case of sinking without warning; that the submarine had held the ship for an appreciable time at the western entrance of the ENGLISH CHANNEL, thereby endangering himself; that the German blockade measures were becoming so effective that there was great probability that the BRITISH would seize any and all cargoes, regardless of where bound; also there was always a possibility of false papers.

"With regard to the possibilities of American ships being torpedoed entering or leaving GIBRALTAR, he said it seemed to him that there was no danger. It appeared a theoretical question to him, as the GERMAN blockade was directed against ENGLAND. Any cargo seized from a neutral vessel at GIBRALTAR would have to be re-shipped to ENGLAND in order to be of any good, consequently he believed that neutrals would not be torpedoed in the vicinity of GIBRALTAR. He said he would check this over for an official statement and give it to me orally.

"As to KIRKWALL or THE DOWNS, that was another matter, as those places were on the main island.

"To insure that he had my questions straight, he repeated them:

"1. Is an AMERICAN ship brought into GIBRALTAR in danger of being torpedoed?

"2. Is an AMERICAN ship brought into an ENGLISH (SCOTCH) port in danger of being torpedoed?

"At this point we were interrupted, but he again told me he would check the matter and call me by telephone to the Navy Ministry for the statement."

FRIDAY,
16 February
(Continued)

In after-dinner conversation with Lieut. Comdr. Durgin, Lieut. Freiwald (Admiral Raeder's Aide), in connection with this case, stated he did not believe that any American ship would be torpedoed. I suspect they have issued secret instructions to torpedo the BRITISH or FRENCH escort, but leave the AMERICAN alone. Obviously, they cannot publish such instructions without offending all the other neutrals.

SATURDAY,
17 February

Captain Mirow sent me the following statement in the late afternoon, which was handed immediately to our Chargé. It will be noted that no distinction is made between ports.

"Berlin, 17 February 1940

"Dear Captain Schrader,

"Enclosed I am sending you a memorandum which states the German conception concerning the treatment of neutral ships which enter enemy ports. You will see therein, that contrary to our conversation yesterday, the situation is the same for all enemy ports - a different decision relative to the entry into GIBRALTAR is therefore not justified.

"With best wishes.

"Yours,

"/s/ Mirow."

"Memorandum

"Ships which voluntarily enter enemy ports or which are forced to enter these ports by the enemy, are subject to capture by German naval forces, insofar as they are laden entirely or in greater part with unconditional contraband in accordance with the German Contraband List. In such cases these ships will be dealt with according to the requirements of the German Prize Laws."

The "ALTMARK" case broke over the radio and in the papers this afternoon, growing more illegal and piratical with each succeeding broadcast.

SUNDAY,

18 February 32 ships of 128,174 tons during the week 11/17 February.

At an afternoon reception, Captain Mirow told me that his letter of yesterday differed from his previous conversation, but that the memorandum he gave me was logically based on their Prize Rules.

Lieutenant Freiwald told Lieut. Comdr. Durgin that the BURGERDIJK was torpedoed because 1), she was zig-zagging, 2), she used radio after sighting the submarine, and 3), her cargo was more than half contraband.

Lieut. Comdr. Besthorn, previously in the Attache Group, but Naval Attache at THE HAGUE since last summer, arrived in BERLIN Friday and will return tonight. Undoubtedly in connection with the "BURGERDIJK".

The "ALTMARK" case has been the main theme of conversation. The general consensus is that ENGLAND seriously violated NORWAY'S neutrality and that the GERMANS now have a sufficient cause, to their way of thinking at least, for retaliatory measures. Further,

SUNDAY,
18 February
(Continued)

it has tended to nullify whatever success Mr. Welles' visit would have otherwise had for peace.

The GERMANS may not be able to make reprisals until a month after this eight weeks crop of snow and ice has melted, but remembering ALMERIA, I venture they will, with no holds barred.

MONDAY,
19 February

The GERMAN papers continue giving first-page spread to the "ALTMARK" story.

Another article declared that since ENGLAND had broken the BRITISH/GERMAN submarine warfare agreement of 1936 by arming their merchantmen, GERMANY was no longer bound by it either. This has been intimated previously (Diary of 14 November, 8 December) and is apparently a quiet way of announcing unrestricted war against armed merchantmen.

Captain Mirow called me at noon to say that Grand Admiral Raeder wished to see me at 1050 tomorrow in connection with the "BURGERDLJK" case.

Lieut. Comdr. Pihl left this morning on an inspection trip to STOCKHOLM and HELSINKI.

TUESDAY,
20 February

The GERMAN press announced the torpedoing of the BRITISH destroyer "DARING" (1575 tons) which was escorting a convoy.

Had a short interview with Grand Admiral Raeder, the details of which were transmitted in despatch 0020-1600 of February, and in Report R-102 of 21 February. My previous suspicions have been confirmed (Diary for 16 February).

WEDNESDAY,
21 February

Closed out pouch No. 274, to go out via BRUSSELS - Mr. Spaur (Paris), courier.

WEDNESDAY,
21 February
(Continued)

Received pouches 227, 251 and 574 via ITALY.

THURSDAY,
22 February

Received pouch 557 via ITALY.

Mrs. Huthsteiner, wife of the U.S. Military Attache at RIGA, passed through BERLIN enroute to the UNITED STATES. The feeling in RIGA seems to be that it is not a question of "if" the Bolsheviki come, but "when".

The GERMAN press reports a U-boat having returned yesterday after sinking 27,795 tons of shipping during its last patrol.

The long awaited thaw set in slowly today. The snow and freezing weather had been continuous for sixty days.

FRIDAY,
23 February

Received Bumav orders detaching Lieut. Comdr. Durgin during March, to duty in Naval Operations.

Attended a dinner at the SOVIET Embassy honoring the 22nd Anniversary of the Red Army. Present were: Generals von Brauchitsch and Keitel, Admiral Witzel, General Milch (Air), the Attache Groups of the three Ministries, and foreign Army, Navy and Air Attaches of all countries recognizing SOVIET RUSSIA. The FINNS, SPANIARDS and all SOUTH AMERICANS were absent.

A U.P. flash today reported from ISTANBUL that a GERMAN company had chartered four ITALIAN tankers - TORCELLE, 4800 tons, CELENO, MAYA and GERARDI, each 5000 tons, to carry oil from BATUM to VARNA (Bulgaria). Their capacity was 20,000 tons every two weeks which is far greater than BULGARIA'S needs. Turned this over to the Commercial Attache for running down any further information on the subject.

SATURDAY,
24 February

The GERMAN papers carried a story to the effect that H.M.S. NELSON had struck a mine in mid-December and was still under repairs.

SUNDAY,
25 February

Hitler spoke last night, quite unannounced, over the radio from the 20th Anniversary celebration of the Nazi Party. The same words and the same music and tonsil tearing which he has been putting on for a long time. A German characterized it as "pfeffer fuer den Eintopf" (pepper for the stew). I think the German palate has become a bit jaded from too much of the same pepper. They will not rise in revolt as they did in 1918, at least, not for a long time; but there isn't the slightest bit of enthusiasm for this war. I estimate Hitler's speech to be an attempt, now that the weather is opening up, to rouse the German people from their winter hibernation and get them stirred up for the war. He mentioned ITALY, JAPAN and RUSSIA who had been taken out of the opponent column from last war and put into the category of well wishing neutrals in this.

MONDAY,
26 February

The OKW (Supreme War Command) announces that Navy action had sunk 496 ships of 1,810,515 tons up to 20 February (diary of 8 Feb). The figures were not broken down into "confirmed", "probable", "Allied" and "neutral", but were given in a lump.

The OKW also reported the return of Lieutenant Schultze and his U-boat with a record of 54,130 tons sunk on his last trip, total 16 ships of 114,510 tons (diary 29 Sept., 2 January).

TUESDAY,
27 February

Attended a small reception given by the Navy Attache Group at the Offiziers Kasino near the OKW. We were shown a total of about 45 minutes sound film of the TIRPITZ launching (1 April 1939) and of a minesweeping educational film entitled "Minesweeping in Area X", and silent film of the DANZIG trip 9 and 10 October 1939, taken by the Spanish Naval Attache. It was stated that the TIRPITZ film had not been publicly shown before. The only matter of interest was that the side armor had not been installed. The bow and stern side plating up to the upper deck, and to just forward of No. 1 turret and just abaft No. 4 turret, respectively, seemed to be about four inches thick and chamfered off to receive the main midships side armor belt. The rudder arrangement was as reported in R-159 of 2 March 1939 and Alusna S22/L-199 of 25 March 1939.

Commander (E) Heinichen of the OKW is about to be transferred to LISBON as Naval Attache.

WEDNESDAY,
28 February

The B.B.C. announced the Admiralty admission of BARRHAM'S having been mined in December (diary of 29 December, 1 and 10 January, and 24 February). Apparently repairs are completed.

THURSDAY,
29 February

The afternoon papers were full of Lieut. Comdr. Hartmann's return to port, having sunk eight ships of 45,000 BRT on his last trip, a total of 80,000 BRT for the two trips he has made. Lieut. Comdr. Hartmann is also Commander of the U-Boat Flotilla "HUNDIUS" (740 tonners).

FRIDAY,
1 March

March entered as a lion, 23 degrees F. and snow flurries throughout the day.

Mr. Sumner Welles arrived BERLIN 0945 today.

The GERMAN Air Force celebrates its 5th birthday today.

On request of the Embassy, I prepared a review of the first six months of the war for Mr. Welles (R-137 of 4 March). Germans and foreigners, especially Italians, are very much interested in the visit and are universally hopeful that his trip here will lead to a quick and lasting peace.

SATURDAY,
2 March

In after dinner conversation last night, Commander Schulte-Monting told Lieut. Comdr. Durgin that of their 120 U-boat commanders before the war, Lieut. Fressdorf, who was killed in a plane crash last, Lieut. Comdr. Freiwald, Grand Admiral Raeder's Aide, and Lieut. Prien of SCAPA FLOW fame, stood in the first five, based on torpedo practices, inspections, etc. Lieut. Schultze, who leads the present list of tonnage sunk, was not in the top flight.

It was also said that the Germans will not publish so much after this war - that the British learned too much from what the Germans published after the last war. They intend never to publish, for example, just how Prien got into SCAPA FLOW.

SUNDAY,
3 March

All papers today carried the OKW account of the first six months of the war. Translation is forwarded in R-138 of 4 March. The admission of 11 subs lost is the first official statement on this subject since 28 October, when they admitted 3 overdue. The destroyer losses were not previously known by me or my colleagues here in BERLIN.

SUNDAY,
3 March
(Continued)

Grand Admiral Raeder was interviewed over N.B.C. at 2140. I was unable to listen in, being at the railway station seeing Mr. Welles off. The script is forwarded in R-142 of 7 March.

MONDAY,
4 March

On his return from a week's inspection tour of prisoner-of-war camps in GERMANY, Captain Lovell (Asst. Military Attache) stated that on the visit to SPANGENBERG, near KASSEL, where the naval prisoners are confined, they were accompanied very closely by Lieut. Comdr. von Wahlert of the Navy Attache Group. I had made arrangements to take part in the inspecting at SPANGENBERG but had to forego it on account of Mr. Welles' visit to BERLIN at the same time. In the few words that could be sneaked in, the "STARFISH" crew said that they had been lying on the bottom when a depth charge burst very close aboard, opening up seams. She was taken to the surface and abandoned, sinking immediately afterward. The crew was picked up out of the water ten or fifteen minutes later. The "UNDINE" was underway when a depth charge burst immediately under her. She was violently forced to the surface, held there and abandoned, also sinking almost immediately. Opportunity was not had to get a positive confirmation or denial of the codebook story, but it's hardly believed since the crews were in the water ten or fifteen minutes before being picked up. (diary of 16, 17 Jan., 6, 14 February). However, there must be something unusual about the case to cause the Navy to send special escort from BERLIN for this one prison camp.

TUESDAY,
5 March

Captain Mirow of the Attache Group sent me a copy of the script of Admiral Raeder's interview. In a later phone conversation he said that the Admiral's concluding remarks in no way affected what he had told me on 20 February (dispatch 0020-1600 and R-102 of 21 February).

The press announces the return of a U-boat which had sunk 36,000 BRT on its last trip.

In conversation at a tea this afternoon, one of the Attache Group told me that they were as much surprised as any at the announcement of losses for the first six months, that the Fuehrer at the last minute decided to publish the figures.

WEDNESDAY,
6 March

Heard a rumor that a U-boat had the FRENCH "DUNKERQUE" lined up for a torpedo shot, but forebore as the GERMANS have orders not to sink the FRENCH. There may be some truth in this for the trend of propaganda is to lay the blame for everything on ENGLAND, and apparently to separate FRANCE from ENGLAND. Certainly the offensive operations to date against FRANCE have been very minor compared to those against ENGLAND.

The FINNISH Military Attache, who is about to return to FINLAND (his Assistant left some time ago) said that SWEDEN would have to come into the war against RUSSIA. GERMANY would not object. If SWEDEN didn't, then the ALLIES would have to, which would immediately bring GERMANY into the picture and transfer the battleground to SCANDINAVIA.

