

rescued 80 air crews from the sea, the majority of these being from land-based aircraft.<sup>1</sup> Altogether 1627 sorties were flown from the British carriers<sup>2</sup> but no figures are available for the American ships.

Aircraft casualties in the seven British carriers were 13 lost on enemy territory and 12 forced landings, all but one in the sea. In addition there were 40 deck landing accidents though in many of these cases the aircraft were repaired. The reports contain no figures for American casualties. No aircraft was damaged in aerial combat; in fact there was only one encounter with the enemy in the air when some of our aircraft came across three Junkers 52; on this incident Admiral Troubridge makes the terse comment: "Easy meat". Admiral Troubridge does not mention the date, but according to Admiral Hewitt, (H. p. 64) on 19th August, aircraft from T.G.88.2 destroyed five enemy bombers and damaged one; neither the *Hunter* nor the *Stalker*, however, mention this incident.

Owing to the enemy's quiescence, there was little employment for the anti-aircraft cruisers. In his reports Admiral Troubridge commented on the fact that the detailed air plan was completed without the Rear-Admiral Escort Carriers (then Rear-Admiral Bissett) being represented, and that the plan arrived too late for adequate study. Admiral Troubridge remarked that in the plan too little allowance was made for the limitations of carriers and of naval aircraft. As the final details of the plan were only received the day before sailing the Admiral thought it better to try to surmount the difficulties rather than request last minute alterations.<sup>3</sup> Admiral Troubridge considered that the squadrons were not sufficiently well trained for the variety of duties they had to perform and that the small number of casualties incurred was a reflection of the inadequacy of the enemy rather than of the skill of our pilots.<sup>4</sup>

Admiral Troubridge was of the opinion that six carriers was the maximum number which could be handled tactically by one flagship but that four would be the best number. With the facilities available in the *Royalist*, however, five carriers was the maximum with which the air direction team could have coped.<sup>5</sup> He further considered that the destroyer screen would have been too weak had the enemy submarines been at all active.<sup>6</sup> Admiral Troubridge ascribed the increase of deck landing accidents in the later days of the operation to fatigue on the part of the pilots.<sup>7</sup>

In his final report<sup>8</sup> Admiral Troubridge again laid stress on the fatigue not only of the pilots but also of the communication and deck landing personnel, and insisted on an improved standard of training for pilots. He asserted that the Hellcat was the ideal type of carrier borne aircraft for assault operations,<sup>9</sup> while paying tribute to the many good qualities of the Seafire, and emphasised that the rocket projectile, with which only the American Hellcats were equipped, was a far better weapon than the bomb for strafing, but that bombs were more

<sup>1</sup> M02673/45 p. 15.

<sup>2</sup> T.F.88.1 (5 ships) had 983 sorties, the *Hunter* 307 and the *Stalker* 337.

<sup>3</sup> M057950/44 Rear-Admiral Troubridge's Preliminary Report p. 2.

<sup>4</sup> M057950/44 p. 4.

<sup>5</sup> M057950/44 p. 4.

<sup>6</sup> M057950/44 p. 5.

<sup>7</sup> M057950/44 p. 5.

<sup>8</sup> M010202/44.

<sup>9</sup> M010204/44 p. 15.

effective against enclosed batteries.<sup>1</sup> Admiral Troubridge was also strongly of the opinion that a cruiser of the *Royalist* type was most unsuitable as the flagship of a carrier force,<sup>2</sup> and that for future operations of this nature the Admiral should fly his flag in a light fleet carrier. The C.-in-C. Mediterranean while agreeing with this comment,<sup>3</sup> expressed a doubt as to whether a fleet carrier could be made available as flagship. The C.-in-C. did not agree with the desirability of a carrier force remaining all day so close to a "datum point", in view of possible submarine attacks, and he considered that the "datum point" should have been varied from time to time each day.<sup>4</sup>

### 30. Shore-Based Air Support<sup>5</sup>

Fighter cover for the assault area was provided during daylight by aircraft of the 12th Tactical Air Command from bases in Corsica, and as airfields became available in Southern France either by capture or construction, fighter squadrons were also based there. Four patrols were established providing low, medium and high cover with the total number of aircraft on patrol varying from 28 to 32. Most of the low patrols and many of the medium ones were ordered on fighter bomber missions before commencing their defensive patrols. Control of fighter cover was maintained by F.D.T.13 with the *Ulster Queen* as standby, and the *Catocin* as second standby. All patrols reported to F.D.T.13 when entering the assault area and missions were assigned. Owing to the absence of enemy activity fighters were often able to remain in the area beyond their scheduled time, and they were thus available to search for aircraft which had crashed or been forced down. When fuel permitted they circled such aircraft until the arrival of an Air Sea Rescue unit.

As the Army advanced, patrol lines were moved inland. Fighter cover for convoys up to a point forty miles from the beaches was provided by aircraft based on Corsica and Sardinia, and on August 16th a continuous patrol of twelve aircraft was maintained over the convoy lane, but the scale of effort was soon reduced when it was seen that the enemy was remaining passive. Night fighters from Corsican bases consisted of patrols of six aircraft at dusk and dawn, and of four aircraft during the remainder of the night. These patrols were controlled in the first place by F.D.T.13 or one of the G.C.I. equipped L.S.T., but later, installations were set up ashore to control the night patrols.

