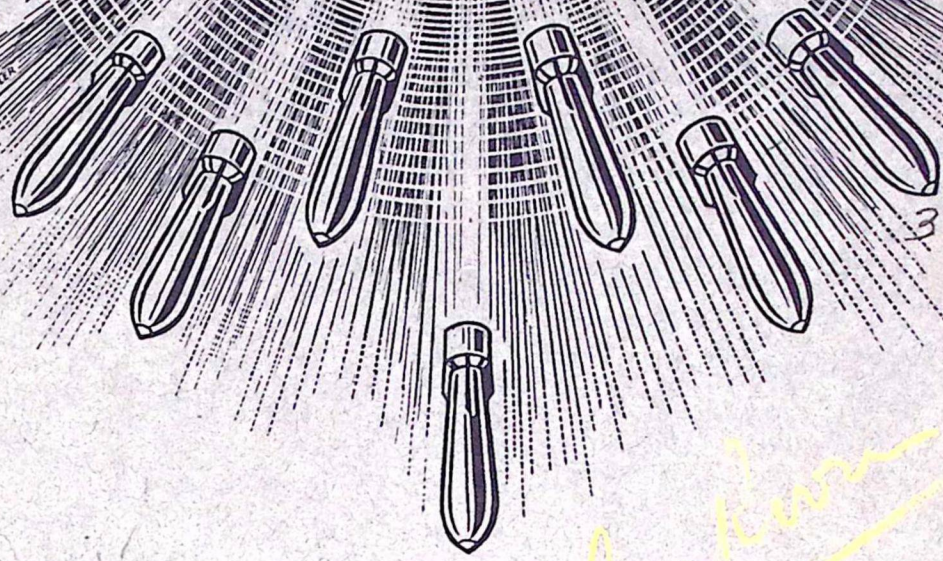


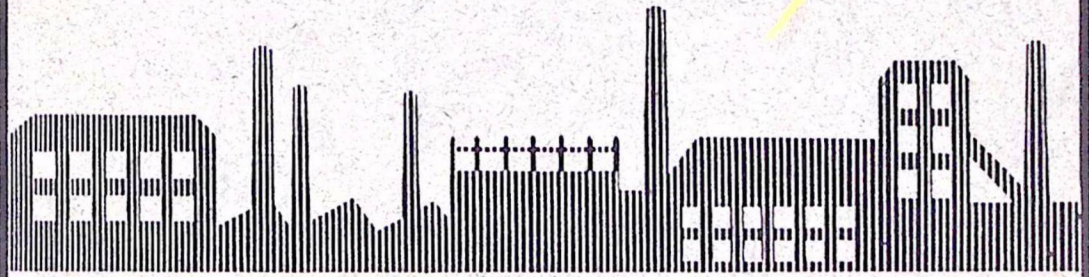
VOLUME 4 NUMBER 7 AUGUST 16TH 1943

EVIDENCE ANALYSIS IN CAMERA



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See below



ISSUED BY AIR MINISTRY A.C.A.S. (I)



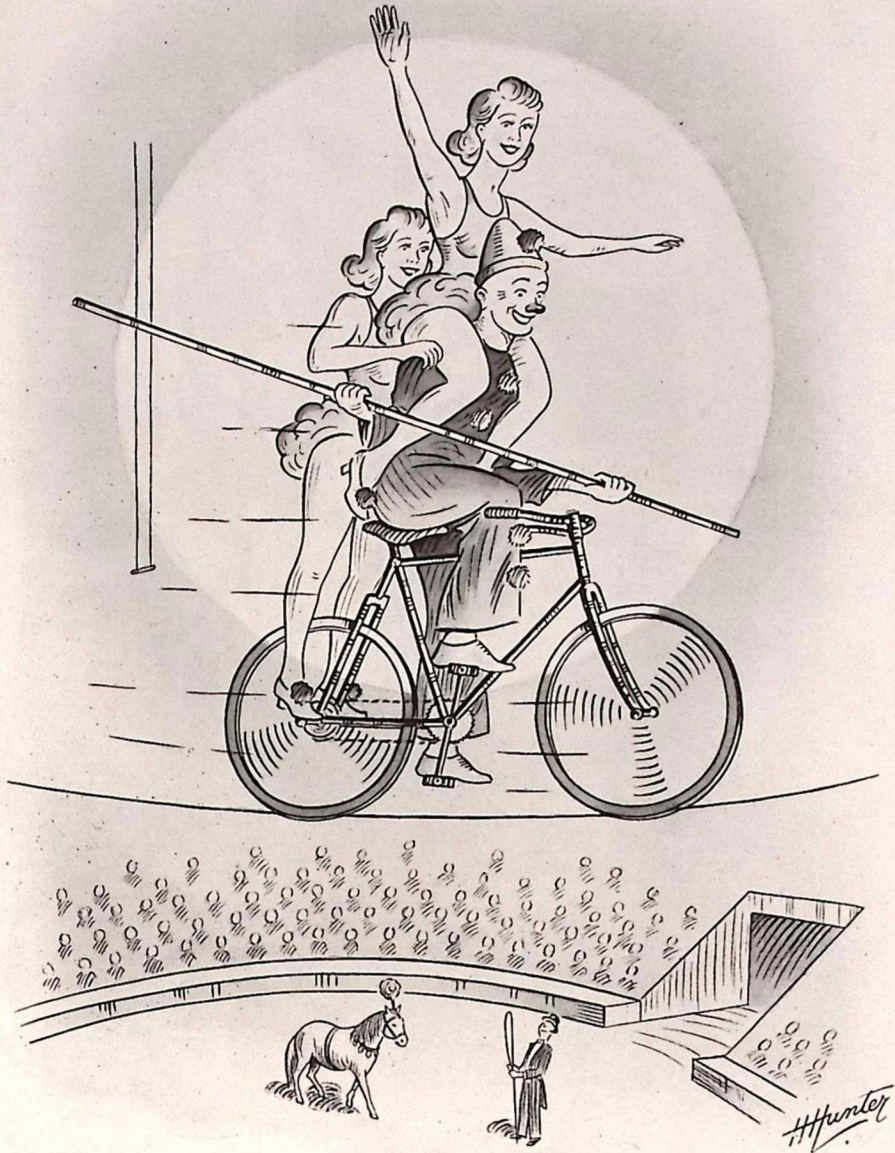
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EVIDENCE IN CAMERA

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SEE FURTHER INSTRUCTIONS ON BACK OF COVER.