The Finn also said that he had a letter from a GERMAN officer at the Front wherein it was stated that the GERMAN Army felt very strongly for FINLAND, that GERMANY would hold together during this war, but that immediately afterward, win or lose, the Army would take charge and restore the monarchy. I have heard shades of the same idea before from GERMANS.

Sent out pouch No. 358 via BRUSSELS, Lt. Comdr. Ragonnet, Paris, courier.

WEDNESDAY,

6 March
(Continued)

Lieut. Comdr. Pihl returned from an inspection trip to STOCKHOLM and HELSINKI. Gist of the report was sent in despatch 061630. Full report is made in R-144 of 9 March.

Called on the Navy Ministry to request 1), some information on the relations between Navy and Merchant Marine (instigated by a similar article in the February number of the Naval Institute Proceedings); 2), a visit to KIEL as a "farewell present" for Lieut. Comdr. Durgin. I had prepared the way for this yesterday with Comdr. Schulte-Menting, whom I have found far more open and agreeable than Captain Mirow. Captain Mirow said he would check over both matters. Thirdly, I asked him for details as to the destroyers and submarines admitted lost by the Germans in their semi-annual report of the war (report R-136 of 4 March), names of ships, dates, locations and circumstances of loss. He stated that he could not give me any further details than those contained in the report. When I asked him for a two or three day confidential "preview" of similar reports, he stated that all the details were passed on by Hitler, and that as soon as he had approved any communicate it was given to the Press, but that before the Fuehrer's approval not even Grand Admiral Raeder could release any information, even confidentially. In connection with only 11 submarines lost, he said it was "100% correct", and that this would undoubtedly confound Mr. Churchill. He said that had their losses been 20 or 30 submarines they probably would not have published the figures (report R-148 of 8 March).

THURSDAY,

7 March

Received pouch Number 261, Z-15, via SS Washington and Italy. It was dispatched from the Navy Department 21 February.

FRIDAY,

8 March

There was no information at the Navy Ministry today. Forwarded a paraphrase of 061630 (6 March) via courier to Paris for Mr. Sumner Welles.

SATURDAY,

9 March

The Swedish Naval Attache visited me today. He was rather depressed about the course of events in FINLAND. He said that SWEDEN was doing all she possibly could, but that her military condition with regard to equipment and training was deplorable.

He had heard that the LUETZOW (ex-DEUTSCHLAND) had been fitting out for extended service at DANZIG (report R-161 of 15 March).

SUNDAY,

10 March

Talked with Mr. George Kidd of UP last night. He had just returned from a two day tour of the Upper RHINE front which was accorded to six foreign journalists by the High Command. In the BLACK FOREST region (Southwest Germany) he encountered a naval artillery unit. No information as to the number of guns or men. They were shown two guns in place:

One, back in the hills about 15 miles East of STRASBOURG, was a "big one", about 50 feet long, by his estimate. He was told that it wasn't as big as the U.S. guns at the Panama Canal (16 inch) or the guns destined for the latest German battleship (15 inch). From his estimate of caliber, and considering that the German Navy has used only 28 cm. (11 inch) and 38 cm. (15 inch) turret guns, it is believed that this was an 11 inch/45 cal. The gun was mounted out in the open, but camouflaged. A crew of about 50 men served the gun. Gun and ammunition supply were electrically operated. He was told that the gun had an Initial Velocity of 940 m/s (3083.2 f/s) and that the projectile had a maximum ordinate of 19 km (62,320 feet). There were no further details as to angle of elevation, range, or weight of projectile.

SUNDAY,
10 March
(Continued)

The other, about 8 miles East of STRASBOURG, was smaller, an estimated 25 or 24 cm. (9.06 or 9.46 inch) bore, length about 35 feet. This seems to be similar to the guns drawn past the reviewing stand at Hitler's 50th birthday parade (report R-243 of 22 April 1939). This gun was likewise one of a battery, but how many more there were was not divulged, nor were any ballistic data given.

The gun emplacement was very effectively camouflaged to represent a typical BLACK FOREST cottage. The gun was not discernible from the road a few hundred yards away. One side of the "house" was open, the others and the roof were of reinforced concrete said to be eleven feet thick. Details of this account have been given to the Military Attaché.

Today was Heldengedenktag (Heroes Memorial Day). The usual ceremony to which all foreign attachés were invited, held in the Opera House, followed by Hitler reviewing the troops outside and then laying a wreath at the Ehrenmal (Honor Monument), corresponding to the Tomb of the Unknown Soldier, was cancelled on account of the war. Hitler spoke briefly at the Armory to a small group of German officers present, and over the radio. No new points were brought out in his speech.

The papers were full of venom for Otto of HAPSBURG who reputedly gave his plan for the dismemberment of GERMANY to the press and prominent persons in NEW YORK.

MONDAY,
11 March

Received pouches 308 (Z-12), 302 (Z-13), and 342 (Z-14) via American Export Lines and Italy. They had left the Navy Dept. 9, 14 and 16 Feb., five days before Z-15, which latter arrived in Berlin 7 March. This has been noted before, that slow boat mail leaving New York one week before fast boat mail, arrives in Berlin from two to five days after the fast boat mail.

The Greek Naval Attaché called on me today. In the conversation he told me that the four chartered oil tankers in the BLACK SEA had started oil deliveries to VARNA (diary 23 February and report R-163 of 15 March). He also said that TNT was still impossible to buy in Germany, but that powder was still plentiful (diary 2 January). He recently visited a powder factory in WURTEMBERG (Southwest Germany). The factory is located in the middle of a woods and has its own AA defenses - two batteries of three 8.8 cm. (3.47 inch) each, and two batteries of four 3.7 cm. (1.46 inch) each, with necessary directors, searchlights and listening gear. He stated that the rotating bands on German projectiles were made in two parts, the inner ring of soft iron, the thin outer ring of copper, in order to save copper.

The German official comment on the communique for 10 March states that German oil requirements for war are being met but that ENGLAND is having a hard time with her oil deliveries. Ten per cent (10%) of her pre-war tonnage has been sunk, the convoy system slows down shipping 20%, hence ENGLAND has lost one-third of her oil importation facilities (report R-159 of 15 March).

TUESDAY,
12 March

Called on the Swedish Naval Attaché and learned that the "LUETZOW" and "NORDMARK" which had been fitting out at DANWIG, had left there last week. He stated that his source was reliable (dispatch 121500 of March and R-161 of 15 March).

Called at the Navy Ministry and delivered a letter expressing appreciation for their having permitted Lieut. Comdr. Krause access to their naval archives, and handed in some questions, to involve nothing confidential, concerning relations between Navy

TUESDAY,
12 March
(Continued)

and Merchant Marine (diary 6 March). With regard to war news, I again drew a blank from Captain Mirow.

WEDNESDAY,
13 March

For several days the UP press service has been indicating that negotiations in the Russo/Finnish situation have been going on. The B.B.C. late last night stated that a definite decision would be made by midnight. This morning's papers carried the terms in which FINLAND, like Uncle Tom, was sold down the river. There is still a possibility of the people or the Army refusing to abide by the armistice.

Throughout the day the Allied and Scandinavian governments, press and radio, have been absolving themselves for their negligence. The GERMAN press and Government are elated and hail it as a great diplomatic victory. Not mentioned is that RUSSIA is freed from an embarrassing position, and that now she may be able to use her resources and transportation for making deliveries to GERMANY. Also not mentioned is the undoubted threat that the High Command must see in the RUSSIAN complete domination of the NORTHERN BALTIC. Still, they seem to feel that the matter of regaining control of the BALTIC can be taken care of when the time comes, and after the more pressing business of breaking ENGLAND'S world dominion has been settled.

The FINNISH reaction is best expressed by their half-masting of flags in HELSINKI, and printing the armistice terms with a deep black border in their papers.

Mr. Irwin of the N.B.C. (diary 20 November) called this afternoon. He has just returned from a swing through EASTERN EUROPE which took him to FINLAND and the BALKANS. The RUSSIAN oil deliveries from BATUM to VARNA and CONSTANZA are underway (diary 25 February, 11 March, and report R-183 of 15 March). VARNA has storage capacity for about 20,000 tons. The GERMANS have only 120 tank cars available - about 3,000 tons capacity - and the RUMANIANS will not rent or give them any additional. The oil at CONSTANZA is held waiting for the DANUBE to become free of ice. The latest reports are that there are about 30 km. (19 miles) clear in the vicinity of PRESSBURG, but that navigation was still ice-blocked around BUDAPEST. Mr. Irwin stated that GERMANY had sent river barges from the RHINE to the DANUBE to handle RUMANIAN and RUSSIAN oil.

TURKEY is apparently preparing an army to operate against the BAKU - BATUM oil line just across the CAUCASUS border.

THURSDAY,
14 March

The official communique reports the return of Lieut. Schuhart and his U-boat to port, having sunk 24,600 B.R.T. on his second trip; total for two trips 66,566 B.R.T. He sank H.M.S. COURAGEOUS 17 September and was reported to have been depth-charged 150 times. Apparently these depth charges had some effect for he is just returning from his second trip six months later (diary 13, 21 and 27 September, and report R-159 of 15 March).

FRIDAY,
15 March

The morning papers carried a call from General Field Marshal Goering to the GERMAN people, asking for a free will offering of copper, bronze, brass, lead, tin and nickel objects as a birthday present to the Führer (20 April).

FRIDAY,
15 March
(Continued)

The ITALIAN Assistant Naval Attache told Lieut. Comdr. Durgin that an eye-witness had told him that twelve (12) submarines were on the ways at Blohm & Voess, HAMBURG. They were arranged four each in the ways normally used for three big ships. The subs were of the 500 ton type. No details as to number already completed or the stage of completion of those now building. It is estimated that once started, launchings can be effected of four subs per month (report R-165 of 15 March).

Mr. Irwin of N.B.C. dropped in for an instant to say that a secret clause in the SOVIET/FINNISH treaty is that FINLAND must turn over all the nickel mined at PETSAMO to the SOVIETS who, in turn, sell it to GERMANY.

The GERMAN press is making all the "fence" they can out of the recent stopping of ITALIAN colliers by ENGLAND, by announcing a new coal agreement with ITALY, whereby myriads of coal cars will soon be rattling over the BRENNER PASS. The general run-down condition of GERMAN railroads (diary 22 December), the lack of rolling stock even for peacetime needs, the vastly increased demands of war transportation, the additional increased demanded by the transportation of oil (diary 13 March and report R-163 of 15 March), and raw materials from RUSSIA, if, as and when they are forthcoming, and now the export of GERMAN coal to ITALY, present a row of obstacles that the Reichsbahn will have tremendous difficulties in surmounting.

It is rumored that one of the two destroyers reported lost in the first six months of the war (report R-136 of 4 March and diary for 3 and 6 March), sank after a collision off GDYNIA in the early days of September.

SATURDAY,
16 March

At a reception this afternoon I noted quite a bit of light-heartedness on the part of the various GERMAN naval officers - Commander Schulte Mönting most of all. No reason given, except that he had been working hard for the past two or three days, but that everything was breaking right today. I asked if Prien had returned yet. He said not yet. In speaking of their subs, he said that not all were detailed for commerce war, some were sent out to observe, some went half-way across the Atlantic, others laid mines. He said that one minelayer recently was being depth-charged while he was laying his mine field, but he completed laying his mines and returned unhurt.

Mr. Lochner of AP told me that he had heard from a good source that the ex-"LUETZOW" (CA) had been transferred to RUSSIA definitely (diary 3, 14 Dec; 3, 25 Jan; and report R-64 of 1 Feb.).

SUNDAY,
17 March

There was considerable buzzing of rumors of an attack on BRITISH naval units at SCAPA FLOW until about noon when the GERMAN radio proudly announced the daily communique of the O.K.W. which stated that GERMAN flyers had definitely badly damaged three battleships and one heavy cruiser, and had probably damaged two more cruisers. The B.B.C. at 1700 stated that one battleship had received minor injuries, and no other ships were hit. Some of the bombs which fell wide, did minor damage on shore, killing one civilian. I wish I knew the conversion factor on each of these reports to enable me to emerge with the truth.

At an afternoon reception, one of our Vice-Consuls in from HAMBURG stated that GERMAN subs are being held at WILHELMSHAVEN until the first week of April. One definitely, the U-27 (500 tons) is sailing 2 April.

MONDAY,
18 ~~April~~
March

The late B.B.C. radio news last night reported Hitler and Mussolini proceeding to a meeting at BRENNER PASS today; also that Mr. Sumner Welles is not sailing for the U.S.A. today and that the "CONTE DE SAVOIA" sailing has been postponed. It looks as if big business is about to be negotiated.

I am flying to COPENHAGEN at 1500 to be relieved of SCANDI-NAVIA to Lieut. Comdr. HAGEN (Retired).

Sent out pouches Nos. 308 and 323 via Brussels, Mr. Hamilton (Paris) courier.

MONDAY,
18 March

The late B.B.C. radio news last night reported Hitler and Mussolini proceeding to a meeting at BRENNER PASS today; also that Mr. Sumner Welles is not sailing for the U.S.A. today and that the "Conte de Savoia" sailing has been postponed. It looks as if big business is about to be negotiated.

I am flying to COPENHAGEN at 1300 to be relieved of SCANDINAVIA by Lieut. Comdr. Hagen, USN (Retired).