Bombing did not cease with the assault and up to 1430 on 15th August, the maximum fighter bomber effort was directed against such enemy batteries as had not already been silenced or overrun, and also any light batteries or other military installations capable of delaying the advance of our troops. After 1430 on D-day and on the succeeding days fighter bombers, and at times heavy bombers, were used on armed reconnaissance missions against hostile troop and vehicle concentrations, railway yards and bridges over the Rhône and Durance rivers. On D-day fighter bombers carried out about 750 sorties, most of which were successful. The first heavy bomber attack after the landing was against "Camel" Red beach where, from 1207 to 1217, bombers, 96 in number, dropped 187 tons of bombs as a preliminary to the naval assault. As already related in Section 23, the assault was eventually cancelled. After the beach had been captured from the landward, inspection indicated that the bombs had caused little damage to the enemy defences and that many of them had fallen into the sea.

<sup>1</sup> M010204/44 p. 18.

<sup>2</sup> M057950/44 App. C.

<sup>3</sup> M011712/44.

<sup>4</sup> M011712/44.

<sup>5</sup> The source for this section is H. pp. 257-261 and 264-266.



Heavy bombing attacks were made on road bridges in the Rhône valley for the purpose of impeding the movement of enemy reserves into the assault area ; 142 heavies dropped 363 tons on three bridges west of the river and on one bridge east of the river near Valence. This attack caused great disruption of traffic on the main north-south road. A group of bridges along the lower Rhône was attacked by 104 aircraft with success. The development and rapid extension of the beach head necessitated a modification of the original plan of attack against scheduled targets, as the rapid advance of the ground forces soon caused the Bomb Safety Line to pass beyond the area in which many of the planned targets lay. For this reason after 16th August, the bulk of the fighter bomber effort was directed against targets of opportunity in the enemy's rear, such as motor transport, railways, barges, bridges and troop concentrations. At times it was necessary to re-brief fighter bombers during the flight from Corsica to the assault area, in order to prevent attacks on positions which had already been taken by our forces and to assign new targets.

The reduction of the coastal batteries defending Toulon and Marseilles was the principal target for the Air Force once it was seen that the enemy was unable to offer much resistance to the army. Attacks on the forts started on 16th August and continued till 20th August, during which period 328 medium bomber sorties were flown against the forts dropping more than 600 tons of bombs, one quarter of which were of a special armour piercing type. The area was well covered and reports showed that a good concentration on the targets was obtained with several direct hits. Damage was also done to warships in Toulon, the cruiser *La Gallissonnière* being sunk and the *Strasbourg* damaged during a raid on 17th August. Bombing of the Marseilles defences was continued until 27th August, 85 tons of bombs being dropped on the 25th, over 70 tons on the 26th and 146 tons on the 27th.<sup>1</sup> A heavy raid on Genoa was carried out on 4th September. No details of this raid are given in Admiral Hewitt's report, and it may be that the bombers used did not form part of the Air Commander's forces. The raid at all events was very successful and resulted in the destruction of the destroyer *Squadrista*, one torpedo boat, five submarines and three escort vessels.<sup>2</sup>

### 31. Progress of Seventh Army<sup>3</sup>

It has already been said that little resistance was offered by the enemy to the landing and advance of our troops, though there was a certain amount of mortar and small arms fire. Contact was made with elements of the German 242nd Infantry Division. The only counter-attack put up by the enemy was against the French Commandos near Cape Nègre and this was repulsed. All three American infantry divisions advanced rapidly, and leading elements of the 3rd Division were soon in Grimaud, while the 45th reached Plan de la Tour, and the 36th fanning out rapidly, attained the high ground overlooking Théoule, and the ridge overlooking Fréjus. During D-day 2,041 prisoners were taken, mostly troops of low category, many being Poles. During 16th August, the enemy's resistance stiffened somewhat, and a counter attack on our right flank was delivered but repulsed.

In the north, however, the German efforts at opposition were scattered and unco-ordinated. The 3rd Division occupied Collobrières and Carnoules ; one force reached Flassans sur Issole while another arrived near La Londe les

<sup>1</sup> H. Diagram 22.

<sup>2</sup> H. p. 97.

<sup>3</sup> The main source for this section is H., Part 2, Chapter 1. (The action of the airborne division has already been described in *Section 24*).

Maures. The 45th Division moved through Vidaubon and reached Taradeau while the 36th, having consolidated its position near Théoule moved to near Vidaubon and Camp de Cais. The first regiment of Commandos remained on Port Cros Island, but the 2nd and 3rd were transported to the mainland and they assembled near Sylvabelle. The French armoured brigade started landing over "Delta" beaches at noon and moved to its assembly area near Gonfaron and the Second French Corps started to disembark over "Alpha" beaches during the afternoon. By the close of 16th August, the "Blue Line" (see *Plan 1*) which had been laid down as the first objective, had everywhere been reached and in many places the army had advanced beyond it.<sup>1</sup> During the 17th enemy resistance was in general inconsiderable but elements of a new enemy division, the 148th Reserve, appeared opposite the 36th Division. This did not prevent the Americans from pushing on to Draguignan, where they captured the headquarters of the German 42nd Corps, while the 45th Division moved west to Salernes and Carces and the 3rd to the vicinity of Brignoles and Solliès-Pont. Task Force Butler, a composite force of infantry, artillery, motorised cavalry and armour, had been formed for a quick thrust to the north and during the day it arrived near Digne. It should be borne in mind that there was no front line in the normal sense of the expression but the four divisions kept in touch with each other ; pockets of the enemy were sometimes left behind for future mopping up. On 18th August, elements of three new enemy divisions, the 198th, 244th and 338th were identified on the western part of the front and the 11th Panzer division was reported to be south-west of Avignon. During the day the 36th Division reached Grasse, La Bastide and Chardon ; the 45th by-passed Barjols and continued to advance to the west ; the 3rd Division encountered stiff resistance at Brignoles, but they captured the town and reached Roquebrussanne.