This is the height of insecurity.

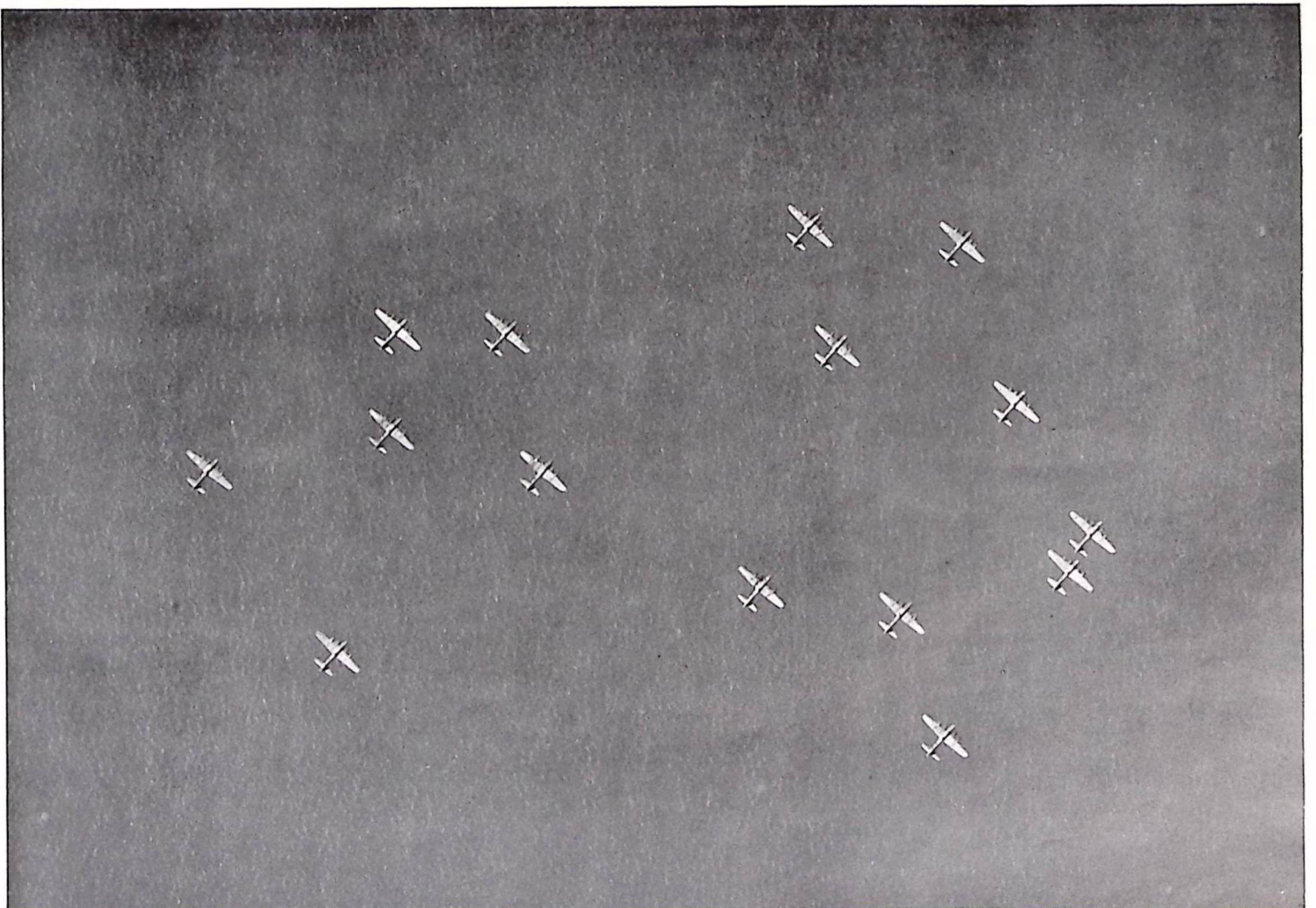
So is careless talk.