Sent out pouches Nos. 308 and 323 via Brussels, Mr. Hamilton, (Paris), courier.

The old GERMAN punctuality is gone. All passengers for the 1315 COPENHAGEN plane were cleared through by 1300, but the plane wasn't ready for occupancy until 1400, taking off as soon as we had gotten seated. Visibility was poor, with overcast weather. The route is carefully laid out to avoid passing within sight of military objectives. In spite of the roundabout route we arrived COPENHAGEN airport 1600, due to a tail wind. Passport and baggage clearance required not over fifteen minutes. Met Lieut. Comdr. Hagen (Retired), my relief, at the hotel, and discussed the wide variety of matters pertaining to being a Naval Attache.

TUESDAY,
19 March
(In
COPENHAGEN)

In company with my relief, called on the American Minister, Mr. Atherton; at the Danish Navy Ministry where we were received by Captain Pontoppidan, Chief of Intelligence, and Commander Hammer-ach, Chief of Staff to Vice Admiral Rechnitzer, who was absent; on the FRENCH Naval Attache, Captain Tracou (Z Report R-186 of 28 Mar.).

IN BERLIN

Lieut. Comdr. Durgin visited KIEL (Z Report R-181 of 27 March).

WEDNESDAY,
20 March
(In
COPENHAGEN)

Lieut. Comdr. Hagen and I called on the U.S. Consul General, Mr. Memminger, the GERMAN Naval Attache, Captain Henning, and the BRITISH Naval Attache, Captain Denham. The news of the R.A.F. raid on SYLT last night had reached COPENHAGEN by B.B.C. and by reported eye-witnesses at TONDERN who were said to have seen the buildings on SYLT still burning this morning. Captain Henning stated that only one unimportant building was struck by a bomb. At the BRITISH Naval Attache's office a few minutes later, the story was different. They had their news from the B.B.C., which they accept as gospel. I don't.

Had luncheon at the American Minister's. Other guests included the DANISH Foreign Minister, Mr. Wunch, and the GERMAN Minister, Mr. Renthe-Fink.

Attended an afternoon reception at the home of the Counsellor, Mr. Perkins, where we met the AMERICAN colony remaining in COPENHAGEN.

Met Mr. Tolischus of the BERLIN New York Times staff who is on a tour through SCANDINAVIA. He had heard of a 75 cm. (29.6 inch) mortar or howitzer being built in GERMANY (Z Report R-186 of 28 March). He had also heard rumors of counterfeiting of U.S. money going on in GERMANY, which news I turned over to the Embassy on my return.

In BERLIN

Lieut. Comdr. Durgin returned from KIEL.

THURSDAY,
21 March

Due to delayed connecting plane from SWEDEN, departure from COPENHAGEN was delayed a half hour until 1000. At the airport saw Captain Tracou who was on his way to PARIS via AMSTERDAM and BRUSSELS. The roundabout return flight lasted three hours. Compared to the DANISH fifteen minutes to clear passengers, baggage and passports, the GERMANS took forty-five.

THURSDAY,
21 March
(Continued)

In connection with the R.A.F. raid on SYLT, the Air Force liaison officer told Lieut. Comdr. Pihl that the Air Force had tried telephoning him and Major Vanaman, USA, without success at 0128 to accompany the party of news correspondents who visited SYLT. The accuracy of this statement is doubted, since both officers were home at the time and have extension telephones alongside their beds. The plane did not take off until 1050 and it would have been quite possible to have phoned them as late as 1000 had the Air Ministry really been desirous of having them make the trip. Messrs. Oechsner, Chief of BERLIN U.P. office; Steinkopf, Assistant in the A.P. office, and Huss of I.N.S., visited SYLT.

FRIDAY,
22 March

The SYLT party returned about noon. The plane landed them at HAMBURG from whence they proceeded by auto - a distance of about 160 miles. The car ran out of gas on this trip. At about 1650 they arrived at WESTERLANDE, at the middle of SYLT Island. Time was consumed there for rest and refreshment. The party was then taken to HOERNUM, at the southern end of the island. They were freely, and leisurely, shown about the place. One direct bomb hit was made on one corner of the hospital which demolished part of the roof and shattered some windows. The hospital personnel and patients were safely below in the air raid cellar. A shed for storing targets was also hit and destroyed. Near hits, but without damage, were made on hangars, radio towers and hoisting crane. Three civilian laborers were lightly injured by flying fragments or debris.

The party returned to WESTERLANDE about dark and were told that the damage on the northern end of the island was even less. After dinner they were taken back to HAMBURG, managing to run out of gas again enroute.

The fact that the Air Ministry virtually refused the Propaganda Ministry the permission for Lieut. Comdr. Pihl and Major Vanaman to make the trip, and that everything was coordinated to make a visit to the northern end of the island impossible, leads one to believe that either considerable damage was done there, or the GERMANS have something there which they don't want seen. Probably the latter, as the BRITISH haven't claimed much, if any, damage to the northern end of the island. The B.B.C. was rather annoyed at having its story of great destruction by the R.A.F. proved grossly exaggerated by neutral observers. (Z Report R-187 of 3/29/40).

A second son was born at noon to Prince and Princess Louis Ferdinand, my next door neighbors in the Grunewald.

SATURDAY,
23 March

The B.B.C. announced that a BRITISH submarine had sunk the GERMAN steamer HEDDERHEIM (4,947 BRT) off the west coast of DENMARK on Thursday, 21 March. This is the first known sinking of a GERMAN ship by a BRITISH submarine in this war.

SUNDAY,
24 March
(Easter)

A quiet day, with even the competing propaganda broadcasts taking it easy.

MONDAY,
25 March

The second Easter, which is celebrated as much as Easter Sunday.

The B.B.C. announced the sinking of the GERMAN steamer STINNES (2,189 BRT) by submarine, and the grounding of the OSTPREUSSEN laden with coal, off the west coast of DENMARK.

TUESDAY,
26 March

Nothing of particular moment today.

WEDNESDAY,
27 March

My SWEDISH colleague who had his information from a good source, told me that the GERMAN Air Force had tried out 1,000 kg (2200 lb) bombs at SCAPA FLOW for the first time. The battleship which was reported practically destroyed was hit by two of these.

He has heard rumors of the newest GERMAN destroyers being equipped with 15 cm. (5.9") instead of 12.7 cm. (5") guns; and that the armament of their heavy cruisers is being changed from eight 20.5 cm. (8") to six 25.4 cm. (10"). I rather doubt the latter as it would involve the practical rebuilding of large parts of the ships.

THURSDAY,
28 March

Captain Bassi, the CHILEAN Naval Attache accredited to ROME and BERLIN, resident in the former, called on me today.

The GERMAN press reports the loss by explosion in TANGIER on 25 March of the FRENCH destroyer "LA RAILLEUSE" (1,378 tons), and the stranding of the FRENCH torpedo boat "PEUPLE" in the ZUY-BOOTE channel on 26 March. So far as is known here, "LA RAILLEUSE" is the first FRENCH naval loss of the war.

The "ALTMARK", now called a "Government ship" (in February it was just an innocent harmless merchantship), arrived in a GERMAN port yesterday after having been refloated in LOESSINGFJORD (diary 17, 18 February).

FRIDAY,
29 March

Attended the regular Attache dinner last night. Guests included Colonel General Milch, Secretary of State for Air, General of Flyers Stumpff and Vice Admiral Schniewind, Chief of Naval Operations.

In conversation with various GERMAN naval and air force officers it was learned:

- a) The 10,000 ton cruisers seen by Lt. Comdr. Durgin at KIEL were really the "PRINZ EUGEN" and "BLÜCHER". The "PRINZ EUGEN" is within a few months of going into commission but it will be near the end of the year before she joins the Fleet (Z Report R-181 of 27 March).
- b) The U-21 was interned in NORWAY (Z Report R-188 of 29 March).
- c) The GERMAN Air Force used 1,000 kg. (2200 lb.) bombs for the first time in their 16 March raid on SCAPA FLOW. They claim to have practically destroyed one battleship with two direct hits (Z Report R-189 of 29 March).

At the Navy Ministry conference this afternoon, Captain Mirow expressed what he called "academic interest" in the U.S. combat area in the MEDITERRANEAN, in view of the fact that their Naval Attache at ROME had reported the American Export Line ships stopping at HAIFA, TEL-AVIV and MARSEILLES. He showed me a photostat copy of a chart of our combat zones very similar to that shown in the March 1940 number of the "American Foreign Service Journal". I told him I didn't have the details at my finger tips but would let him know later.

FRIDAY,
29 March
(Continued)

The afternoon papers state that the Air Force attacked a BRITISH convoy, damaging six merchantships and sinking an escort ship.

SATURDAY,
30 March

All the BERLIN morning papers appeared with extracts from the new Foreign Office White Book, which is apparently composed of documents found in the POLISH Foreign Office, involving U.S. Ambassadors Bullitt, Biddle and Kennedy in the POLISH situation. This information has certainly been in their hands for months. Why it should be exposed at this time is hard to understand, unless they are trying to discredit the Roosevelt administration both at home for reelection, and abroad for influence in peace moves.

A decree by General Field Marshal Goering, published today, prescribes the death penalty for profiteering in, or stealing, the gathered metal offering (15 March). The time limit for the collection was extended from 4 to 20 April.

SUNDAY,
31 March

My SWEDISH colleague was very much upset when he called on me this afternoon. He says he has excellent information that the GERMANS have gathered 200,000 tons of shipping, vast numbers of troops, tanks, horses and parachute jumpers at STETTIN, DANZIG and MEMEL, principally the former. Now that the FINNISH war is over, they can be used only against SWEDEN. He anticipates that ENGLAND and GERMANY will come to blows in the SWEDISH iron ore district, the BRITISH to deny GERMANY the ore, the GERMANS to keep their supplies coming in. Turned this information over to the Military Attache and the Charge d'Affaires.

Detached Lieut. Comdr. E. R. Durgin, USN, Assistant Naval Attache, with a great deal of regret.

MONDAY,
1 April

Received pouches Nos. 231, 364 and 2714 (2 shipments 20 and 21) via ITALY. ✓

The papers yesterday and today continue publishing translations of various POLISH documents attempting to prove that the whole world has been picking on GERMANY for years.

War news has been rather meager in the immediate past. The papers published an account of 25 Messerschmitts taking on 36 Moranes; result - 7 Moranes shot down, 0 loss for the Germans. Such is the stuff on which the GERMAN public is fed.

The U.P. press service reports that H.M.S. URSULA (540 tons) sank the "HEDDERHEIM" (23 March), H.M.S. TRUANT (1090 tons) sank the "STINNES" (25 March), and the H.M.S. UNITY (540 tons) rescued the survivors of a DUTCH ship sunk by the GERMANS. The "URSULA" was active in the GERMAN BIGHT (18 December).

The gas ration, which has been 300 liters (about 78 gallons) per month per Embassy officer, was cut to 240 liters (about 62 gallons) for April. The total Embassy allowance was cut from 7700 liters to 4700 liters. This may indicate a big "push" soon, with air force and motorized equipment, or a decrease in the GERMAN supplies, or both. With minimum driving of the big Buick, and with picking up of an odd ten or twenty liters here and there from other members of the Embassy staff, I have just managed to get along on 300 liters. It is actually an offense to use a taxi in BERLIN unless one is a foreigner, or sick with a doctor's certificate. I have seen the police stopping taxis and investigating

MONDAY,
1 April
(Continued)

passengers and have heard of 50 Mark (\$20) fines being assessed for "unnecessary" use of taxis.

The SWEDISH Naval Attache called today to bid Lt. Comdr. Durgin farewell. In contrast to his yesterday's spirits he was feeling much lighter today - said that matters had improved a great deal and that the blow had been averted.

My previous ideas of the stolid phlegmatism of the Nordic Germans, Swedes and Dutch and the contrasting volatility of the Latin Spaniards and Italians has experienced a practical reversal of polarity in my tour of duty here.

Daylight saving time went into effect at 0300. We now have Eastern European (Minus Two) time.

TUESDAY,
2 April

The papers continue the publishing of unearthed documents.

Lieut. Comdr. and Mrs. Durgin departed BERLIN at 2005 for the U.S. via GENOA. Among the large group to see them off were the entire Navy liaison group with their wives.

WEDNESDAY,
3 April

The SWEDISH situation is beginning to look more serious again. The light spirits on 1 April was due to a reported guarantee by the ALLIES that they would not initiate any operations into SWEDISH territory. When the SWEDISH Minister reported this to Under Secretary of State Weissacker and asked for a similar guarantee from GERMANY, he was told that the situation looked very dark. This information was given our Chargé.

The LONDON Daily Telegraph of 1 April front-paged an item by the Washington correspondent of the Hearst papers that GERMANY had secretly volunteered to spare AMERICAN vessels in her otherwise unrestricted submarine warfare on neutral shipping. "The offer, which a trustworthy diplomatic source has disclosed, was given in strict confidence six weeks ago by Grand Admiral Raeder, Commander in Chief of the German Navy, to Mr. Charles (sic) Schrader, American Naval Attache in Berlin, and has thus far been scrupulously observed. Raeder promised absolute fulfillment of the offer for the duration of the war on condition that the United States should retain in the Neutrality Act the section barring AMERICAN ships from belligerent ports". On Sunday, 31 March, the Chargé showed me a copy of State Department telegram No. 795 of 30 March. To date, nothing has appeared in the GERMAN Press nor have any GERMAN Naval Officers mentioned the matter to me.