On the 19th the advance to the east was bitterly opposed but elsewhere resistance was negligible and during the day the Americans crossed the Durance near Pertuis, advanced forces reaching Sisteron. Meanwhile the disembarkation of the French 2nd Corps, of which the two remaining divisions, the 9th Colonial Infantry and the 1st Armoured, had arrived, had steadily continued and the troops advancing to the west under cover of the American 3rd Division had arrived before Toulon, the attack on which now commenced. The operations against Toulon and Marseilles will be considered in the next chapter. During 20th August, the Americans captured Aix-en-Provence against considerable opposition, and had thus out-flanked Marseilles, which was being approached by the French Corps ; they also took Gap. The French by now had encircled Toulon ; they had captured Bandol and le Beausset, west of Toulon, and were near Hyères. The German forces were in full retreat up the Rhône, the 11th Panzer division acting as rearguard, and were heavily attacked by our air forces.

The 6th Corps was by now far out of reach of any naval support except on the extreme right flank, but for the sake of completeness the subsequent movements of the Seventh Army may briefly be stated. On 22nd August, troops of the 6th Corps reached the Grenoble area ; on the 24th they were on the Swiss frontier near Evian, and on the same day Arles was occupied ; two days later the French were in Avignon while American troops occupied Carpentras and Briançon. The 28th saw the final surrender of Toulon and Marseilles, and on the last day of the month the allies reached Valence. On 3rd September, the French 1st Armoured Division entered Lyons, on the 6th the French entered Chàlon-sur-Saône while the Americans were at Lons le

<sup>1</sup> H. p. 20.



Saunier; on 11th September, the French took Dijon and on the 12th the Americans reached Vesoul, near the Vosges.

On 15th September, General Patch's army was released by General Maitland Wilson to come under the command of General Eisenhower, taking its place on the extreme right of the Allied forces in northern France. Between 15th August and 2nd September the Seventh Army had captured 61,716 prisoners. The Seventh Army continued to draw its supplies through ports in the South of France and long after Operation "Dragoon" was completed the allied navies gave gun support to the extreme right flank of the army, which remained near Ventimiglia.

## CHAPTER III

## THE FOLLOW UP

## 32. Minesweeping

Immediately after the landing the enemy commenced an extensive programme of minelaying to the westward of the assault area. The entrance to the Gulf of Fos was mined and so was the St. Louis canal, which connects the town of St. Louis and the River Rhône with the Gulf of Fos. Marseilles harbour was heavily mined as were the harbours of the coast towns, such as La Ciotat, Cannes, Nice, Bandol. An ambitious plan to mine the harbour of Toulon was put into action but was fortunately interrupted in the early stages. On 18th August, the minespotting aircraft made its first sortie, locating the minefield across the eastern entrance of Hyères Roads, and on this day Commander Messmer U.S.N., took command of all the minesweepers, which had now been released by the Assault Force Commanders. This commenced the post-assault phase, that is, the task of clearing the way into Marseilles and Toulon, though routine sweeping still had to be carried out in the anchorages off the beaches and in the approach channels. It had been expected that the enemy would endeavour to retard convoy movements by dropping mines from aircraft, but no such attempts were made and this considerably eased the strain on the minesweeping force.

On 18th August, the Bormes Roads were cleared by the 13th M/S Flotilla, and at the entrance to the Hyères Roads eleven mines were swept up; the 5th M/S Flotilla took part in the latter operation and came under fire from an enemy battery which was eventually silenced by the *Quincy*; but this interference from the enemy caused delay and sweeping was further retarded by damage to sweep gear from obstructions, while there appears to have been some doubt as to the precise area which was to be swept.<sup>1</sup> On 19th August, the 5th M/S Flotilla continued sweeping in Hyères Roads, and again came under fire from a battery on Esterel Point, whose fire was returned by the sweepers, and from the island of Porquerolles; during this action M.L.562 was hit aft by a 5-inch shell and had to retire, fortunately without casualties or serious damage. Again loss of sweep gear prevented much progress from being made.

Sweeping continued on the 20th and 21st after which the 5th M/S Flotilla was relieved by the 19th M/S Flotilla and retired to Maddalena, relieving the American 21st M/S Division which had been engaged on maintenance in the Straits of Bonifacio. The clearance of Hyères Roads was eventually abandoned owing to the numerous underwater obstructions, but a channel was finally swept between Cape Benat and Esterel Point permitting access to gunfire support ships. These delays might have hindered the advance of the Army by depriving it of naval gun support on the left flank, but owing to the limited enemy resistance and the support of the guns of the 1st French Armoured Division, the lack of naval support was not much felt.<sup>2</sup>

Meanwhile it had been decided to enter the Gulf of Fos and occupy Port de Bouc, to provide a new point of disembarkation in the event of delay in the opening of Toulon and Marseilles, and on 24th August, the 13th M/S Flotilla commenced clearing a passage through the Gulf. The sweepers were heavily shelled by batteries situated between Cape Méjean and Cape Couronne; for a

<sup>1</sup> M09992/45 R. of P. 5th M/S Flotilla p. 3.