146

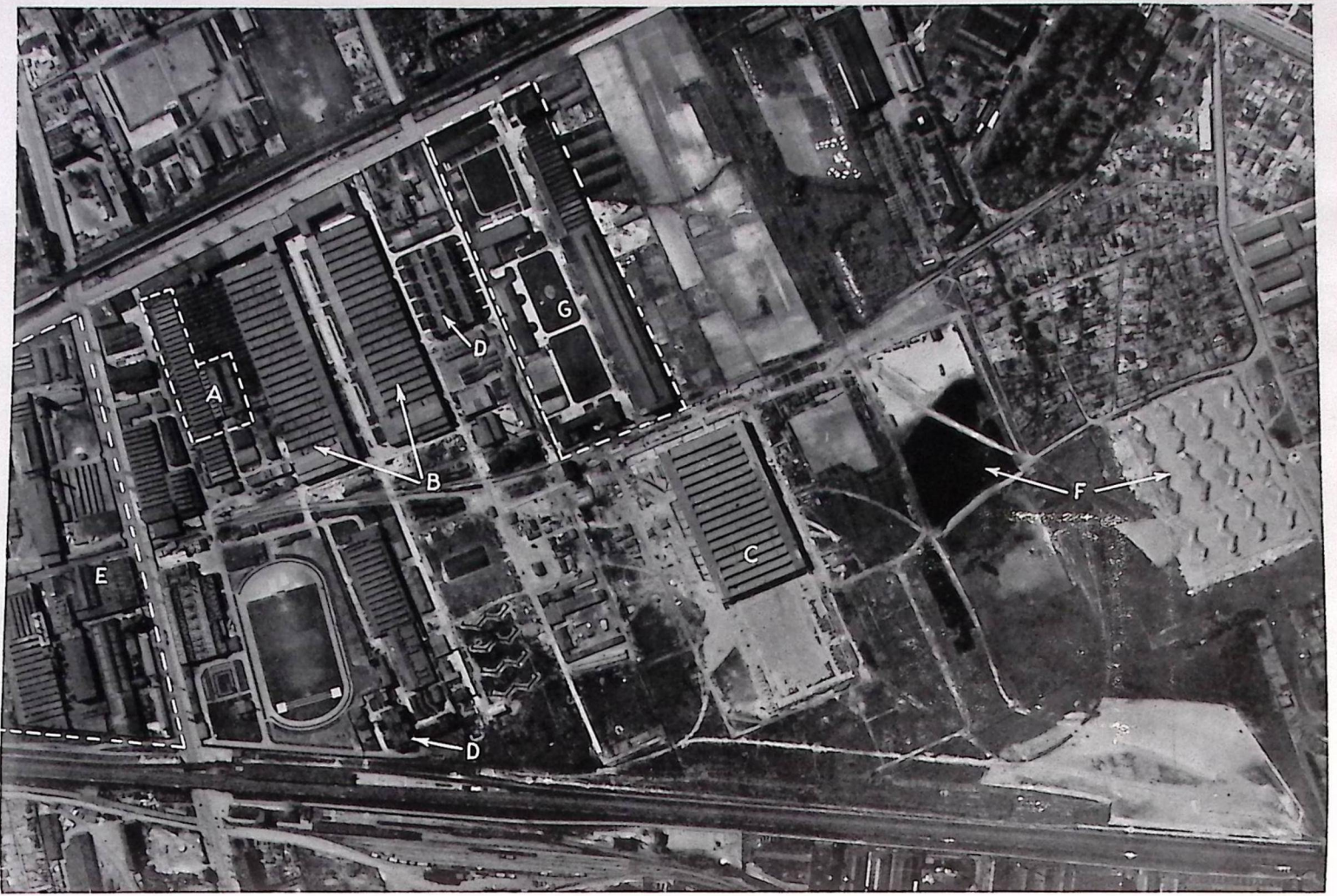


An impressive photograph from an unusual angle of Liberators in formation.

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An aircraft of the R.A.F., returning from a reconnaissance over Hamburg, photographed these Fortresses of U.S.B.C. over the North Sea.



The Argus Motoren G.m.b.H. of BERLIN/REINICKENDORF produces aero-engines of its own design and also for Junkers. The area (A) shows the factory in 1930. The additions were made prior to the war but little progress has been made during the past two years. The machine or assembly shops are at (B) and it is believed that some production is taking place at the unfinished shop (C). The aero-engine test beds are at (D) while aircraft wheels and brakes are manufactured at (E). Two sites (F) have been cleared for further construction; one is water-logged and the other is used as an air raid shelter. A small Heinkel factory (G) is making aircraft components.



Extensive damage was caused in the U.S.B.C. daylight attack (22.6.43) on the important Synthetic Rubber Works at HULS, N.W. of Krefeld. This plant, the second of its kind in Germany, was built in 1940 as an addition to the existing plant which was producing ethylene glycol. Many of the most important plants and buildings were damaged in the attack and it is considered that the plant will be out of production for at least four to five months. Six gas holders were destroyed.



ST. MALO is a fortified seaport town standing on the eastern side of the mouth of the River Rance. The rocky island on which the town was built is connected to the mainland by Le Sillon, a narrow causeway three-quarters of a mile long.

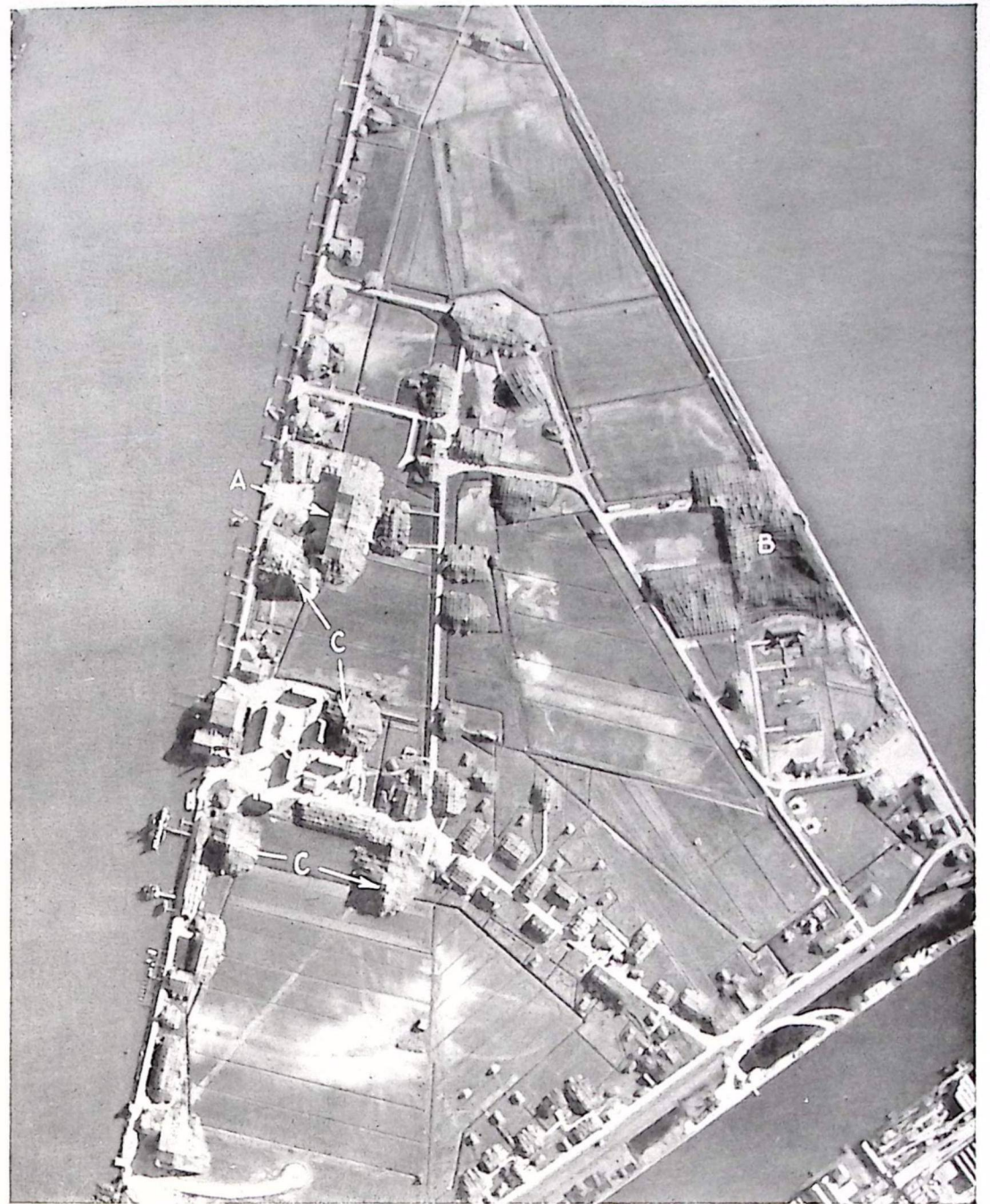


This oblique photograph of ST. MALO was taken by an aircraft flying south of the port. St. Malo has been converted into a base for minesweepers, while the activity of merchant shipping has increased and material is transported to the Channel Islands.