THURSDAY,
4 April

Received mail shipments Z-22 and Z-23, pouches Nos. 274, 300 and 396, via ITALY. Closed pouch No. 342 to go out via BRUSSELS, Mr. Spaur (Paris), courier.

A U.P. News-Flash from BUCHAREST reported that nine oil barges of 700 tons each filled at PORT GIURGIU (Rumanian/Bulgarian border, about 25 miles south of BUCHAREST), bound up the DANUBE with oil which had come in by pipe-line. There were five GERMAN barges, the others were BULGARIAN, YUGOSLAVIAN and HUNGARIAN. The five GERMAN barges proceeded at once, in spite of the river not being fully open to navigation, in order to get up river as soon as possible.

THURSDAY,
4 April
(Continued)

Saw Captain Pecori Giraldi (Italian) at the movies last night. He told me he had seen in a BELGIAN newspaper a few days ago an account of something Grand Admiral Raeder had given me in confidence, but didn't remember the details. I expressed interest and would like to see the paper some time to see what the latest piece of gossip about me might be.

After discussing the matter with the Embassy this morning, I called on Captain Mirow at the Navy Ministry concerning it. He said he knew of it Tuesday, 2 April, and wanted to see me about it. However, he felt quite sure that the leak had not come from me. I assured him that it had not come from me or any other American source, but from a GERMAN. He treated the matter as being more or less theoretical, since AMERICAN ships cannot enter the combat area anyway.

Since Captain Pecori had already seen the item and the other foreign Attaches will soon get to know of it, I asked him if I were released from my observance of the confidence in case they asked me about it. He said he would check up on it with the Chief of Staff and phone me later in the day, in the meantime treat it as a newspaper "invention".

In this same call, I gave him what information was locally available on our "forbidden" zones in the Mediterranean (diary 29 March, and letter by next pouch); briefly, that the combat area from BILBAO to BERGEN, including the BALTIC and all belligerent countries is absolutely closed to all AMERICAN shipping; and that belligerent ports west of 66° W. Longitude and North of 35° N. Latitude, including the MEDITERRANEAN, is closed for AMERICAN vessels insofar that they cannot carry anything to those ports. As to SYRIA and PALESTINE, they were apparently not considered to be belligerents, thereby explaining the difference between his map, showing them hatched, and mine which showed them clear. I offered to make inquiries from my Government for an exact definition which he declined with thanks, saying his interest was hypothetical. I told him our law provided for future extensions, curtailments or changes in combat area, to be proclaimed by the President from time to time in order to meet actual conditions (Letter in next pouch).

Apropos of Report R-204 of 4 April; the generally regimented conditions of living according to decree; speeding up production, etc. - the latest story going the rounds is that Hitler, in order to more quickly increase GERMAN manpower, has decreed that, effective immediately, the period of pregnancy is reduced to three months!

FRIDAY,
5 April

The UP reports carried two items concerning oil shipments into GERMANY. One, datelined BUCHAREST, stated that yesterday six oil barges of 700 tons each, left PORT GIURGIU for GERMANY, the largest single day's shipment so far. The Iron Gate rapids were still dangerous to navigation. (Diary of 4 April).

The other report, from CONSTANZA, stated that the last of the RUSSIAN lubricating oil, which arrived several weeks ago, left for GERMANY in 15 rail tank cars. Another tanker is expected in a day or two. (Diary 13 March).

At a small tea given by the ARGENTINE Naval Attache I met Commander Mayer-Doehner, the GERMAN Naval Attache to MADRID, who was in town for a few days. Talked to Captain Mirow concerning the sparing of AMERICAN merchant vessels (Report R-102 of 21 Feb., Diary of 20 Feb., 3 and 4 April). He requested that if any other Naval Attaches inquired, to tell them that it was probably a confusion with Admiral Raeder's interview over N.B.C. on 5 March. (Report R-142 of 7 March).

In the evening I attended, in company with all military, naval and air attaches accredited here, the world premier of the Air Force film, "Feuertaufe" (Baptism of Fire), which recorded most inartistically and horribly the air force operations in POLAND. For aviation photography, any one of our "Flying Fleet", "Wings", "Dawn Patrol", etc. is indescribably superior. The illustrated lecture which the Air Force General Staff delivered 24 November (Report R-754 of 1 Dec. 1939) contained a great amount of technical information, whereas this film had none. It merely glorified the horrors of war and tossed a threat at ENGLAND for a finale. Considering that all Chiefs of Missions attended, I believe that the sole object of displaying the bloody, mutilated corpse of POLAND was to intimidate small surrounding neutrals. The picture is to run 6 - 12 April at the Ufa Palast, BERLIN, after which it will be shown in 150 theaters throughout GERMANY. I shall follow the reaction with interest. It should be a terrific boomerang to GERMAN propaganda, if not, if the GERMAN populace enjoy their horrors raw they are not worth saving.

SATURDAY,
8 April

The papers announced that the 1 and 2 pfennig (copper) and 5 and 10 pfennig (brass) coins would be withdrawn from circulation and replaced by 1, 5 and 10 pfennig aluminum zinc alloy coins.

A GERMAN Army officer, himself in Communications, told me that their Army had 21 cm. (8.17") guns 28 meters (91.84') long on the West front. In answer to my inquiries for further details he said he wasn't an artilleryman and didn't know anything further. (Report M-221 of 9 April).

The GERMAN press carried a short item stating that the American Export Lines were no longer touching at MARSEILLES (Letter L-226 of 11 April, Diary 29 March, 4 April).

An AMERICAN news correspondent told the Chargé d'Affaires that the GERMAN Expeditionary Force (Diary 31 March) had left STETTIN on 4 April.

SUNDAY,
7 April

Saw my SWEDISH colleague for a few minutes at noon today. He stated that he had heard that the G.E.F. had anchored off SWINEMÜNDE. Practically all military, naval and air attaches accredited in BERLIN left at 1930 for a personally conducted

SUNDAY,

7 April

(Continued)

tour of the West Wall as guests of the GERMAN Army. Colonel Juhlin-Deunfelt (SWEDEN), Captain Pecori-Giraldi (ITALY) and I, were the only known stay-at-homes.

One of our press representatives told me of a concrete penetrating shell (Report M-221 of 9 April).

MONDAY,

8 April

The morning B.B.C. proudly announced the BRITISH laying of mines in NORWEGIAN territorial waters at STATLAND, BUD and in the WEST FJORD. Called at the Navy Ministry to get their reaction and possible counter-measures, and was told that the present BRITISH violation was very grave and would require a very serious decision.

Paired with the BRITISH "criminal shattering of NORWEGIAN neutrality" on the front pages, was a long article giving details of BRITISH tugs and canal barges, loaded to the guards with naval ratings, secret service men, pistols, machine guns, depth charges and dynamite, having been apprehended on the lower DANUBE before they could carry out their nefarious scheme of blocking navigation in the middle river by sinking their barges and/or starting an avalanche in the Iron Gate. No one had been able to verify any of the details of this story, but it was good while it lasted.

TUESDAY,

9 April

The 0915 B.B.C. announced the GERMAN invasion of DENMARK and NORWAY. I phoned the Navy Attache Group for confirmation. They stalled, hadn't heard of it, but would call me back. I then tried the Army Attache Group and got the same. However, at 1115, the ARMY did call back and gave me this statement, in English, which I copied and repeated back ... "At the request of the NORWEGIAN Government, GERMAN troops have landed in NORWAY and have crossed the DANISH frontier."

In the midst of this, our attaches returned from the West Wall, completely in the dark as to what had been going on.

Ribbentrop himself conducted the Press Conference and "Josie" Goebbels read Ribbentrop's demands on NORWAY and SWEDEN over the radio at about 1100. About that time, the introductory phrase "At the request of the NORWEGIAN Government" was being used. It got lost very quickly and was no longer used.

Special announcements came thick and fast over radio and in the regular editions of the papers. I was out on Unter den Linden about the time the early afternoon editions appeared. There was no mad scramble for papers, the populace continued the bovine tenor of their ways.

WEDNESDAY,

10 April

Events of the past two or three days have been rather kaleidoscopic after the calm conduct of the war during the winter. There has been more "dope" at large, in the air, in the press, and by word of mouth, than - in a minor way - preceding a mid-shipmen's language exam, and it's probably just as wrong.

The immediate reaction, among AMERICANS and foreign Naval Attaches was - "Where in hell was the BRITISH Navy? They got caught flat-footed!"

WEDNESDAY,
10 April
(Continued)

My ITALIAN and SWEDISH colleagues visited me at the same time around noon. The SWEDEN was to fly to STOCKHOLM at 1300. He wasn't particularly happy about SWEDEN'S present position, but took time out to remind the ITALIAN that ITALY'S day of decision is close aboard.

About 1400 the GERMAN radio announced the loss of "BLECHER" and "KARLSRUHE" which had gotten tangled up with NORWEGIAN 28 cm. (11 inch) coastal batteries and mine fields at OSLO FJORD and KRISTIANSAND, respectively. With that much admission, there is probably greater loss.

THURSDAY,
11 April

The press services and the BRITISH radio are full of a running naval action in the SKAGEERRAK. The DANISH Naval Attache called on me this morning, rather sad. He said he had good information out of GOTHENBURG (SWEDEN) that fifteen GERMAN troop transports had been sunk in that vicinity, presumably by submarines, that the waters were full of survivors and corpses. An UP telegram tended to confirm this.

Another report stated that the "greatest naval battle of all time" was being waged right now on a front 2,000 km (1250 miles) long, ALLIES 150 ships and 800 planes against GERMAN 100 ships and 1,000 planes. The GERMANS had nothing to say of this action. Whereas they were effervescent and gay at yesterday's press conference at the Propaganda Ministry, they were decidedly glum and in a denying mood today. Apparently maintaining silence until Dr. Goebbels can think up a fast one to counter-act the bad news.

Mr. Churchill spoke at 1715 and admitted, in addition to the "HARDY" and "HUNTER" lost, "HOSTILE" and "HOTSPUR" damaged at NARVIK, the "GLOWWORM" sunk on 8 April while laying mines, the "GURKHA" sunk off OSLO, the "RODNEY" hit by an air bomb, the "AURORA" hit. The "ZULU" was said to have sunk one GERMAN sub, and four GERMAN cruisers were sunk. All in all, it was a Roman holiday, and is apparently still going on.

The B.B.C. reported a GERMAN air attack on the ORKNEYS, doing no damage. Four of the bombers, possibly seven, were shot down.

The "RENOWN", plus one cruiser, engaged the "SCHARNHORST", plus one cruiser, off NARVIK. The battle was fought in a snow-storm and heavy sea at 25 knots. "RENOWN" reports having scored a few hits after which "SCHARNHORST" and cruiser (reputed to be "HIPPER") disappeared in the storm at high speed.

FRIDAY,
12 April

A few days ago the GERMAN morning press reported two BRITISH battleships badly damaged, and two cruisers damaged by air attack. The afternoon papers stepped it up to four and four, and infer even greater damage.

Today's morning papers claim two further BRITISH destroyers sunk off NARVIK, and a BRITISH aircraft carrier practically destroyed by a heavy bomb hit about 200 km (125 miles) northwest of DRONTHEIM (about 66° N., 5° E.)

The courier, Lt. Comdr. Ragonnet, who was due in from BUDAPEST, yesterday, and to leave today, has been delayed a week. A special run is to be made tomorrow. It is learned that the DUTCH and BELGIAN couriers have been having difficulty getting through recently.

FRIDAY,
12 April
(Continued)

The coming week-end is another one of the "magic dates" which I have been experiencing almost weekly for the past two years. Opinion is divided as to whether the blow will fall on the Low Countries or on the Balkans. If the prospective invasion comes true, I believe it will be the Low Countries, as Mr. Hitler has nothing to gain and everything to lose by an advance into the Balkans. His disposition is fluid enough to permit of an attack either way. The bulk of his troops are lined up against the WEST, but General Blaskowitz has an army of 20 - 25 divisions stretching from AUSTRIA into SOUTHERN POLAND, which is sufficient to counteract anything King Carol can muster plus help from General Weygand down in SYRIA.

It would probably be to the Allied advantage to violate a few more neutralities by disrupting DANUBE shipping by sabotage or bombing attack, and by bombing or otherwise cutting the BAKU-BATUM pipe line. It is not definitely known, but it is believed that the SWEDISH iron ore supply to GERMANY has been thrown out of gear. With the additional crippling of oil supplies from the SOUTHEAST, GERMANY would have a difficult time in operating her war machine.

Such action by the Allies would undoubtedly be countered by a terrific onslaught as long as the wherewithal lasted. Since that kind of attack is probably coming anyway in the very near future, the Allies have nothing to lose in cutting GERMAN lines of supply from the SOUTHEAST.