<sup>2</sup> H. p. 219.



time the sweepers persisted in their task helped by a smoke screen, but eventually sweeping had to be suspended for the day while the *Quincy*, *Philadelphia* and some destroyers silenced the batteries. Next day sweeping recommenced, the exact position of the mines having been ascertained by aerial reconnaissance, and the task was completed by 31st August, 173 mines, both French and German, having been accounted for. During this operation P.T.555, an L.C.M. and a French launch were mined. Although clearance was not completed until the end of August, by the 26th the shallow draught sweepers opened up the approach to Port de Bouc in spite of the enemy's fire, and a party was landed.

No detailed information is available about minesweeping operations at Toulon and Marseilles, but by 31st August, Toulon Bay and approach channel were declared safe after 74 mines had been swept, and on the same day the Marseilles entrance channel and anchorage were swept, but the complete clearance of these harbours was a lengthy operation. Toulon harbour was declared entirely safe on 12th September, after 40 shallow water contact mines had been swept, largely by the L.C.V.P. sweepers, the only casualty being Y.M.S. 21, but the clearance of Marseilles was still proceeding on 25th September when Operation "Dragon" came to an end. On 4th September, the coastal channel to Nice was declared safe, and on 10th September, the port of Nice was opened; on this day the American sweeper *Seer* was mined in Hyères Roads. At Marseilles two ships were mined, the British coaster *Morialta* and the Swiss *Generoso*. On 24th September, the minesweeping force (T.G.80.10) was dissolved, and a new force was formed to complete the sweeping in co-ordination with the French. During the forty days following the assault the entire south coast of France had either been swept free of mines or the minefields had been located and dangerous areas declared. Six ports had been cleared.<sup>1</sup> In all 550 mines were swept, 463 being of the moored contact type, 70 magnetic and 17 controlled. Fortunately the Germans had used none of the new "oyster" mines in this theatre. Thirteen hitherto unknown minefields were located from the air during the 24 mine-spotting missions flown, and it is estimated that more than a thousand mines were in this way successfully by-passed.<sup>2</sup> No major loss was sustained from the enemy's mining effort.

### 33. Naval Activities off the beaches. 18th-28th August

In spite of difficulties caused by the shortage of personnel for unloading, and of vehicles, the landing of stores and equipment continued at a satisfactory rate, and the convoys arrived and departed regularly. The shortage of stevedores was to some extent eased by hiring labour on shore. Landing of the 2nd French Corps continued and the 1st French Armoured Division soon got into action with the enemy, attacking batteries which were delaying the advance of the army on Toulon.

At sea, in the assault area, sporadic attacks were made by the enemy but they accomplished little. In the early hours of 18th August, for example, four E-boats from Monaco tried to pierce the centre of the destroyer screen but were brought to action and sunk; the *Frankford* suffered some casualties from two torpedoes, which exploded near her. At dusk on the same day five Junkers 88 attacked the "Camel" Red beach and Admiral Hewitt's flagship, the *Catocin*, was hit by two bombs, which caused casualties amounting to 6 killed and 42 wounded. Another aircraft fired a torpedo at F.D.T.13 in the

<sup>1</sup> H. p. 213.

<sup>2</sup> H. p. 213.

"Delta" area, but fortunately the torpedo exploded 250 yards short of the mark; the destroyer *Plunkett* shot down one of the enemy aircraft.

During the 18th, operations were commenced against the island of Porquerolles and the Giens Peninsula, the batteries on which were hindering the mine-sweepers. The *Lorraine*, which had just returned to the assault area, fired 37 rounds at two batteries on the island while the *Gloire* and *Emile Bertin* fired 174 and 139 rounds respectively at batteries on the Giens Peninsula, supported by the *Quincy* (73 rounds) and the *Augusta* (39 rounds).<sup>1</sup> A boat was sent into Porquerolles under the white flag to demand surrender, but was fired on by the Giens batteries and forced to retire. On the same day two new beaches in the "Delta" area were opened, while on the 19th, the Gulf of Fréjus having been cleared of mines, "Camel" Red beach was put into full operation and "Camel" Yellow was closed down.

During the evening of the 19th a solitary enemy aircraft dropped a few bombs in "Camel" sector near the inner screen of S.C. boats, but no damage was caused. A little later the *Brooklyn* tracked two groups of aircraft thought to be hostile, but which did not approach the beaches though they searched the "Camel" fire support area for nearly an hour. The *Nevada* returned to the assault area on the 19th, and the bombardment of Porquerolles and of positions near Hyères was resumed. The *Quincy* fired 147 rounds at the island batteries and the *Omaha* 24, while the *Quincy* also supported the *Georges Leygues*, which carried out a bombardment against troops who were trying to hold Hyères against the French, and also against batteries and strong points in the same neighbourhood.