CAMOUFLAGE AT AMSTERDAM



Hangars, huts and flak towers of the Schellingwoude Seaplane Base, to the East of the port of AMSTERDAM, have been extensively camouflaged. Compare this photograph of the base before being camouflaged with that on the next page.



The two main hangars (A) and nearly all the buildings on the triangle of land have been camouflaged with netting on framework. A large area of overhead netting completely covers a group of small huts (B). Four flak towers (C) have been mounded with netting, two being joined to camouflaged hangars. The road system, equally obvious on both photographs, discloses the layout of the area.



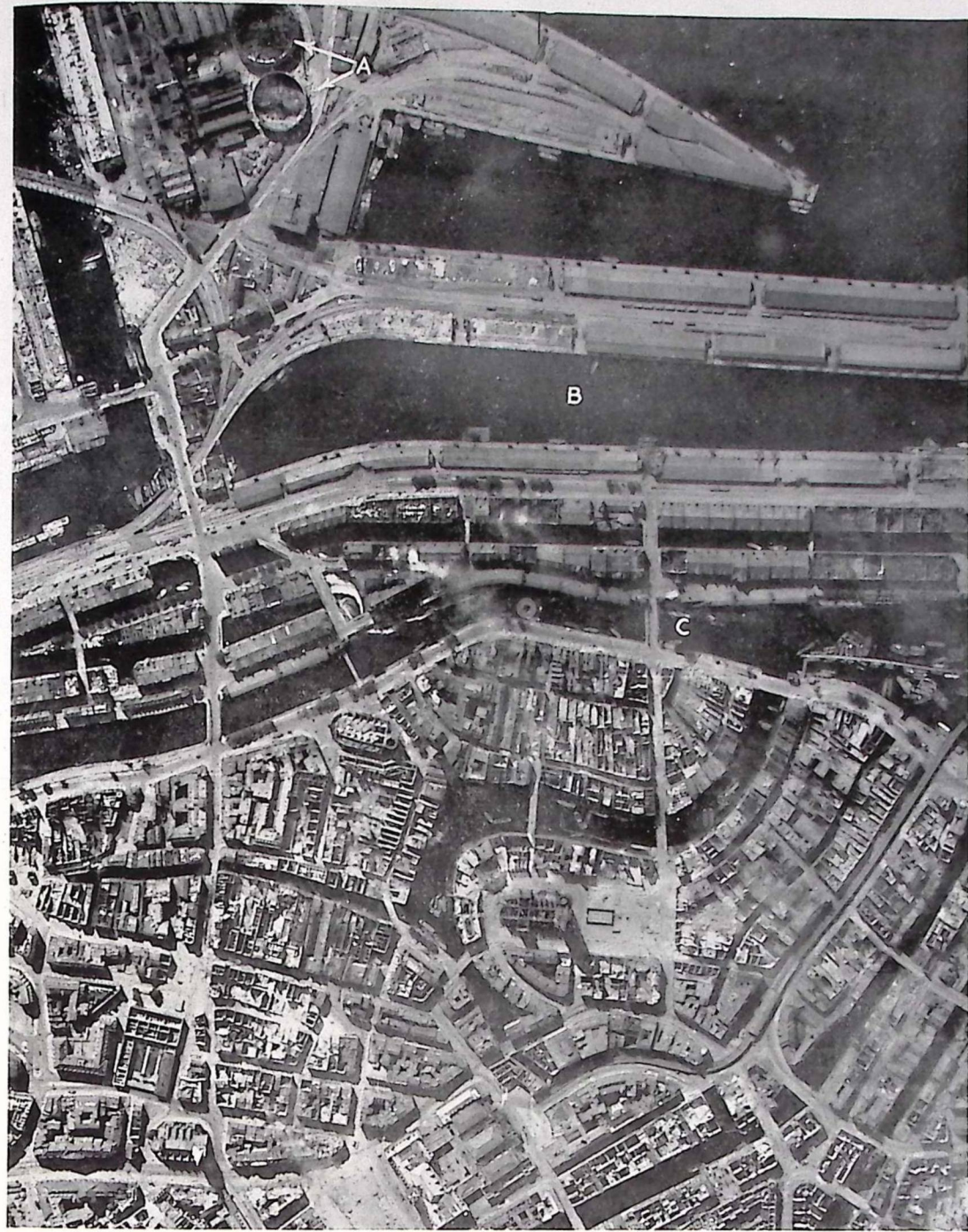
THE DEVASTATED PORT AND CITY OF HAMBURG

Damage to commercial and industrial property in HAMBURG, caused during five Bomber Command night attacks and two U.S.B.C. daylight attacks between 24/25 and 28/29.7.43, is on an enormous scale. Since these reconnaissance photographs were taken Hamburg has been attacked again.

This mosaic photograph shows the vast area of severe damage between Aussen Alster, just north of the Main Railway Station (A), and the River Elbe (B). The Main Station, which was extensively camouflaged (see Vol. I, No. 10, Page 313), was seriously damaged.



HAMBURG. A night photograph taken during the attack on 24/25.7.43 revealed incendiary bombs outlining the camouflaged Binnen Alster (A) and burning on the bridge (B). Note the dummy bridge (C) over the Aussen Alster. Sticks of incendiaries are burning in the Altona and Dock districts (to the right of the photograph) while the approximate site of the gas works, seen damaged in the next photograph, is indicated (arrow).



HAMBURG. Two large gas holders (A) were destroyed. Many warehouses near the Sandthor Hafen (B) and the Binnen Hafen (C) were completely destroyed and throughout the area photographed there is evidence of the great destruction by fire and high explosive bombs.