FRIDAY,
12 April
(Continued)

I met the SWEDISH Naval attache, just returned from STOCKHOLM by plane (diary 10 April), outside the Navy Ministry. He said that SWEDISH sources reported terrifically heavy losses to the GERMAN Navy and troop transports. He had no details for me, but one of the armored ships was reported badly damaged, one battleship damaged, several transports sunk. We were given no information at the conference, other than that a complete and honest report would be forthcoming from the O.K.W. just as soon as they had sifted all the reports and were in a position to give out the facts. The liaison officer admitted that they had lost a few ships - said it was to be expected. In the meantime, requests for specific information on "SCHARNHORST", "DEUTSCHLAND", "EMDEN", etc. were parried with the statement that the O.K.W. report would give out all the information.

SATURDAY,
13 April

A young lieutenant of the armored car troops (diary 17 November) visited our home last evening. He is in from the West front on three days leave. He doesn't know when the attack through the Low Countries is starting, but he is sure it will come, and that the GERMANS will not have any great difficulty in rolling up the opposition.

The complete and honest O.K.W. report has not yet appeared. Fighting is going on and the papers are full of GERMAN Army, Navy and Air Force smiting the foe at every turn.

At an afternoon reception, a Military Attache, who said he had his news from a reliable GERMAN source, told me that in addition to "BLUCHER" and "KARLSRUHE", the light cruiser "KONIGSBERG" had been sunk and the "LUTZOW" so badly damaged that she had to be towed in from the SKAGERAK to KILL.

SUNDAY,
14 April

At different times today, I visited my SWEDISH, SPANISH and ITALIAN colleagues. They had no confirmation of the BRITISH reported news that "WARSPITE" and a flotilla of destroyers had sunk seven GERMAN destroyers off NARVIK. One had heard of the "LUTZOW'S" damage. Learned that Lieut. Comdr. von Davidson, formerly of the Attache Group, now commanding the destroyer "RICHARD BEITZEN", was in town over Saturday night. He was to have stated that he had escorted a big ship. This tends to confirm the "LUTZOW" damage report.

The GERMAN papers quote a NEW YORK Star to the effect that BRITISH troops are about to take HOLLAND over. Sounds like a build-up" to justify GERMAN invasion.

The BRITISH radio announced a mine field across the KATTEGAT (quite probable) and another long one in the BALTIC (hardly possible).

MONDAY,
15 April

There had been some difference of opinion as to whether it was "BLUCHER" or "GNEISENAU" actually sunk off OSLO. Saturday afternoon I met Vice Admiral (ret) and Mrs. Freyberg-Eisenberg who told me that at noon they had received word that their son, a Lieutenant (jg), attached to "BLUCHER", had been rescued after the sinking of that ship.

MONDAY,
18 April
(Continued)

Called at the Navy Ministry to deliver a copy of our Embassy note to the Foreign Office, concerning the three Moore-McCormick Line ships in NORWEGIAN ports.

There was no further news as to GERMAN losses in the fighting of the past week. Over half of the BLUCHER'S crew and all but three or four of KARLSRUHE'S crew were rescued.

General Admiral Saalwächter had been the Navy Commander of the Expedition; Admiral Cerls had organized it during Saalwächter's absence or sickness, but Saalwächter returned in time to take over. When I asked who had the Supreme Command of the Expedition, Captain Mirow said the Navy had command underway and that the Army took it over on landing. He wouldn't say more. An Air Force General, Kaupisch, a former Army officer, was in charge of the operations into DENMARK.

A large number of Coast Artillery (part of the Navy in Germany) took part in the landing operations to take over the NORWEGIAN coastal batteries.

In accordance with Op-16-F over AIC-3/EP of 17 February 1940, I asked permission to see some of the damaged ships in order to observe the effects of mines, torpedoes, bombs and projectiles. The immediate facial reaction was the same as if I had asked to see their War Plans or secret codes. A moment's hesitation, and then he said he would look into it, but he very seriously doubted that such permission would be granted.

Depending on the general situation, the Navy Ministry is considering an "outing" for Naval Attaches, similar to that conducted by the Army 7/9 April (diary, 7 and 9 April), some time in May, to witness Coast Artillery target practice along the BALTIC coast.

Received mail shipments Z-24, pouch 380 of 22 March, and Z-25, pouch 319 of 27 March, via Italy today.

TUESDAY,
18 April

The GERMAN radio at 2200 last night issued warning to shipmasters that the lights on the SOUTH SWEDISH coast might be extinguished. Called the SWEDISH Naval Attache who said that the same warning had been put out the previous night, but that there was no cause for alarm, relations were of the best.

Heard from a variably reliable source that "SCHARNHORST", "GNEISENAU" and "HIPPER" are in WILHELMSHAVEN; "LUTZOW" is at KIEL; KONIGSBERG sunk; 10 GERMAN destroyers sunk off NARVIK. (Report R-239 of 16 April 1940).

and sack pouch No. 500

Sent out "letter" pouch/via BRUSSELS - Mr. Hamilton (Paris) courier.

WEDNESDAY,
17 April

Following a long newspaper article a day or two ago stating how really few potatoes froze during the past winter, and how well off the GERMANS were in this staple, a potato ration of two kilos (4.4 lbs) per person per week went into effect today. Considering that potatoes are meat and drink to these people, 2 kilos is a very small ration, without being further effectively reduced by having to take spoiled ones along with the good. About half of those sold are unfit for consumption due to having been frozen.

The BRITISH Admiralty announced that the submarine THISTLE (1090 tons) is overdue and presumably lost.

The morning papers printed pictures of Captain ("Commodore") Bonte, who died while fighting heroically against overwhelming odds at NARVIK. The 1938 Rank List shows him assigned as Commander Destroyer Flotilla Two (three 1625 ton, three 1811 ton destroyers).

The GERMAN press and radio state that two-thirds of their destroyer crews at NARVIK were able to get ashore and were incorporated in the defense forces after the battle. A subtle way of saying all the ships were lost.

THURSDAY,
18 April

Mr. Lochner of AP, gave me copies of the telegrams he sent on his interview with Lieut. Comdr. Gerlach, Aide to Captain Bonte. As to the number of destroyers the GERMANS lost at NARVIK, it must be ten (10), for, "In first encounter with BRITISH he opined forces were about equal in that BRITISH had one cruiser, five destroyers, while GERMANS had ten destroyers stop In second encounter BRITISH were superior with battleship of WARSPITE class, eight destroyers and one or two cruisers."

Two NORWEGIAN coast defense ships, described in another newspaper article as of the vintage of 1897, hence the "HAARFACKE" and "TORDENSKJOLD" were sunk at NARVIK.

Another of our American news correspondents told me that the "LUTZOW" was sunk about thirty miles from COPENHAGEN, and its masts were seen sticking out above water there, and that it was "ADMIRAL SCHEER" which was towed into KIEL.

At luncheon at the ESTHONIAN Minister's, I heard that a general travel prohibition to the NORTH was in effect. This might mean trouble for SWEDEN, and it might be only a feint to divert attention from a move to the SOUTH or SOUTHEAST. YUGOSLAVIA is coming in for quite a share of conversation lately. A division between GERMANY and ITALY with perhaps a crumb tossed to HUNGARY. The ITALIAN decision to enter the war, and on which side, seems to be approaching quite rapidly. UP reports indicate anti-BRITISH demonstrations in ROME, FLORENCE and MILAN. It sounds "staged" to me, for, while the ITALIANS are no great lovers of the BRITISH, the church, the King and the people in general (other than the fanatic Fascists) love the GERMANS less.

Received mail shipment 2-26 and 2-27, pouches Nos. 307, 351 and 183, via ITALY.

FRIDAY,
19 April

A UP report from BUCHAREST yesterday states that the high waters on the DANUBE have receded allowing four 700 ton oil barges to proceed upstream day before yesterday and four or five were to have left late yesterday (diary, 4 and 5 April).

Attended the usual conference at the Navy Ministry. In response to my inquiry as to the names of the destroyers lost at NARVIK I was told they hadn't been made public. A complete account of the NORWEGIAN campaign would be forthcoming in two or three weeks - on its conclusion - the same as an account of the POLISH campaign was published. In the meantime, the GERMAN Navy had learned one big lesson from the last war, and that was not to let anyone beyond the ones actually interested to know what was going on. Last time, everybody in the Navy Ministry knew what was happening or about to happen, with the consequence that it soon became public knowledge.

The liaison officer did tell me that Captain Bonte had been Commander Destroyers, not alone DesFlot II, under Rear Admiral Lütjens, Commander Torpedo Forces (destroyers and torpedo-boats).

My SWEDISH colleague, who had his information from sources other than mine, confirmed the sinking of "KONIGSBERG" and "LUTZOW" (diary, 16 and 18 April).

The NORWEGIAN Legation at BERLIN which, curiously enough, remained open for the first ten days of hostilities, was closed on two hours notice yesterday and the staff directed to leave GERMANY.

The afternoon papers report Lieut. Comdr. Hartmann returning to port, having sunk a "GLASGOW" class cruiser north of the SHETLANDS, and bringing his merchant ship total to 107,000 tons (diary 29 February and Report R-159 of 15 March).

Heard that a GERMAN cruiser is under repairs at DANZIG, said to be "NUERNBERG", incase "EMDEN" was sunk off the NORWEGIAN coast, otherwise it is the "EMDEN".

SATURDAY,
20 April

Closed out pouch No. 307 to go out via BRUSSELS, Mr. Spaur (Paris) courier.

SATURDAY,
20 April

The Navy Ministry phoned me, stating they had an unconfirmed report to the effect that USS TRENTON and destroyers had gone to NORWEGIAN ports to evacuate AMERICANS, and did I know anything about it. I didn't, neither did the Embassy, of which I informed the Navy Ministry. I was told that the "FLYING FISH" (diary 15 April) had sailed from BERGEN yesterday. No news as to the other two.

A very persistent recent rumor had it that Himmler, Chief of the S.S. and Gestapo, had been hovering between life and death since 12 March, when he was supposed to have had his jaw (what little there is of it) shot off by either a young Army officer, or the wife of a man whom the Gestapo had taken into custody. I have never seen any rumor so universally hopefully received as this one. However, Mr. Himmler, or his perfect double, received Mr. Denel of the Chicago Daily News yesterday and effectively stopped the rumor.

Huntowski, E.M.I.c, arrived from Moscow, enroute U.S.

SUNDAY,
21 April

A rather quiet day. The opposing radios continue their claims as to their accomplishments in NORWAY, but do it more mildly.

MONDAY,
22 April

Huntowski gave me information contained in Report R-253 and R-254 of 23 April.

The morning paper "12 Uhr Blatt" carried a fantastic yarn of 90 British war units destroyed in the present NORWEGIAN show. 29 of them were planes and a great many others were supposed to have been hit by air bombs. (2 Report R-252 of 22 April).

Vice Admiral Schniewind, Chief of Naval War Operations, and Rear Admiral Dönitz, Commander Submarines, had the Knight Order (pendant from neck) of the Iron Cross bestowed on them. Reason not stated.

TUESDAY,
23 April

The B.B.C. last night announced the death from bomb fragment of Captain Losey, A.C., U.S.A., Assistant Military Attache for Air, at DOMBAS, Norway, while observing a GERMAN bombing attack on that town.

Attended the semi-weekly conference at the Navy Ministry. No news of the war. The complete and honest report (diary 12 and 19 April) would be forthcoming in two or three weeks.

The date of departure of the "FLYING FISH" from BERGEN (diary 20 April) was corrected to yesterday, 22 April.

WEDNESDAY,
24 April

Received mail ships Z-23 and Z-29, pouches Nos. 180 and 356, respectively, via ITALY.

All afternoon papers carried a gala article by D.M.B. on the damage the GERMANS have inflicted on the BRITISH Navy. (Translation in R-259 of 25 April).

THURSDAY,
25 April

Huntowski, EMLc, left BERLIN today after having overhauled the Embassy telephone system. In the time he had available he found the following lines "tapped" and cleared them: Ambassador, Counsellor, Code Room, Amb. two private secretaries, Military Attache and Naval Attache. There are still three tapped lines remaining in the building.

FRIDAY,
26 April

The GERMAN press today again reiterates its periodical ominous warning re the reported bombing by BRITISH aircraft of the town of HELLIGENHAFEN, Norway on night of 22/23 April. This morning's "Völkischer Beobachter" states ... "A Clear Warning! Bomb for Bomb. Further British Attacks on Open Towns will be Reciprocated!"

The process of finishing off Norwegian independence seems to be progressing without serious Allied opposition. The local papers maintain complete reticence as to German losses being incurred, particularly naval.

SATURDAY,
27 April

Ribbentrop called in the foreign diplomats and news correspondents this afternoon and lectured them on the ENGLISH plan to make a battlefield of SCANDINAVIA, which was thwarted by GERMANY'S alertness. A new White Book was given those in attendance - Lt. Comdr. Pihl representing this office (Z Report R-269 of 29 April).

I turned in with the flu and a fever of 104°, which subsequently hit 106°. This diary is being worked up from back information on my return to the office (6 May).

SUNDAY,
28 April

The morning papers feature the story of ENGLAND'S plan for occupying NORWAY, stating that the BRITISH Expeditionary Force was already underway when GERMANY took counter-measures. Some "suspicious" documents have been uncovered to support the GERMAN thesis.

MONDAY,
29 April

The GERMAN press claims direct hits on four ENGLISH cruisers and eleven transports during the past two days. It is difficult here in BERLIN to obtain confirmation of what actually is happening in the North. Sent out pouch No. 566 via Paris.