On 20th August, the port of St. Raphael was opened. It had been planned to open the beaches in Hyères Roads and to extend those at Le Lavandou, but the advance of the army had been so rapid and unloading so satisfactory that it was decided to cancel this plan. The bombardment of Porquerolles was continued on a reduced scale on the 20th by the *Philadelphia*, *Emile Bertin*, *Le Malin* and *Le Fantasque*, but heavy bombardments were carried out against the Giens batteries and against positions north-east and south of Hyères, by the *Black Prince*, *Emile Bertin*, *Philadelphia*, *Augusta*, and the French destroyers. The *Philadelphia*, was the most heavily engaged, firing 281 rounds during the day, and the *Augusta* 114. The *Black Prince* demolished the Golf Hotel, an important enemy observation post near Hyères.

So far the weather had been ideal, but on 21st August, strong easterly winds caused a choppy sea with swell and surf on the beaches and the following day the sea was sufficiently high to impede unloading. On the 23rd the weather was again fine but the warning had been given that autumn was approaching, with the probability of gales which would render beach work impossible. It was urgent to open a major port without delay; fortunately, Toulon and Marseilles were soon to fall.

During the early hours of the 21st three E-Boats tried to penetrate the screen off the Lerins Islands, and two were promptly sunk by the destroyers but the third escaped for a time, though she was located by cruiser aircraft at 0400 and sunk by a destroyer.<sup>2</sup> "Delta" Red and Green beaches were closed down on the 21st. The action against Porquerolles continued, the *Eberle* firing 160 rounds on the 21st, and the *Lorraine* 11 from her heavy guns, while the *Emile Bertin* and the French destroyers engaged the Giens positions.

<sup>1</sup> H. diagram 21.

<sup>2</sup> H. pp. 70, 71. On p. 69, however, it is said that one enemy was sunk, one driven ashore and one damaged.



In the afternoon the *Eberle* sighted a small group of men waving a white flag on the south-west point of the island; a boat was sent in and a number of Armenians, who had fled from the German stronghold, surrendered.

34. Next day, 22nd, the bombardment was continued by the *Montcalm*, which fired nearly 100 rounds and the Germans finally surrendered. In the evening the *Hackberry* landed a company of Senegalese troops to garrison the island and came under fire from batteries on the Giens Peninsula.<sup>1</sup> The bombardment of the Giens batteries was continued on the 22nd by the *Philadelphia*, which fired 282 rounds, supported by the *Omaha*, *Montcalm*, *Georges Leygues*, and *Le Malin*, and though some batteries were silenced resistance continued till dusk. Plans were made for an intensive bombardment next day, but in the morning white flags were seen to be flying ashore and a party sent in to reconnoitre found that the Germans had evacuated the Peninsula. The entire area of the Hyères Roads were now free of the enemy, and ships engaged in bombarding the Toulon defences could shelter under the lee of Giens.

On the 22nd Admiral Hewitt released the *Ajax*, *Argonaut*, *Orion*, seven "Hunt" class destroyers and all the British L.S.I. to C.-in-C. Mediterranean.

On the 23rd a new P.T. boat patrol was established off Nice and Villefranche to guard against explosive boats and further E-Boat attacks, and next day patrol vessels broke up by gunfire what was probably an attempt to launch an attack by explosive boats or human torpedoes from Antibes. The night P.T. patrol to the westward of Hyères Roads was now discontinued, the threat from Toulon being judged incon siderable.

A number of vessels were released from the operation on the 24th. Next day the *Sirius* arrived and relieved the *Aurora* while on the 26th Admiral Hewitt released the *Arkansas*, *Nevada*, *Texas* and a number of other vessels.

On the 25th the screen thwarted an explosive boat attack from the Nice area, and though the destroyers and P.Ts. avoided damage to themselves from numerous explosions, they were not successful in hitting any of the enemy, but next night when the enemy renewed the attempt with ten controlled explosive boats, eight of them were destroyed by the *Livermore* and P.T. 552, though the control boat unfortunately escaped. On the 26th the destroyers *Gleaves*, *Niblack* and *Benson* made a sweep up the coast as far as Spezia in an attempt to intercept two enemy destroyers which had been reported at sea. The "Alpha" sector was now extended to include the Hyères Islands, but the gunfire support ships engaged in this area remained under the command of Admiral Davidson. On the 27th Admiral Hewitt ordered that convoy escorts should be reduced by half, subject to a minimum of two, and on this day a continuous L.C.V.P. patrol in "Camel" area against human torpedoes was instituted. On the 27th also, three small enemy craft were captured; one a fishing vessel containing the entire crew of a U-Boat, which had run aground off Toulon and had been destroyed to avoid capture, was making for Genoa; the other two boats contained Germans who were trying to escape from Toulon, and were also heading for Italy.

<sup>1</sup> H. p. 220 says that the final bombardment of Porquerolles was by the *Aurora*, *Philadelphia* and *Lorraine*, but diagram 21 shows the *Philadelphia* engaged with the Giens forts and the other two ships bombarding Toulon. *Aurora's* R. of P. (M011228/44) shows that the ship was for a time stationed off Porquerolles, but makes no mention of firing at the island. Admiral Hewitt's report (H. p. 72) says that the *Omaha* accepted the surrender of the island at 1130, but diagram 21 of the report shows that the *Montcalm's* bombardment took place at 1541.