HAMBURG. Warehouses on each side of the Baaken Hafen (A) and Ober Hafen (B) were destroyed. A three-island type merchant vessel of 350 feet (C) has been sunk and is lying with most of its superstructure above water. Railway facilities suffered heavily and practically all the buildings of the Hanover Goods Station and Depot (D) were demolished. Wrecked rolling stock is seen in storage and dock sidings and locomotive round houses (E and E₁) were severely damaged.



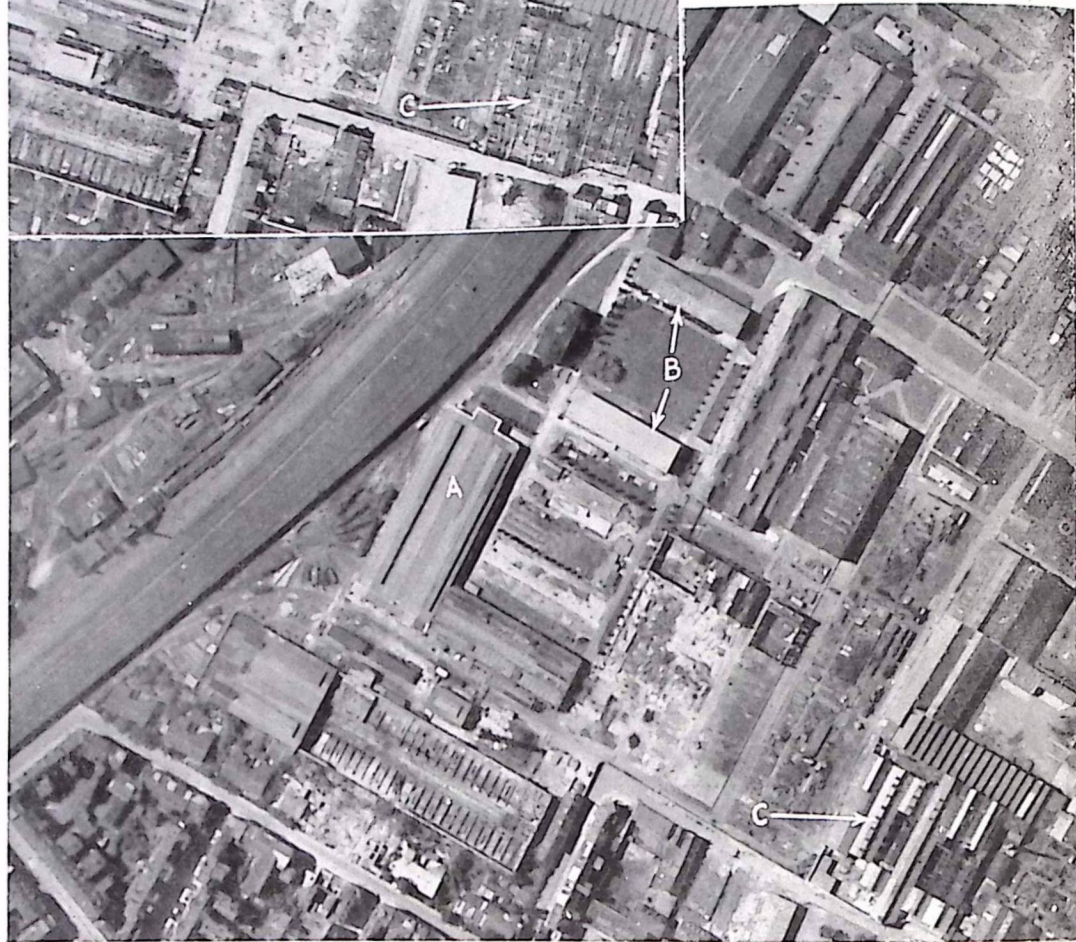
The Neuhoef Thermal Electric Power Station (A), one of the largest and most important in HAMBURG, was damaged during the attacks. The Hansa Mühle Seed Crushing Plant (B) has been considerably damaged, storage tanks being demolished. There are a number of craters on the railway sidings (C). INSET: An explosion (D) indicating that the oil storage tanks were hit during the U.S.B.C. attack on 25.7.43.



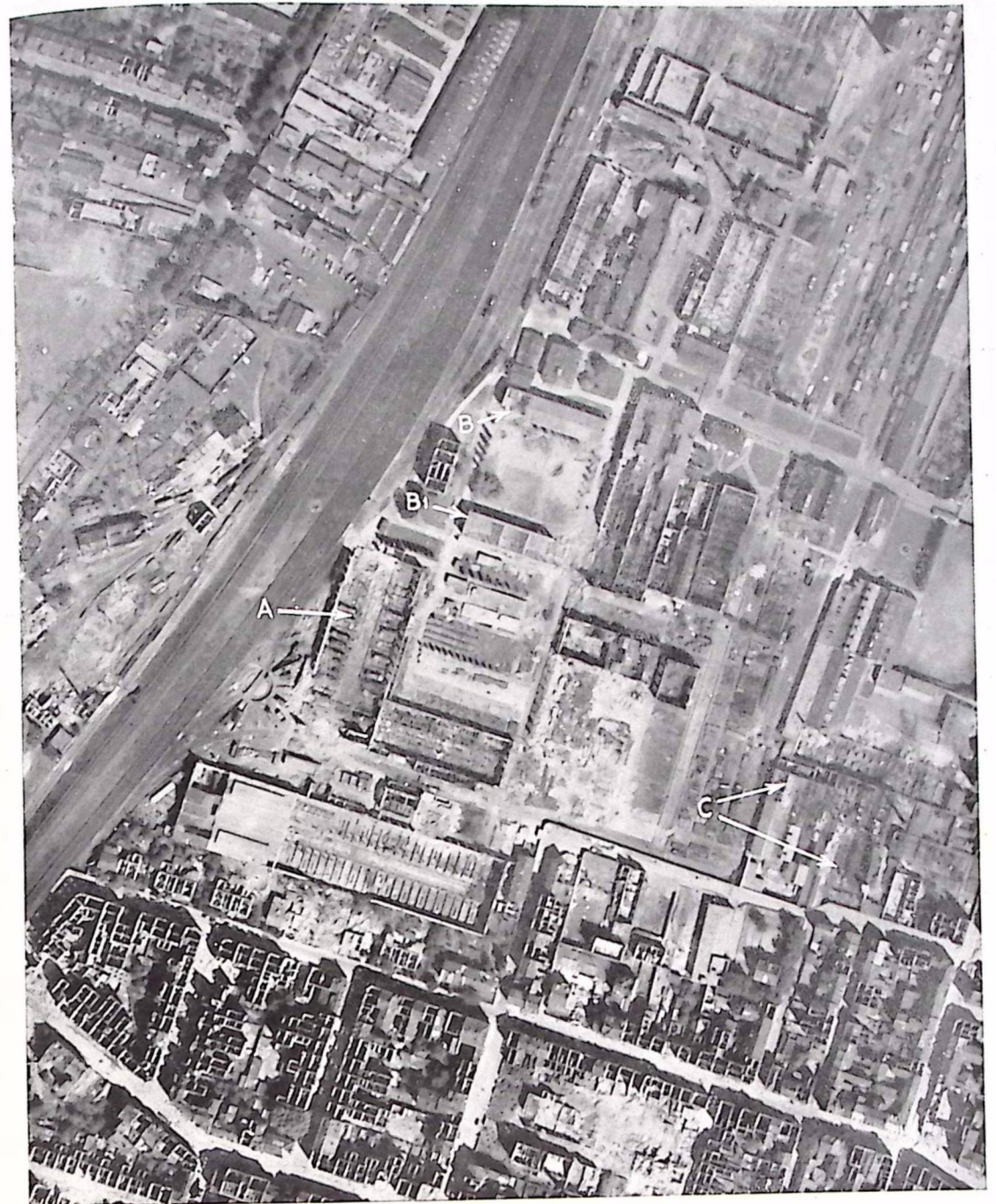
**TWICE BOMBED RAIL
WORKSHOPS AT
COLOGNE**