TUESDAY,
30 April

A new Italian Ambassador (Count Dino Alfieri) has come to BERLIN as relief of Dr. Bernardo Attolico. The former is reputedly an ardent champion of Nazism. Count Alfieri's appointment follows closely on the recent anti-BRITISH utterances and demonstrations in ITALY. In connection with the latter, it appears that ITALIAN pressure is underway to divert the Allies from giving formidable help to NORWAY, else the time is rapidly approaching for Mussolini to resurrect the lethargic ITALO/GERMAN alliance.

WEDNESDAY,
1 May

German Labor Day, but without special ceremonies. Hitler's deputy, Hess, made a speech of no significance.

The B.B.C. as well as the GERMAN press, note the losses of the BRITISH submarines "TARPON" and "STERLET", the former a 1090 tonner, the latter 670 tons.

THURSDAY,
2 May

A German holiday (Ascension Day), with but little of news.

FRIDAY,
5 May

The German press has now adopted the theme that ENGLAND is preparing to extend the theatre of war to the MEDITERRANEAN. The papers tell of the wild flight of the Allied troops in NORWAY. Evidently the initial phase of the NORWEGIAN campaign is rapidly drawing to a close.

Received pouches Nos. 292, 248, 212, 391 and 135 (2 Shipments 39 and 31) via ITALY.

SATURDAY,
4 May

The D.N.B. semi-official news release this morning publishes a second list of BRITISH naval losses in the NORWEGIAN operations. According to this source, 135 units of the BRITISH fleet have been put out of action since 9 April, broken down as follows: a) Sunk or set afire - 9 CLs, 9 DDs, 22 SSSs, 25 troop transports and 1 special type; b) Hit or badly damaged - 7 BBs, 14 CLs, 9 DDs, 3 CAs and 50 troop transports (Z Report R-271 of 4 May). Judging from these figures (believed exaggerated), it appears that the time is ripe for the O.K.W. to announce the GERMAN naval losses.

Sent out a "letter" pouch via PARIS.

SUNDAY,
5 May

Today's local radio and press releases claim the following additional BRITISH naval losses: 1 BB sunk by bomb; 1 battle cruiser badly damaged; 1 heavy cruiser sunk in 50 minutes; 2 additional cruisers hit; 1 destroyer destroyed; 1 other destroyer badly damaged; 1 fully loaded 12,000 ton transport sunk; 1 transport hit. No mention of any such losses has been heard over the B.B.C.

The MEDITERRANEAN situation, as well as that in the BALKANS, seems to be gathering impetus. The B.B.C. announced that the DANUBE had been closed to all night traffic. An Allied battleship squadron is at ALEXANDRIA; other Allied ships are maneuvering off the Greek coast. TURKEY and JUGOSLAVIA are drawing up their armies. Where will the next detonation occur? Action seems to be in the offing.

My ITALIAN colleague visited me today. He has few good words for the BRITISH. Said the only good brought about by ENGLAND'S conduct in the MEDITERRANEAN was that it was uniting the ITALIAN people in their decision to enter the war. I personally think that the sending of a large part of the BRITISH fleet into the MEDITERRANEAN has gone a long way toward keeping ITALY honest and away from temptation in the BALKANS, and that the Italians are venting their wrath in words.

MONDAY,
6 May

My body returned to the office this morning. I must confess that there isn't much desire to hit the ball out of the park yet.

The SWEDISH Naval Attache called on me tonight. Things are apparently quiet in his part of the world. The Swedes are going ahead with the training and equipping of troops - according to him, about 200,000 men available. Apparently SWEDEN will sit this one out as a neutral in name, actually a stooge of GERMANY. Unless the BRITISH raise a lot of hell in the NARVIK area, they can't possibly get close enough to the Swedes to force the Germans to rush in with "protection".

The BRITISH admit the loss of the "AFRIDI" (1870 tons) while leaving NAMSOS, and deny the loss of the battleship one-bomb hit claimed by the GERMANS.

MONDAY,

6 May

(Continued)

A bald statement appeared in the official communique to the effect that over 2.3 million B.R.T. of shipping had been sunk to date. No clarifying remarks as to actual tonnage, nationality or means of sinking. The last previously reported tonnage sunk was on 19 April when Lieut. Comdr. Hartsmann returned with a grand total of 107,000 tons (diary 29 Feb., 19 April), for which he was awarded the Ritter Kreuz (Knight Cross) of the Iron Cross. The last combined report was on 3 March in the report of the first six months of the war (Report R-136 of 4 March) when 532 ships of 1,904,013 B.R.T. were claimed.

TUESDAY,

7 May

The German official communique claims the capture of a BRITISH submarine under the most peculiar conditions: "On 5 May a British submarine was located in the KATTEGAT by two GERMAN planes, after it had been damaged by mine hits. The planes landed close to the sub. The captain and a petty officer of the submarine were taken prisoner and taken aboard the planes. GERMAN naval patrol craft then towed the BRITISH U-boat into a GERMAN port." Later, and unofficial reports state that the submarine's machinery was out of order, she was incapable of diving, and was drifting through a mine field. If this report is true, it seems to me an offense against Article 4 of the Articles for the Government of the Navy .. the one concerning pusillanimous conduct.

The GERMAN OKW report claims 23 BRITISH submarines destroyed since 9 April by minesweepers, patrol boats, sub-chasers and patrol planes.

WEDNESDAY,

8 May

The papers yesterday carried front page articles: "Attention! To all to whom it may concern! Dead line, 20 May!" .. then went into a long article dealing with a telephone conversation between Chamberlain and Reynaud on 30 April, whereby General Weygand and the FRENCH, in general, were to be ready by 15 May, definitely by the 20th. Diverting the public gaze to the BALKANS. There was no mention made of the method used in obtaining the alleged telephone conversation.

THURSDAY,

9 May

The papers carried the list of Army, Navy and Air Force officers to whom the Ritter Kreuz of the Iron Cross was awarded for outstanding service in NORWAY. The Navy recipients were General Admiral Saalwachter and Captain Bey, Commander Destroyers.

Webb Miller, Chief of the U.P. European Service, was killed in ENGLAND, evidently making a mistaken exit from a train during the blackout. The GERMAN press insists he was killed by the BRITISH Secret Service on account of his truthful reporting of the BRITISH failure in NORWAY.

FRIDAY,

10 May

The B.B.C., at 0815, broadcast reported the frequently awaited and postponed invasion of the Low Countries. While it is horrible to contemplate the violation of countries to which GERMANY had given assurances of non-aggression, and who had scrupulously maintained their neutrality, it was a natural and logical move in GERMANY'S prosecution of the war. She simply had to get nearer ENGLAND in order to use her Air Force effectively. That is the one weapon in which she has great superiority and against which no MAGINOT LINE has been erected.

That the LUXEMBURGERS quietly stood aside and allowed the GERMANS to pass through, and that the DUTCH and BELGIANS resisted to the limit of their powers, was fully expected.

FRIDAY,
10 May
(Continued)

It is said that the BELGIAN Ambassador delivered a stiff note of protest to the GERMAN Foreign Office which Count Dornberg, after reading it through, tried to refuse to accept on account of its "insolence". The BELGIAN Ambassador told him he could do with it what he so damn pleased, but there it was. In reply to Dornberg's threat that maybe the BELGIAN Embassy members might then not be allowed to leave, the BELGIAN said it was o.k. by him as there were many more GERMANS in BRUSSELS who would be held there.

The DUTCH Minister handed in a similar note, but is reported to have taken it back.

The evening B.B.C. broadcast reported Chamberlain's retiring as Prime Minister, being relieved by Winston Churchill. Too bad the BRITISH didn't do this years ago when all the Prime Minister (Baldwin) and the Archbishop of Canterbury could do was to worry about their King's morals.

Attended the farewell reception given by the ITALIAN Ambassador and Signora Attolico. Rather sad affair, as they were personally very well liked by GERMANS and all foreigners. Attolico had been a tremendous worker for peace, and it is rumored the NAZIS had him eased out on this account.

Called at the Navy Ministry - no news on today's activities nor was the complete and honest report on the NORWEGIAN show forthcoming.

Captain Mirow insisted that the GERMANS had sunk the BRITISH battleship with one bomb (diary 5, 6 May). The Navy had been skeptical but the Air Force had convinced them it was true. The battleship, of the QUEEN ELIZABETH class, was to have been hit between turrets I and II. I find it hard to believe. It would be more easily understandable had they made the one hit in a million and dropped their bomb down the stack.

In discussing separate Air Forces, Captain Mirow said that their Air Force had vexed them often in peacetime, but that they are all firmly convinced that the air arm could never have accomplished what it has had it not been for its unity under Göring. (DNI Restricted file Op-16-F-4 of 5 April 1940 and Report R-290 of 14 May). There seems to be no jealousy or friction, only the closest cooperation between the three arms of the service in GERMANY. This has been demonstrated time and again throughout the war.

SATURDAY,
11 May

The GREEK Naval Attache called on me today. He said that last week had been terribly dangerous in the MEDITERRANEAN and BALKANS, that the situation had eased somewhat, but that it was still very ticklish. He expects an ITALIAN attack on GREECE through ALBANIA by land, and on the islands by Navy and Air, with or without good reason. He feels that the presence of the BRITISH fleet in ALEXANDRIA is a sobering influence on the ITALIANS, but it may not be sufficient to keep them "honest" forever.

That is the general opinion of ITALY, that she will climb aboard the GERMAN bandwagon and start beating the drum just as soon as she feels sure GERMANY is winning in the West.

The BRITISH Admiralty announced the probable loss of the submarine SEAL (1520 tons) on account of its being so long overdue, and suggested there might be prisoner survivors. I wonder if this

SATURDAY, is the one the GERMANS took by plane on 5 May? (diary 7 May). 7

11 May
(Continued)

Attended the departure of the Attolicos for ITALY at 2005. A large crowd of diplomatic corps and Foreign Office were there. Ribbentrop was not present.

SUNDAY,

12 May
(Whitsunday)

Paid a farewell call on the BELGIAN Military Attache, Colonel Goethals, at noon. The BELGIANS have taken this whole affair in stride, no sign of jitters anywhere. Colonel Goethals was a particularly fine chap. Our Embassy, which has provisionally taken over BELGIAN interests (the SWEDES have the DUTCH), had no information at noon as to when the BELGIANS would be permitted to leave, but at 1855 they entrained for home via SWITZERLAND.

MONDAY,

13 May
(Whitmonday)

This is a holiday in GERMANY, but the troops in the West continued rolling up the DUTCH and BELGIAN opposition. NORTHEASTERN - in fact, all EASTERN - HOLLAND, is in GERMAN hands, as well as that part of ROTTERDAM south of the river. This seems to have been taken by parachute troops plus previous infiltration. The ROTTERDAM airport was reported by the B.B.C. to have been the scene of particularly heavy fighting, changing hands several times, but being back in DUTCH possession.

In BELGIUM, the GERMANS have taken the main fortress of LIEGE by some novel method of warfare. The GERMAN radio hinted darkly at Mr. Hitler's secret weapon.

A promotion to Captain and the Ritter Kreuz were awarded to Lieut. Witzig, whose air detachment were instrumental in taking the place.

The announcement by Reynaud that GERMAN parachutists caught in the uniforms of their opponents or dressed as civilians or women, would be summarily executed, drew an immediate snarl from the GERMAN high command that for every parachutist thus executed, ten FRENCH prisoners of war would be shot.

Called on my SPANISH colleague. He is definitely pro-GERMAN. According to him, SPAIN is positively in the neutral column this war. He doubts that ITALY will remain out long, but has little respect for her ability. He attributed a remark to General Gamelin that a neutral ITALY would cost FRANCE ten divisions for border patrol, a hostile ITALY would cost twenty divisions to neutralize them, and an ALLIED ITALY would cost forty divisions to bolster them up.

TUESDAY,

14 May

The DUTCH diplomatic staff hasn't left yet. There is a rumor that they will be held here, as the GERMANS foresees rescuing their own staff by taking The Hague.

Fighting is going on heavily in the West, with the GERMANS apparently winning as the B.B.C. broadcast is just a lot of words. It is admitted that Queen Wilhelmina and her government have gone to ENGLAND, which gives a good idea of the gravity of the DUTCH situation. I wonder what has become of the man we were going to hang so enthusiastically twenty-two years ago - Kaiser Wilhelm II?

The GERMAN press now claims that the BRITISH battleship sunk 5 May was one of the KING GEORGE class. Hardly possible, as she wasn't launched until 21 February 1939 (diary 11 May).

TUESDAY,
14 May
(Continued)

Discussed with Captain Mirow the possibilities of the above battleship actually being of the "KING GEORGE" class. He admitted that it was newspaper enthusiasm, but that the German Navy was convinced that a BRITISH battleship, presumably of the "QUEEN ELIZABETH" class, was really sunk with one bomb hit, which he also admitted was a lucky one.

He was curious about whether our present neutrality forbade the export of tanks, arms and munitions. I told him I thought not, that the old law did, but the present neutrality law enacted in November 1939 permitted the sale and export of any and all war materials provided the purchaser paid cash and carried them in his own bottoms. I told him I would check this.

The DUTCH diplomatic staff left BERLIN at 1935.