Admiral Hewitt released the *Omaha*, *Cincinnati*, *Marblehead* and *Stuart Prince* on the 27th, and the *Termagant*, *Terpsichore* and *Quincy* on the 28th. On 28th August, both Toulon and Marseilles surrendered, thus bringing to a close the second phase of Operation "Dragon".

### 35. The Seizure of Port de Bouc

By 23rd August, the 6th Corps was moving swiftly up the Rhône Valley and the problem of supplies for these troops as well as for the French Army corps moving against Toulon and Marseilles caused some anxiety. It was not expected that the two great ports would be able to make a long resistance but it was feared that the German demolitions would be such as to render the ports almost useless for weeks, while with the approach of autumn it was certain that unloading over the beaches would suffer frequent delays owing to bad weather. Accordingly it was decided to open the Gulf of Fos in order to provide an entry into Port de Bouc and the Etang de Berre. The low flat country north of Port de Bouc was ideal for establishing airfields while the port was well situated to receive the fuel and supplies necessary to operate the air forces. Reports had been received that the Germans had evacuated the town and that the area was under the control of the F.F.I. (Resistance Movement) and French Commandos. The Port could be developed to take five or six cargo ships while large tankers could berth in the petroleum basins and there were ample facilities for the storage of fuel. Port de Bouc was connected with Arles by a canal which was navigable for L.C.M. though blocked by fallen bridges, and another short canal led into the Etang de Berre, which would be used as an anchorage by medium sized cargo ships.

Admiral Davidson was given charge of the operations for opening the port. The work of the minesweepers in opening up the port under fire from batteries in the Marseilles area has already been described in section 44. On 26th August, an advance naval party was landed and on 27th August, a channel into the port was clear, so L.S.T. 134 arrived to commence salvage operations followed by several pontoon causeways, tugs and boom vessels. Before nightfall the inner harbour was reported ready to receive a cargo vessel drawing up to 22 feet and a tanker with a draught of 26 feet. The principal salvage work necessary to clear the port for large scale operation was the raising or moving of four ships sunk in some of the berths, filling in a number of craters, and removing or restoring five large cranes which were obstructing the principal quay.

The entrance to the Arles canal was blocked by a line of concrete pyramids, but these had already been partly cleared by the French, though it was necessary to clear three bridges, twisted masses of steel which blocked the canal between the port and Arles and also two spans of the railway bridge near Martigues, which were obstructing the entrance to the Etang de Berre. No mines were found in the port, but as late as 5th September, an explosion occurred while a French tug was berthing the American salvage vessel *Tackle*; the tug was sunk and the American ship was badly damaged. After this the port was closed for 48 hours but still no mines were found. It was thought that a solitary mine was attached to a buoy which the tug grazed. The canals were soon opened and on 1st September, fourteen L.C.M. from the combat loaders *Procyon* and *Arcturus* were able to proceed up the Rhône to Arles, where for a week they worked twenty-four hours a day ferrying French troops across the river.

On 28th August, when Toulon and Marseilles fell, it was found that the damage to the ports was less than expected and the majority of the salvage



parties were diverted from Port de Bouc, the importance of which was reduced. The port was then principally used for the discharge and storage of fuel. By 25th September, three berths for Liberty ships and one for tankers had been cleared which sufficed for an auxiliary unloading port. It was decided not to use the Etang de Berre owing to the difficulty of clearing the wreckage of the railway bridge. By 25th September, over 30,000 tons of cargo and 240,000 barrels of fuel had been discharged at Port de Bouc; the cargo alone represented 10% of that unloaded over the beaches up to this date and 25% of that unloaded through the ports, while the fuel amounted to 70% of the total amount discharged at all points<sup>1</sup> so that the opening of this port had a considerable influence on the successful progress of the invasion.

### 36. The Reduction of Toulon

The great naval base of Toulon was surrounded by batteries, with the heaviest concentration guarding the seaward approaches. Cape Sicié to the west of the St. Mandrier Peninsula had at least thirteen guns with a range of 18,000 yards, while the peninsula itself, which guards Toulon harbour and its approaches and was the key point of the whole seaward defensive system, mounted no less than seventy guns of which half had a range of at least 18,000 yards. Two of these batteries, which consisted of twin-mounted 13.4-inch guns taken from the old battleship *Provence*, proved to be a serious obstacle to our gun support ships as they outranged all our guns.<sup>2</sup> The northern shore of Toulon Bay was much less heavily defended but there were batteries along this coast, the heaviest of which was one of four 5.5-inch guns on Carqueiranne Point. The outer defences consisted of the guns on the Giens Peninsula and Porquerolles Island.