Several buildings of the important Nippes Railway Workshops, COLOGNE, have been wrecked, rebuilt and destroyed again.

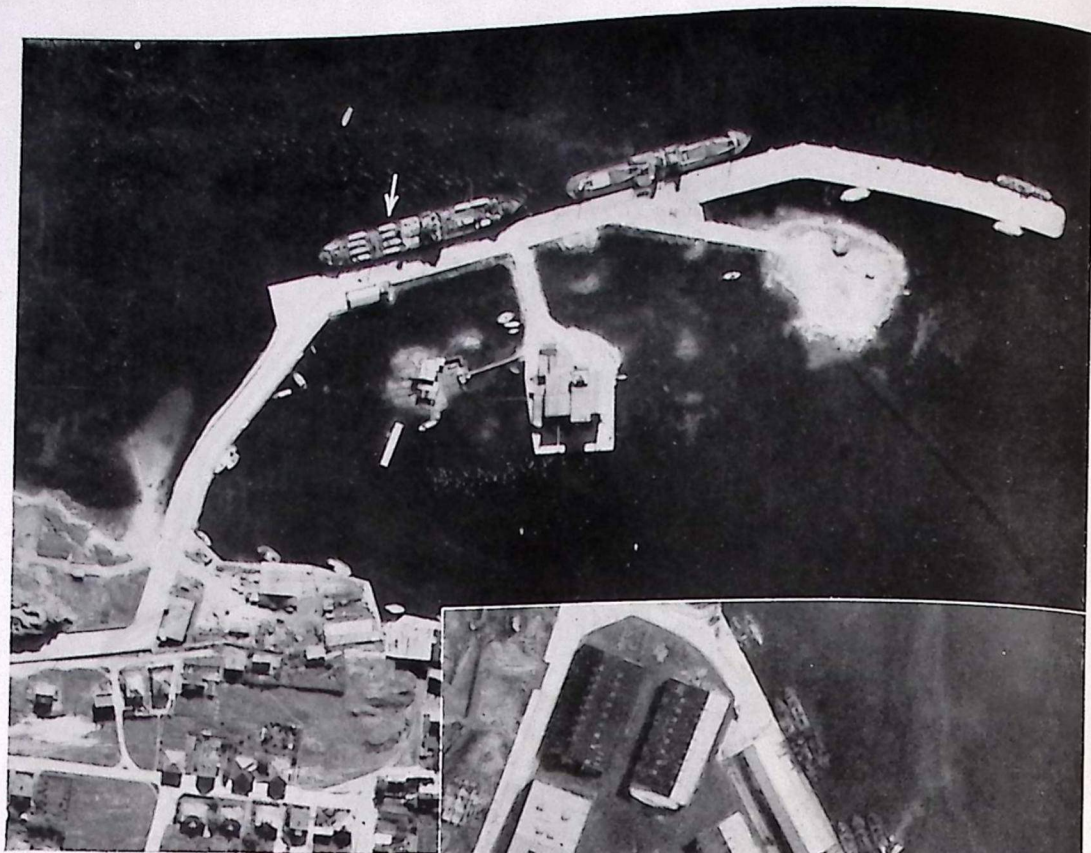
Left: The Locomotive Repair Shop (A) and other workshops (B and C) were severely damaged in the summer of 1942.



Extensive building operations followed during the ensuing twelve months. The Locomotive Repair Shop (A) and the buildings (B) appeared to have been restored while considerable progress had been made in repairing the workshops (C).



Nippes Railway Workshops. After the attacks in June and July, 1943, locomotives were again visible in the building (A) which measures 275 yds. by 120 yds. and had been shattered a second time. An area of 250 sq. yds. of the rebuilt workshop (B) was damaged, while the roof of the building (B) was burnt off. The workshop (C) was again damaged by fire and H.E. Many of the other railway workshops are seen to be seriously damaged or destroyed.