WEDNESDAY,
15 May

The morning papers announced the capitulation of HOLLAND yesterday after five days advance by the GERMANS. Quite naturally, there was considerable elation in their accounts.

Called on my SWEDISH colleague to discuss the situation generally. He was not convinced that SWEDEN'S troubles were over. The GERMANS are withdrawing from the NARVIK area and he still feared BRITISH action against the iron ore district which would bring the GERMANS into SWEDEN on the double.

Insofar as he knew, the MEDITERRANEAN situation was quiet. Mussolini would not quit his tight rope act until the GERMANS were just about making the kill.

He gave me the SWEDISH naval report on GERMAN and NORWEGIAN losses and damage which is forwarded in report R-285 of 18 May.

Called on the GREEK Naval Attache to hear his views on the ITALIAN situation, which is seemingly getting ready to boil over. He had nothing new. He believes ITALY will enter the war not more than fifteen days before the finish, as they can't hold out materially, economically, or against the opposition of Church and Royal Family much longer than that.

The director of a big manufacturing plant wanted him to enter into a new contract for about £100,000 to 150,000 last week. In reply to the Greek's surprise at their taking on new orders in the midst of an active war, he said it would be soon over, GERMANY had no desire to destroy ENGLAND and FRANCE, merely cut them down in size and importance. His prospects of the peace terms were: 1) All the old colonies to be restored to GERMANY; 2) GIBRALTAR ceded to SPAIN; 3) MALTA and SUEZ ceded to ITALY; 4) EGYPT and INDIA to be made completely independent states; 5) a buffer POLAND to be created; 6) no boundary changes in the WEST; 7) the BRITISH COMMONWEALTH not to be disturbed, so that there will be some balancing off the U.S., RUSSIA and JAPAN throughout the world.

The Greek has an ever present fear that the ITALIANS will launch an attack on GREECE via ALBANIA and the islands (diary 11 May), and that ITALIAN air force, submarines and motor torpedoboats will operate against the ALLIED fleet now in the EASTERN MEDITERRANEAN.

He believes that as soon as GERMANY has established her position in HOLLAND and BELGIUM, she would hold off FRANCE and direct a terrific attack against ENGLAND with air, navy, and army. He said the GERMANS have a large number of specially constructed high speed motorboats carrying 240 men each, to use for this operation. (Report R-284 of 17 May).

WEDNESDAY,
15 May
(Continued)

There has been a great deal of speculation recently as to just what the novel method of taking the BELGIAN fortifications (diary 13 May). There is some inclination toward a special bore machine gun firing an incendiary cartridge - an improved flame thrower; but the more plausible solution is that the GERMANS are landing noiselessly by glider just before dawn, in the interior of the fortifications. Each glider pilot then secures the 25 - 30 lb. demolition charge he has brought with him to a bunker top, and at a given signal, all charges are set off. Considering 1) the GERMANS have been glider enthusiasts and experts for years; 2) Lieut. Witzig, who was in charge of the operations, was a glider prize winner; 3) gliders can be cast off from the towing planes far beyond the limits of defense listening gear and then glide in noiselessly, as opposed to parachutists whose transporting planes must release them over the fortifications, and which would certainly be spotted in the process - this solution contains a great deal of merit. Transport planes of the Ju-52 - slow gliding speed - could also be employed, cutting off motors at a distance, gliding in and making a belly landing. They could carry 15 - 18 men with light equipment, against a glider's one, or at most, two each. Given a daring, determined and intelligent attack force - such as these GERMANS certainly are - a large area to land in (Eben Emael was about 2 kilometers square - about 1,000 acres), and surprise and shock to the defenders, the success of their operation is practically assured. The regular attack of infantry and artillery simultaneously is beautifully coordinated to insure the unobserved or insufficiently opposed landing of the air troops.

THURSDAY,
16 May

Called on the SPANISH Naval Attache this morning. He hadn't heard anything concerning ITALY'S early entrance into the war, but feels sure they will get in eventually. He has a high regard for the ITALIAN Air Force, some for their Navy, and none at all for their Army.

Then called on the SPANISH Military Attache. He also had heard nothing about the possibility of ITALY getting involved shortly. He remarked that Mussolini wouldn't enter until he was 100% assured that GERMANY would win. He thought that Mussolini's present bellowing about BRITISH treatment of ITALIAN shipping was purely for nuisance value, as it is more effective now than a month ago or six months ago when he could have complained just as loudly. The SPANISH Military Attache's wife has just returned from a six week's visit in ITALY and says she found the popular sentiment entirely against ITALIAN participation in the war.

I still feel that ITALY will come in 1) when the end is definitely in sight, or 2) should the GERMAN attack in the WEST bog down and the diversion of ALLIED troops necessary to hold off ITALY would be sufficient to turn the tide.

Received mail shipments Z-34 and Z-35, pouches 310, 277 and 104, which were closed in Washington 26 April and 1 May.

Mr. Henckel, Director of the Dansk Industri Syndikat (Madsen Machine Guns) of Copenhagen called on me this afternoon to request our Embassy to get necessary permission from the local Foreign Office for the Danes to export three 20 mm. and one 25 mm. machine guns to the U.S. for demonstration purposes. He stated that the Morgenthaler Linotype Co. had the licenses and necessary plans and specifications to build these guns in quantity should they be accepted by the U.S. Government.

THURSDAY,
16 May
(Continued)

He gave me some idea of the treachery that existed in high places in DENMARK. The evening before the invasion of DENMARK, that is, 8 April, DANISH torpedoboats (patrols) in the SOUTH-EASTERN islands were withdrawn to the NORTHEASTERN JUTLAND coast, the crews of the ships at the COPENHAGEN Navy Yard were granted additional liberty, and the batteries for supplying current to the electric defense mines in COPENHAGEN harbor removed.

The only troops who "didn't get the word" were the King's bodyguard and the SCHLESWIG border troops. The latter were equipped with ten Madsen 20 mm. (0.79") guns over a 34 km. (21 mi.) front. With these they were able to inflict severe damage on the GERMAN motorized column, knocking out a couple of tanks and ten or a dozen armored cars. According to Mr. Henckel, who is, of course, selling Madsen Machine Guns, the casualties here were 11 Danes and 247 Germans.

The GERMANS are permitting DANISH industries to go ahead on their orders from abroad - CHINA and SOUTH AMERICAN countries. They have seized all the 20 mm. guns on order for DENMARK and are stripping the DANISH Navy of the 20 mm. guns now installed. The GERMANS were much impressed by the Madsen gun, which can fire 525 rounds per minute, as against 280 for their own. (This might also be sales talk).

The DANES have been rationed in tea, coffee and sugar - 400 grams (14 oz.) of coffee per person per month. However, cafes and restaurants are still allowed to serve as much as ordered. Hard liquor is banned - beer and light wines have just recently been released for sale.

The new exchange of Mark against Kronor is hitting the DANES a hard blow. Previously the DANES bought "travel marks" at about 5.80 to the dollar. Now the travel mark arrangement is out, and the rate of exchange is established at two Kronor to the Mark - about 2.57 to the dollar. German officers, paying with R.K.K.S. (Reichs Kredit Kassen Scheine) are buying out all manner of things - mostly good English woollens - at the rate of one mark equals two kronor.

Our Embassy commissary tried to place a large order with the freeport for canned goods, tobacco, etc., and has just received a regretful reply that it can't be filled. If ITALY joins this show and thereby bars the MEDITERRANEAN, we'll all be living on the GERMAN standard very shortly.

Alfieri, the new ITALIAN Ambassador, arrived in BERLIN today, with the usual fanfare for visiting Axis brethren (correct diary 30 April).

FRIDAY,
17 May

The morning papers "upped" the amount of ALLIED tonnage sunk off HOLLAND within the past two days to 100,000. "Previously there were reported as sunk, 2 destroyers and 3 merchant ships; as badly damaged, 2 destroyers and 4 merchantships. One of the three merchantmen sunk was a fully loaded transport of 10,000 BRT. In addition to this, the following losses have been inflicted on the enemy by the Air Force: 1 submarine sunk in the NORTH SEA; a transport of 32,000 BRT and one of 5,000 BRT sunk; a cruiser, a destroyer and a merchantship of 5,400 BRT were badly damaged by direct hits of heavy and medium calibers in the Dutch coastal area or at the Northern end of the ENGLISH Channel. In the sea area off NARVIK a transport of 18,000 BRT and an auxiliary ship of 1,500 BRT were set afire. Thereby the losses of the enemy on 15 May totaled 90,000 to 100,000 tons of war and merchantships, of which approximately 55,000 tons were completely destroyed."

FRIDAY,

17 May

(Continued)

The papers mentioned a 29,000 BRT merchantship a few days ago. My lists show the Holland/America Line "STATENDAM" of 28,291 tons as the nearest approach to this figure. The only 32,000 tonner listed is the NDL "COLUMBUS" which was scuttled off the American coast last December.

Attended a luncheon at the DANISH Naval Attache's, at which the ITALIAN, SPANISH and GREEK were also present. Had a few moments alone with the GREEK who said that he had been at the Navy Ministry this morning where he was assured that when ITALY came into the war she would strike to the West - the FRENCH MEDITERRANEAN coast and their lines of communication to AFRICA; that there was no danger to the East. (German assurances are bad news).

He spoke of another possibility of the secret weapon he had heard of recently, which was a corrosive gas, compressed into a liquid and loaded into projectiles and which, while harmless to living things, quickly corroded the metal of guns, etc. Sounds fantastic.

From all accounts, the GERMAN advance in the West is going ahead very rapidly. They speak of breaking through the MAGINOT LINE (really, it is only the recent extension) on a 100 kilometer (62 mile) front between MAUBEUGE and CARIGNAN. The Military attache group reported that a "travelling fortress" consisting of a large number of tanks, containing their supply trucks and being further provided by Air Force, was on the loose about one-fourth the way (200 km., 125 miles) between SEDAN and PARIS. Resistance to this force was eradicated by dive bombers and "destroyers". If this be true - and since the war started we haven't caught the O.K.W. in any lies concerning movements on land, it's impossible to check all their claims at sea or air over water, which are undoubtedly grossly exaggerated - the Allied Air Forces will have to hit with all they've got right now, or else they will all "turn in their suits" very soon.

The 1930 N.B.C. broadcast reported the BELGIAN Government having removed to OSTEND, the 2200 GERMAN news reported the capture of MALINES and LOUVAIN, the entry of GERMAN troops into BRUSSELS, and the surrounding of ANTWERP. The B.B.C. remained strangely quiet about all of this on their 2400 transmission.

Looking over the history of the occupation of AUSTRIA, CZECHOSLOVAKIA, POLAND, DENMARK, NORWAY and HOLLAND, it strikes me that Mr. Hitler's secret weapon is wholesale treachery and selling out in key governmental and military positions.

SATURDAY,

18 May

The GERMAN drive to the West continues. BRUSSELS and ANTWERP have been taken and apparently there is no stopping the mechanized juggernaut.

SUNDAY,

19 May

Saw my SWEDISH colleague a few minutes at noon today. He had nothing new on the special situation, but with regard to the general situation he told me of a map of the PAX GERMANICA which was based on reliable information obtained by a SWEDISH journalist. The map has been sent to STOCKHOLM.

PORTUGAL as is. SPAIN to get GIBRALTAR and a larger slice of MOROCCO. FRANCE to cede to GERMANY the GERMAN speaking parts of ALSACE-LORRAINE, to gain WALLONIAN BELGIUM and the FRENCH speaking section of SWITZERLAND. IRELAND to be independent. ENGLAND to be shown of colonies. HOLLAND, DENMARK, LITHUANIA, LATVIA, ESTHONIA to disappear, incorporated into GERMANY. ICELAND, NORWAY, SWEDEN, FINLAND to be welded into a NORTHERN CONFEDERATION, governed from STOCKHOLM, with GERMANY retaining bases at KRISTIANSAND, BERGEN, STAVANGER and REYKJAVIK.

SUNDAY,
19 May

FINLAND to expand eastward at RUSSIA'S expense to the WHITE SEA, LAKE ONEGA and LAKE LADOGA. FINNISH, RUSSIAN and GERMAN borders (Continued) meet at LENINGRAD, which is to remain RUSSIAN.

RUSSIA is to be shorn by military conquest of all WESTERN RUSSIA, including the UKRAINE, roughly from LENINGRAD to the SEA OF AZOV, as a punishment for her lack of support in the current war.

TURKEY as is. ROUMANIA and YUGOSLAVIA to disappear from the map. BULGARIA expands north to TRANSYLVANIA at ROUMANIA'S expense, and westward at YUGOSLAVIA'S. HUNGARY expands east to TRANSYLVANIA, ex-ROUMANIA, and south ex-YUGOSLAVIA. SWITZERLAND disappears into FRANCE and GERMANY. GERMANY will incorporate FLEMISH part of BELGIUM, HOLLAND, DENMARK, BALTIC STATES, WESTERN RUSSIA including UKRAINE, all of POLAND, eastern part of SWITZERLAND, German speaking parts of ALSACE and LORRAINE, and BESSARABIA from ROUMANIA.

ITALY to get CORSICA from FRANCE, a westward expansion of TUNISIA, a large part of YUGOSLAVIA, and dominion over (if not actual possession) of GREECE.