Naval operations against Toulon opened on 19th August, when Admiral Davidson in the *Augusta*, with the *Nevada* and *Lorraine*, escorted by the *Kearney*, *Ericsson*, *Eberle* and *Gleaves*, carried out a bombardment of the St. Mandrier positions and of Toulon harbour to test the strength of the defences. Aerial spotting was employed and the ships were screened with smoke. The *Nevada* fired 125 rounds, one of her targets being the *Strasbourg*, on which she scored a direct hit, the *Lorraine* fired 59 rounds and the *Augusta* 27. The return fire from the enemy batteries was not heavy, possibly because this bombardment followed a heavy air raid. By the 20th, the French Army had encircled Toulon and on this day bombardment of the shore batteries was carried out from 0730 to 1820. The *Quincy* was heavily engaged, firing 524 rounds<sup>3</sup> while the *Georges Leygues* fired 162; of the battleships, the *Nevada* fired 117 rounds and the *Lorraine* 76; the destroyers *Le Fantasque* and *McCook* also joined in the bombardment. The *Georges Leygues* and *Le Fantasque* were both hit by six-inch shells, but no serious damage was sustained. British ships took little part in this action, but the *Lookout* fired 116 rounds and the *Aurora* 12. In general air spotting was employed though the *Georges Leygues* and the destroyers sometimes approached the shore sufficiently to spot their own fall of shot. The enemy made a spirited reply to this prolonged attack, and the operations were dominated by the two 13.4-inch batteries which appeared to have a range of 34,000 yards.<sup>4</sup> Captain Barnard of the *Aurora* remarked in his report that although the chances of a 13.4-inch shell hitting a cruiser at medium range were theoretically very small, the large splashes from these shells falling within four cables of the ship produced an uncomfortable feeling, and he felt lonely

<sup>1</sup> H. p. 225.

<sup>2</sup> H. p. 220.

<sup>3</sup> Details of bombardments are from H. diagrams 21 and 22.

<sup>4</sup> M01128/44 R. of P. *Aurora* p. 1.

within 18,000 to 20,000 yards of the heavy batteries without a smoke screening destroyer.<sup>1</sup> The *Aurora's* fire was to have been spotted by forward observation, but although she remained in position for several hours, communication with the observer was very bad and there were numerous delays, with the result that the ship was only able to fire twelve rounds. Finally, the enemy's fire became so heavy and accurate that the *Aurora* had to withdraw under cover of smoke laid by *Le Malin*. Captain Bernard reported to Admiral Davidson that he considered it an unreasonable risk to use a cruiser close inshore in these circumstances without a screening destroyer and a counter battery ship.

The naval bombardment on this day was backed up by two attacks by medium bombers, which dropped 139 tons of bombs on the St. Mandrier forts. This was the last air attack on the Toulon fortifications. Admiral Hewitt remarks that further aerial attacks would have been useful at this time, but the tactical situation was such that the entire strength of the Air Force was required to support the infantry advance in the north and destroy the retreating enemy road convoys.<sup>2</sup> A Commando operation to destroy the heavy batteries on St. Mandrier was considered but it was decided that this would not be feasible without much heavier air support than was available, and the ships had to continue the attack without other aid than that given by the army artillery. On 21st August, there was a lull in the operations against Toulon, though ships were engaged both with the Porquerolles and Giens forts and with the outer defences of Marseilles, but the *Lorraine* fired some fifty rounds against the St. Mandrier and Carqueiranne batteries and the *Emile Bertin* was also in action. On the following day the *Aurora* and *Quincy* were engaged against the Toulon defences firing 108 and 172 rounds respectively, while the *Lorraine* and the *Georges Leygues* also fired a few rounds and the *Montcalm* fired about 150 rounds against guns and strong points about half way between Hyères and Toulon and near the main road.

The *Aurora* again had communication troubles with her spotter, on this occasion an aircraft, and once more came under fairly heavy fire from the 13.4-inch guns, but she was well screened by the *Eberle*, though at times owing to variations in wind "the *Aurora* gave a good representation of an ostrich with her posterior sticking out of the smoke."<sup>3</sup> On this day the ship, when south of Porquerolles Island, was fired at by the heavy St. Mandrier batteries at a range of over 30,000 yards, and later in the day when engaging a battery on Cape Brun the *Aurora* and *Eberle* were under continuous fire from the same batteries for forty minutes, shells falling as near as two cables from the *Aurora*. At this juncture the *Eberle* reported that her smoke was nearly exhausted, but the *Ericsson* was speedily sent to relieve her. The *Aurora's* shoot was successful, for according to the spotting aircraft the ship registered eight hits inside the fort, including two direct hits on the guns.<sup>4</sup> It was on this day that, as related in Section 34, Porquerolles surrendered and the Germans evacuated the Giens Peninsula, under whose lee gunfire support ships operating against Toulon could now shelter. On 23rd August, the weight of the attack against Toulon was considerably increased, and the bombardment continued from 0945 till 1745. The *Nevada* fired 282 rounds, the *Lorraine* 57, the *Montcalm* and *Georges Leygues* each fired 285 rounds, the *Gloire* 173 and the *Quincy* 136. The *Aurora* was engaged with a battery south of Hyères, which surrendered after the bombardment. On the 24th the battleships were not engaged with

<sup>1</sup> M011228/44 p. 1 and encl. A. p. 1.

<sup>2</sup> H. p. 221.

<sup>3</sup> M011228/44 R. of P. *Aurora* p. 3.