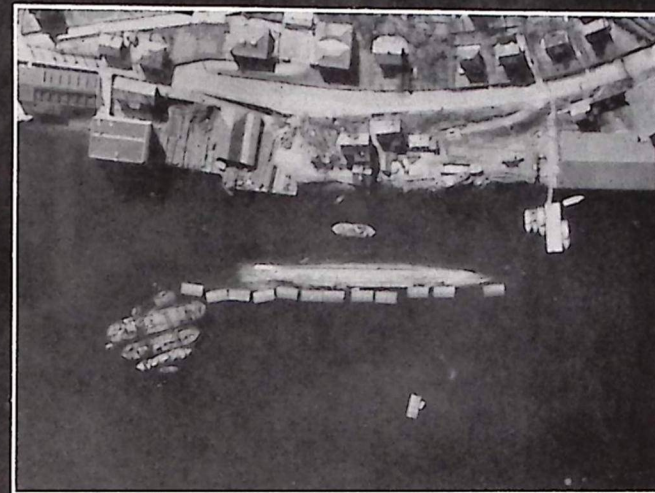
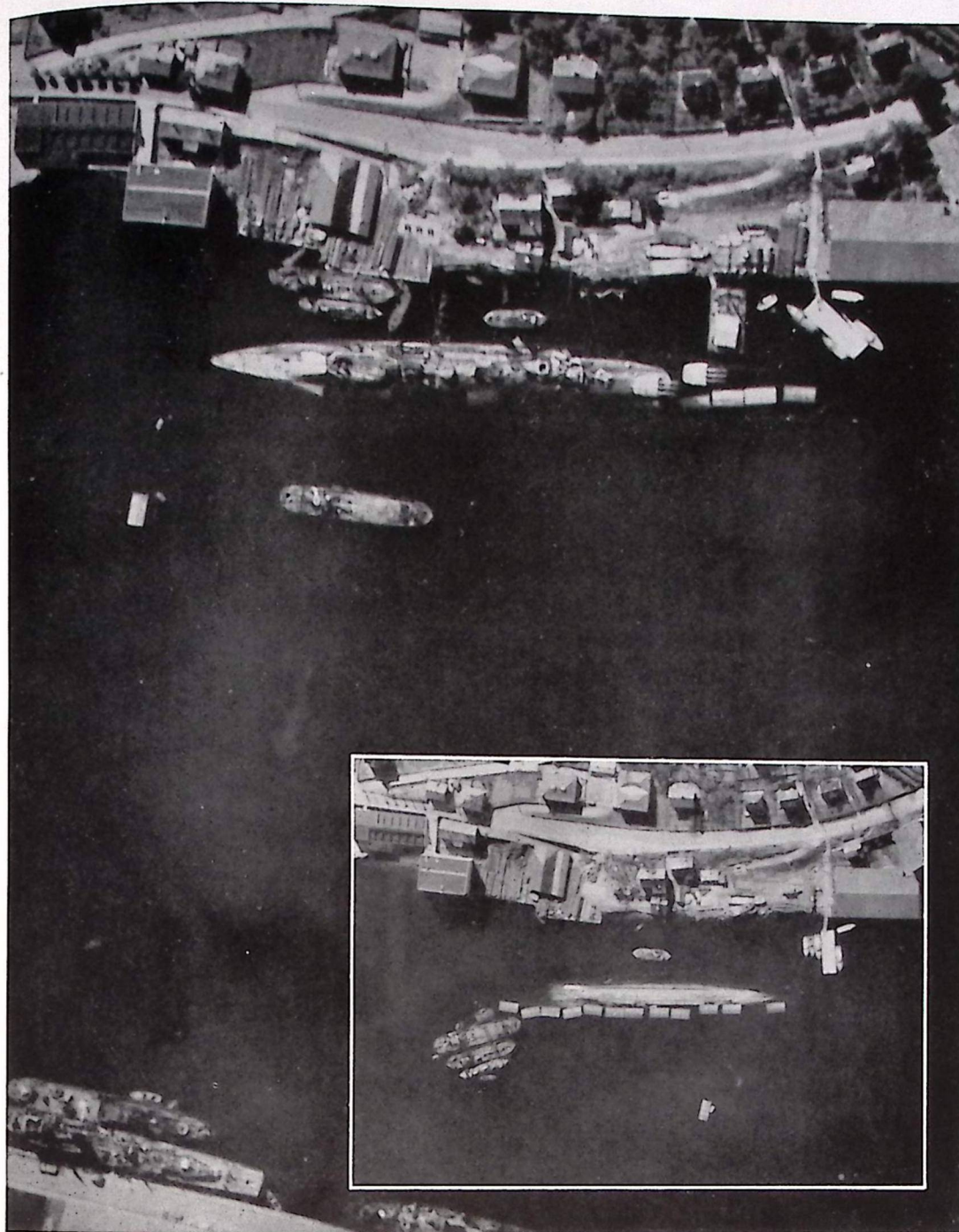


MINE CLEARANCE VESSELS

The Germans have developed a new type of vessel which not only functions as a Sperrbrecher but also transports a number of motor boat minesweepers (30 ft. long) and acts as parent ship to them.

Above: This vessel (350 ft. o.a.), seen at HAUGESUND, S.W. Norway, has twelve motor boat minesweepers on her deck and is capable of carrying at least two more.

Right: This vessel (445 ft. o.a.) of the OSNABRUCK type, seen alongside at DOKSTAER (BERGEN), has a deck cargo of fifteen motor boat minesweepers. She is capable of carrying one more.