EGYPT and INDIA to be fully independent (diary 15 May), (Z Report R-295, 23 May).

The above information was turned over to the Chargé d'Affaires immediately.

The radio and press reported that Grand Admiral Raeder had just returned from an inspection trip to NORWAY, accompanied by Vice Admiral Schniewind, Chief of Staff for Naval War Operations. Admiral Boehm, ex-CinC of the Fleet, is the Naval Commander in NORWAY.

Learned, second-hand, from a GERMAN just returned from the West, that a non-toxic gas which paralyzed optic and motor nerves was being used by the GERMANS in their attacks on various fortifications. This rendered the defenders partially blind and incapable of moving hands or feet. It was also supposed to affect gun bolts, breech mechanisms, etc. (diary 17 May, and Alusna Berlin 201630 to Opnav). The newsreels last week showed the BELGIAN prisoners taken at EBEN EMAEL, and they were a thoroughly "dopey" looking lot.

The current week's news reels show the fighting in LUXEMBURG, BELGIUM and HOLLAND. I shall attempt to obtain prints and forward them at earliest opportunity.

All radios announced the replacement of General Gamelin by General Weygand as Allied Generalissimo - the German announcers to the effect that it was "too late for herpicide".

MONDAY,
20 May

The ITALIAN plunge into this war mess is a question of "when", not "if", as it was for a long time. "Magic dates" and almost "magic hours" are set for Benito's entry into the lion's den. It's getting to be almost as much of a nerve war as were our previous speculations on Hitler's next move. The GERMANS aren't particularly anxious for the ITALIANS to join - they feel they have the war won without their southern partners and see no reason to share the glory.

The SWEDISH Naval Attache visited me today. His deductions and piecing together of rumors concerning the secret weapon tended to confirm mine. The SWEDE stated that there were now 150,000 GERMAN soldiers in NORWAY. That is just a little less than the most optimistic figures on the SWEDISH Army, hence sufficiently large to keep the SWEDES in line. According to him, NARVIK was about to go over into BRITISH possession any day and then he feared possible GERMAN "protection" to keep the BRITISH from crossing over into the iron ore district.

MONDAY,
20 May
(Continued)

Lieut. Comdr. Pihl visited the SWEDISH Air Attache for possible further news as to ITALY'S position and the situation in general. He had nothing further than Ciano's statement last night, that ITALY will enter and is awaiting only the Duce's word as to when.

Ribbentrop received the SWEDISH Minister very pleasantly last Thursday - no threats or pressure. His first request was that GERMANY be permitted to transport arms and ammunition to NARVIK through SWEDEN. This was categorically refused. The second request was that GERMAN forces in NARVIK be granted return passage through SWEDEN. This was granted. The Minister flew to SWEDEN early the next (Friday) morning and returned to BERLIN on Saturday. He did not divulge the nature of this business to his staff. Colonel Enell gave Lieut. Comdr. Pihl the same information on the new map of Europe that I had previously from Comdr. Forshell (diary 19 May).

Received OPNAV 192030 for delivery to Alusnas BRUSSELS and THE HAGUE. We have no communications through and the Foreign Office won't take them yet, but said they would arrange to send them shortly.

TUESDAY,
21 May

The GERMAN motorized troops and Air Force are continuing their cross-country advance to the Channel.

Attended the conference at the Navy Ministry. The only item of interest was that Vice Admiral Arnaud de la Perriere was now Commander Naval Forces on the Dutch Coast. He had been Plenipotentiary in DANZIG last Fall (diary 10 October). The GERMAN Legation at THE HAGUE continued operating, or, at least, is back on duty now, with very little intermission (Other sources tell me the DUTCH and BELGIAN diplomats assigned to BERLIN are still sitting on this side of LAKE CONSTANCE. The BELGIANS have a fair chance of trading off. I don't know what is in store for the DUTCH).

In answer to my question as to how the mines were laid off the SOUTH AFRICAN coast - announced last Saturday - Captain Mirow said that that was a secret.

Beyond that, the conference was a repetition of the "Quatsch" (rubbish) that appeared in the paper today, in which Goering told the GERMAN editors what a wonderful military genius the F \ddot{u} hrer really is. He's already been built up as a cross between Confucius, Christ and John L. Lewis. Now they want to stir in Alexander, Caesar and Napoleon, with a dash of Frederick the Great, to give it all a GERMAN taste.

Learned that the Kaiser is safe at DOORN. Queen Wilhelmina had transmitted to him the BRITISH Government's offer of safe conduct, with full Imperial honors, to ENGLAND, which he declined. The DUTCH interned all his GERMAN servants and a few hours later the GERMANS interned all his DUTCH servants. He now has a guard of 18 SS troops, and is restricted to his grounds. H.I.H. Princess Kira left for ZOPPOT with her two babies tonight to 1) spend the summer, 2) be near Prince Louis Ferdinand, and 3), not to be in BERLIN just in case the BRITISH come over some night.

The BRITISH Admiralty announced the loss of the CL EFFINGHAM (9,950 tons) by having struck an uncharted rock in NORWEGIAN waters, and the minelayer PRINCESS VICTORIA by having struck a mine. She must be one of the VANCOUVER, VICTORIA SEATTLE ferries as she is not listed in Jane's.

WEDNESDAY,
22 May

Received mail shipments Z-36 of 3 May and Z-37, pouch #354, of 8 May.

Attended the ricevimento of the new ITALIAN Ambassador and Signora Alfieri in the afternoon. I have never seen such an immense gathering in BERLIN before. Today is also the first anniversary of the ROME-BERLIN alliance and there was much speculation that Mussolini would toss his eagle-studded beret into the ring today in honor of the occasion. He didn't!

Talked a while with Captain Schule Monting. He doesn't put out much more information than Mirow, but he does it in a much more pleasant manner. I told him I should like to have a copy of all the operation orders of the NORWEGIAN campaign. He took it in excellent humor, saying, "Boy, I'll bet you would! Many and many a night I worked over that. Why, there must have been a stack of papers that thick", indicating with his hands about four inches.

He wouldn't give me any information on their losses sustained, but said that the Führer would shortly have a balance struck and would publish the results. Again the world would be astounded by the insignificant GERMAN losses.

He said that before the operation started, Grand Admiral Raeder had called all his Force Commanders in and directed them to drive through regardless of opposition. This they had done, especially Commodore Bonte at NARVIK, who made 25 knots through a dense fog without navigational aids. By so doing he was just able to beat the BRITISH Expeditionary Force to the goal.

He stated that, to date, the NORWEGIAN show had required two million B.R.T. to handle troops, supplies and reinforcements.

I asked for verification of the report of the BRITISH submarine's surrender (diary 7 May). He said it was absolutely true and that it wouldn't have been published at all but for the fact that the whole performance was observed by a SWEDISH plane and that the first reports of the affair came from SWEDEN. My efforts to ascertain if this were H.M.S. SEAL (diary 11 May) were neatly parried.

He did remark that the BRITISH haven't been asleep these 20 years, that the GERMANS found a lot of interesting installations on board.

THURSDAY,
23 May

The morning papers carried the story of Alfieri and his Military, Naval and Air Attaches having been flown to the Air G.H.Q. yesterday where Alfieri hung the great chain of the Annunciata Order - the highest ITALIAN Order - around Goering's neck, in honor of the first anniversary of the great unshatterable ROME-BERLIN Axis. Any further medals will have to be worn by his "striker".

The papers carried an item to the effect that GERMAN A.A. had shot down 342 enemy aircraft between 10 and 15 May; and another that the Richthofen pursuit squadron had reported on 20 May the 100th air victory over the enemy. Senior Sergeant Machold, who brought down the 100th enemy for the squadron, and the fifth for himself, was recommended for the Iron Cross First Class.

The Foreign Office permitted our Embassy to send a limited amount of mail and telegrams by courier to THE RAGE. OPNAV 192030 (diary 20 May), concerning the relatives of Astnav Compton went off in this shipment.

THURSDAY,
25 May
(Continued)

The O.K.W. arranged for Colonel Peyton, Major Hohenthal and Lieut. Comdr. Pihl to visit DUSSELDORF to see the R.A.F. bombing of non-military objectives a few nights ago. Sounds rather odd, as DUSSELDORF is in the midst of the WEST WALL, a railway center, a manufacturing town and has airfields.

Learned second hand that a GERMAN Army officer just returned from the BELGIAN front in a truck to pick up some spare parts urgently needed at the front. His truck broke down twice enroute. He said that the BRITISH bombers had very poor aim, that they used only 100 kg. (220 lb.) bombs and that three-fourths of them were duds.

My SPANISH colleague, who lives very near me in the Grunewald, dropped in on us tonight. Among other things, he said that in the SPANISH civil war they encountered a great percentage of duds until they installed condensers in the fuse mechanism.

The GERMAN officer also said that their advancing infantry were suffering a great amount of foot wounds from ground mines left behind by the retreating Allies. Their engineers cleaned up a lot of them, but there were still enough left to do considerable damage.

The FRENCH communique admitted the loss of the DD L'ADROIT (1378 tons) and the submarine DORIS (549 tons), also a transport, off the DUTCH Coast. No details.

FRIDAY,
24 May

Heard last night that when General Didelet, the former FRENCH Military Attache, who was very well liked, was captured recently, the GERMAN Army allowed him to telephone the Dean of the Attaches here, Colonel Juhlin Daunfelt (SWEDEN), to request him to inform his wife in PARIS that he was well and sound. The GERMAN Military Attache Group not only allowed Colonel Juhlin Daunfelt to transmit this information, but added that if Mme. Didelet wished to visit her husband, the Attache Group would consider it an honor to have her as a guest of the GERMAN Army.

Radio and papers are slowing down a bit. Stiff fighting is going on in the West but not much territory has changed hands. The GERMAN announcer last night told his listeners not to expect too much. The Army had been giving them new victories every day, but it took time to consolidate them. He reminded them that advance troops got into WARSAW 8 September, but that the actual capture took place a couple of weeks later. It may be a build-up for a report of losses. Although the GERMANS have pushed through to the sea, the Allied resistance has stiffened considerably. I sit up at the radio night after night till 0030 or 0100, hoping to hear that the Allies finally have taken the ball on downs, but so far, no luck.

Sent out pouch No. 393 via couriers Spaur and Hamilton. I hope it still gets out via GENOA, although today is another one of those days in which Mussolini is supposed to declare himself.

FRIDAY,

24 May

(Continued)

Attended an afternoon party given by Admiral Yendo (JAPAN) in honor of two of his assistants, one arriving, the other leaving after a two year tour. The usual German attache group was present, plus all the extra German officers that somehow get permission to attend the Japanese parties. Chatted a while with Vice Admiral Assman (in charge of the Archives). He was full of the report he had just heard - that the Italian "REX" and "CONTE DI SAVOIA" had been permitted by the BRITISH to pass through GIBRALTAR without examination. He thought the BRITISH were belatedly buttering up the ITALIANS, but that it was more of less unnecessary as the ITALIANS didn't want to go to war anyway.

Lieutenant Commander Graubart arrived in BERLIN about 1930.

SATURDAY,

25 May

Attended a small dinner at the ITALIAN Naval Attache's. Present also were Captain Bärkner (U.K.W.), the DANISH Naval and the SWEDISH Air Attaches. On the subject of mines, Captain Bärkner said that there was a hellish job in store for everybody in clearing EUROPEAN waters of mines after this war was over, what with magnetic mines and mines laid by aviators who were never sure of their navigation within twenty miles. I asked him if they figured that laying mines by planes was worth while. He said, for the first shock, yes; now it doesn't pay. Further conversation brought out that planes carried only two mines each, of the regular type.

Captain Kjoelsen, who has had considerable mine experience in the DANISH Navy, said that a little over a year ago their Navy picked up a World War mine in DANISH waters which was still alive. He spoke of the horns being intact and operative so it must have been GERMAN.

He spoke of DANISH ferry traffic being interrupted by occasional mines encountered. A minesweeper precedes the ferries but they run into mines in spite of this. The mines are smaller and less destructive than the standard type. He is leaving for COPENHAGEN Monday, and I noted he was travelling by plane.

Captain Bärkner mentioned that their Schnellboote (Motor Torpedoboats) were doing fine patrol work off the Channel coast. He gave out no more news than appeared in the day's U.K.W. communique and the informationless squib about Schnellboote in the morning papers.

Captain Pecori told me that the only reason for ITALY coming into the war was to be able to act as a restraining influence on the GERMANS at the peace conference after the war. Both he and his wife were afraid that the U.S. would come into the war if ITALY did.

SUNDAY,

26 May

The BRITISH Admiralty announced the loss of the destroyer WESSEX (1100 tons) by air bombs off the French coast. It was stated that this was the fourteenth destroyer lost during the war. If this be true, the almost routine GERMAN announcement of sinking a destroyer from the air is grossly exaggerated. Recently the GERMAN Air Force has been claiming cruisers sunk or badly damaged.

The papers claim a BRITISH destroyer set in flames by the gun fire of a GERMAN tank on the beach in the CALAIS neighborhood.

The GERMAN Army keeps pushing on, extending their hold on the coast almost to DUNKIRK, and tightening the noose on the encircled ALLIED Army in FLANDERS.