



Ministry of Information Statement 7th May 1945

This evening the Ministry of Information has confirmed that an official statement declaring the end of the war, will be made simultaneously in London, Washington and Moscow tomorrow.

The day has been declared a national holiday to mark Victory in Europe Day (VE Day). The following day (9 May) will also be a national holiday

Germany has signed an unconditional surrender bringing to an end six years of war in Europe, according to reports from France.

The Ministry of Food have confirmed that there were enough beer supplies in the capital and the Board of Trade announced that people could purchase red, white and blue bunting without using ration coupons..

The Royal Family on the Balcony





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Winston Churchill travelled across the Atlantic Ocean during World War II aboard the Queen Mary three times; May 1943, July 1943 and September 1944. Churchill always boarded at Gourock, Scotland, near the mouth of the Clyde, in evening hours to lessen the chances that his movements would become known to the enemy. The Queen Mary most often travelled alone, as her top speed, over 30 knots, was far faster than convoy vessels—or the German U-boats.



Gourock boom control centre that operated the mile-and-a-half-long boom across the Clyde between Cloch Lighthouse and Dunoon



BOOM DEFENCE / ANTI-SUBMARINE NET IN THE CLYDE ESTUARY

A boom defence office was located on Rothesay Pier, and this office liaised with the Gourock boom control centre that operated the mile-and-a-half-long boom across the Clyde between Cloch Lighthouse and Dunoon.

"Preparations for the erection of the boom were begun soon after Munich, and when war broke out the great steel net was ready to be put into position and thus seal off the Clyde anchorage: Its row of floats has been noted with interest by thousands of war-time visitors to the Clyde. Of course before any U-boat could have neared the net its approach would almost certainly have been heard on the Asdic sound detectors and out-post ships farther down the Firth formed an additional protection to the Emergency Port. The boom was completely replaced six times during the war, and eight boom defence ships were in continuous service night and day. It cost £1,000,000 and made impregnable the Clyde anchorage, sheltering at times some of the greatest concentrations of shipping the world has ever seen. It was only natural that in nearly six years of war incidents occurred to relieve the monotony of the men of the guardships and these incidents were usually associated with the alarm system. So delicately adjusted are the alarms that any contact with the net set off a series of rocket flares and lit up the waterway. More than once a small boat inadvertently touching the boom set off the flare. One night when the alarm was raised the intruder was discovered to be nothing more deadly than an old basking shark."