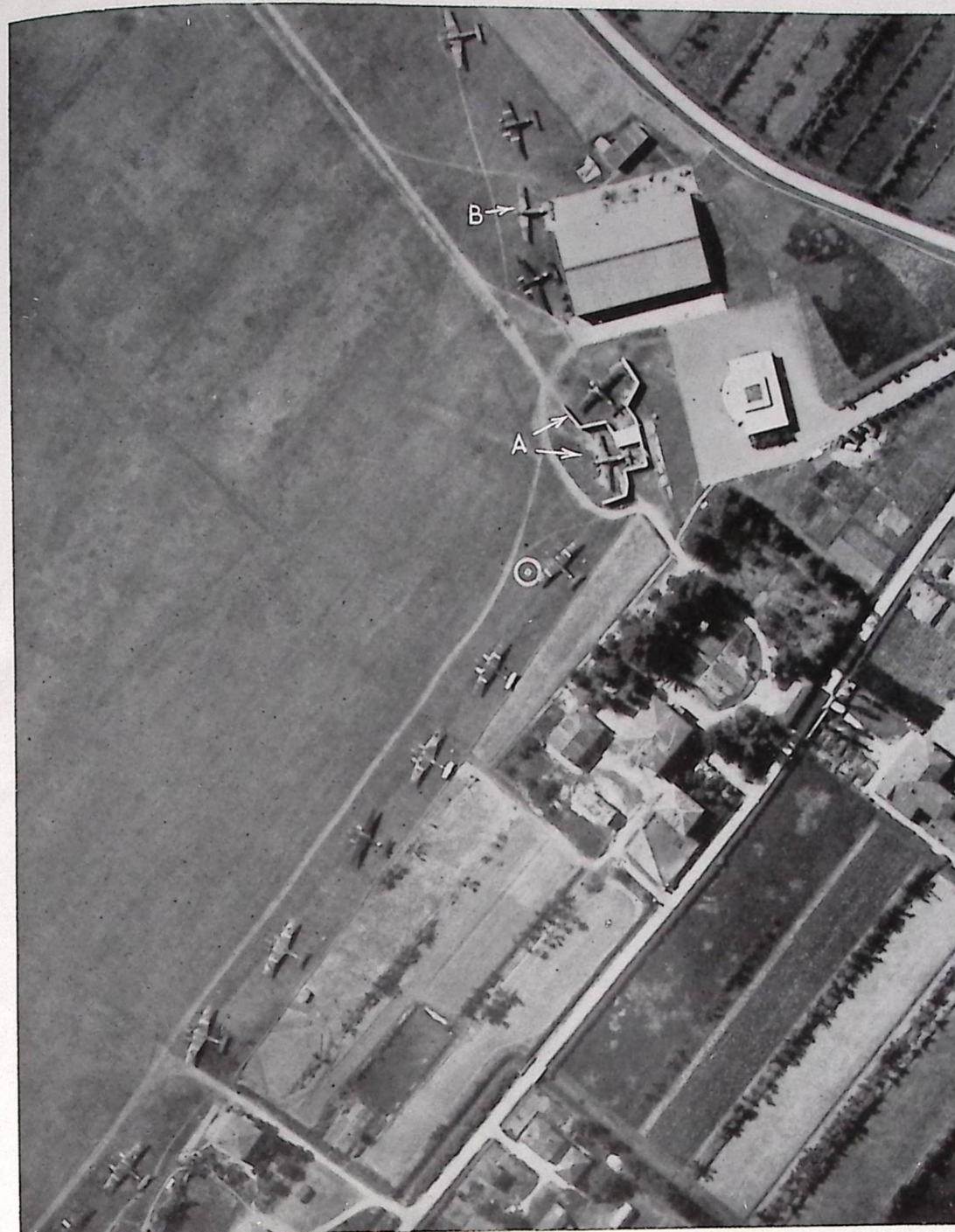
Salvage operations on the German cruiser KONIGSBERG at BERGEN have reached a new phase and recent photographs show that she has now been righted. She is afloat with a slight list to port and down by the stern. Part of her deck is submerged though her main and part of her secondary armament is clearly visible. INSET: A photograph taken a few weeks before she was righted shows the 'Konigsberg' lying bottom upwards in Bergen and supported by at least twelve camels. (For photographs of earlier salvage work on the 'Konigsberg,' see Vol. 3, No. 3, Page 59.)

FRENCH AIRCRAFT
USED BY GERMAN
AND ITALIAN
AIR FORCES

The LeO 45 is one of the few modern bombers of French design which exist in any numbers, and many LeO 45s have now been taken over by Italy and Germany. The Germans are modifying this type and using it as a transport.

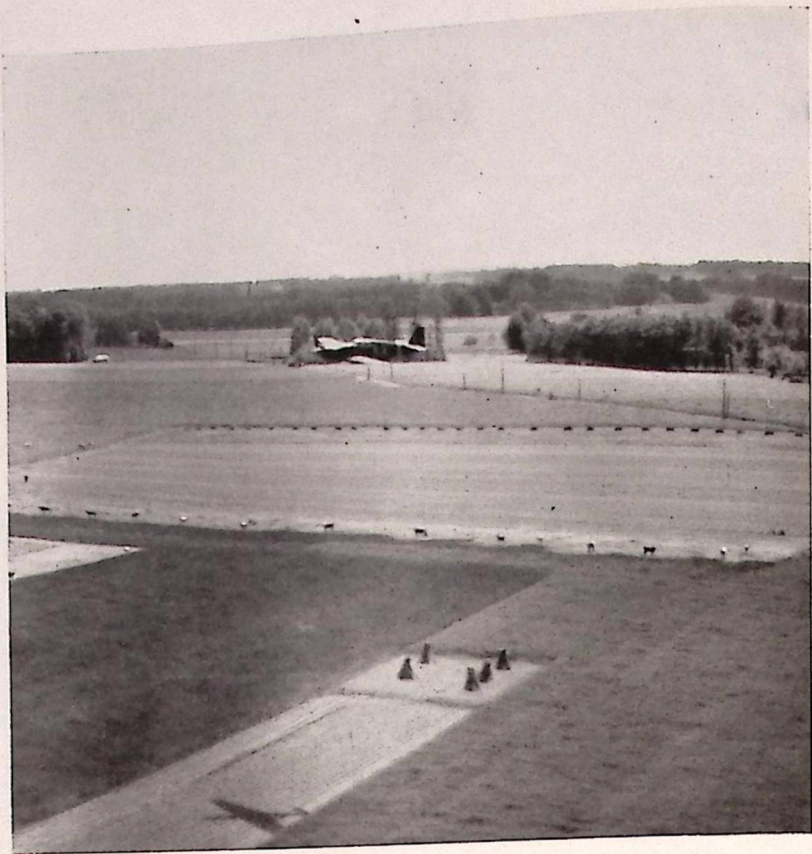
Right: LeO 45s in Italy. Four seen at CAMERI/NOVARA with S.M.84s (A).

Below: LeO 45s at ISTRES with German Fw 190s (A) and a Ju 52 (B).



LeO 45s, some of which still bear Vichy Air Force markings, lined up at BOLOGNA/BORGIO PANIGALE with S.M. 79s (A) and an S.M. 84 (B).

PROBLEM PICTURE.



CRASHED OR IN FLIGHT?

Answer at Foot of This Page

ANSWER TO PROBLEM PICTURE ABOVE.

This is a Mustang in flight over France. (Note the shadow of the aircraft on the ground below.) The illusion that the aircraft has crashed is created by the port wing apparently being on the ground.

EVIDENCE IN CAMERA

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