<sup>4</sup> M011228/44 R. of P. *Aurora* p. 3.



the Toulon forts but the *Gloire* in a series of bombardments fired 677 rounds the *Georges Leygues* 282 and the *Aurora* 226, while the *Quincy* and the *Plunkett*, were less heavily engaged; the firing was mostly directed by shore fire control parties. The shore observer, who was spotting for the *Aurora*, reported that the first rounds were always near the map reference given, the spread was very small for line and about 300 yards for range, and the shoots were the best which he had seen.<sup>1</sup>

37. It had been determined to make a concentrated effort on 25th August to force the surrender of the St. Mandrier forts by an intense bombardment. In the absence of Admiral Davidson in the *Augusta*, who with most of the American ships was engaged in supporting the minesweepers in Marseilles Bay, Captain Barnard of the *Aurora* was ordered to take command of the bombarding force in spite of the fact that he was the junior captain, and that Rear-Admiral Jaujard, commanding the French ships, was present.<sup>2</sup> It should be noted, however, that the *Ramillies*, *Sirius* and *Omaha* were not present at the beginning of the day, so that apart from the French officers Captain Barnard was the senior officer on the spot. It is not stated why this unusual arrangement was made and it is evident that Captain Barnard was not informed of it in advance, for, up to 0058 of the 25th when he received orders from Admiral Davidson to assign targets to the force, he had thought himself under Admiral Jaujard's orders; in the words of an Admiralty comment on Captain Barnard's report, however, his task "was both effectively and tactfully carried out" in spite of his invidious position. The bombarding squadron consisted of the *Ramillies*, *Lorraine*, *Aurora*, *Sirius*, *Omaha*, *Montcalm*, *Gloire*, *Georges Leygues*, *Lookout*, *Kendrick* and *Le Fantasque*, but the *Ramillies*, *Sirius* and *Omaha* only arrived during the afternoon.

Captain Barnard had formed the opinion that the batteries which remained active could either be destroyed, or so neutralised that the Army could capture them, within a period of twelve hours of daylight. Captain Barnard's plan was to station an outer ring of counter battery ships in Hyères Roads and two or three heavy ships to the south of Toulon Bay. Further inshore would be stationed some quick hitting ships, light cruisers or French heavy destroyers, whose role would be to act as bait and provoke the enemy batteries; each of these bombardment ships would be attached to a separate shore fire control party. An inner ring of fleet destroyers would have the primary duty of keeping the light cruisers screened with smoke, but the destroyers would be free to emerge from the smoke in turn and fire rapid salvos at any active battery. When it appeared that the more dangerous batteries had been silenced, the smoke screens would be discontinued and all ships would close to secondary armament range and keep up a heavy direct fire until the Army was ready to mop up the enemy in his dug-outs.<sup>3</sup>

The plan was not entirely successful for the collapse of the enemy was not brought about during the day, but on the other hand Captain Barnard's force did not attain the strength which he had visualised, and the *Aurora*, far from acting mainly as "bait" took a much greater part in the bombardment than any other ship. By daylight on the 25th the greater part of the town of Toulon had been occupied by French troops, but the St. Mandrier peninsula was holding out. Captain Barnard in the *Aurora* with the *Lorraine*, screened by the *Lookout* and *Kendrick*, took station south of

Porquerolles at 0700, where they were later joined by the *Montcalm* and *Le Fantasque*. The *Gloire* and *Georges Leygues* were stationed inside Hyères Roads. There was difficulty in finding out the exact position ashore and in obtaining contact with the Army, so that firing did not start until 0928 when the *Gloire* commenced bombarding with a shore fire control party spotting. The *Lorraine* opened fire on one of the heavy batteries at 1204 with air spotting, and shortly after the *Aurora* also opened fire. The enemy's heavy batteries replied but the fire does not seem to have been very heavy. The action then became general and the *Omaha* joined in the firing at 1422, but the *Georges Leygues* was detached from the squadron and apparently did not open fire. The bombarding ships moved to the westward and entered Toulon Bay and before 1300 Captain Barnard was able to report to Admiral Davidson that the *Lorraine* had put the two heavy batteries out of action, but 6-inch batteries were still firing at our ships. During the afternoon the bombardment increased in intensity and the *Aurora* was almost continuously engaged. Admiral Davidson's general orders had assigned the *Aurora's* support as "lee of Giens," but with an easterly wind blowing, Captain Barnard interpreted this somewhat freely as giving him liberty of action in Toulon Bay. The *Ramillies*, which was on her way from Propriano to Algiers when in the evening of the 24th she received orders to proceed to the assault area, arrived off Porquerolles at 1400; she had received no other instructions until she arrived within visual signalling distance of the bombarding ships,<sup>1</sup> and even then did not entirely understand the situation; she opened fire at 1640 but ceased after firing sixteen rounds as the target was invisible owing to smoke. In spite of a signal from the *Aurora* asking for utmost fire, the *Ramillies* was not able to recommence the bombardment until 1838, and this time she scored several hits on a battery.

At 1555 the *Sirius* arrived, and opened fire with commendable rapidity. Meanwhile Admiral Davidson was planning for a concentrated bombardment from 1800 to 1900, and Captain Barnard, on receiving the orders, believed that the Army was to attack at 1900 when the barrage lifted. The bombardment continued and at 1825 all ships were ordered to cease making smoke so as to give a clear view for direct fire. The *Lorraine* was hotly engaged with her main and secondary armament and at 1840 her fire caused two heavy explosions, apparently magazines blowing up, and the *Ramillies* silenced two batteries. Captain Barnard alludes several times to the efficiency of the *Lorraine* and the accuracy of her fire. By 1850 there was no sign of life on the peninsula, and at 1900 the "Cease Fire" was ordered. At this juncture the *Simoun* arrived wearing the flag of Vice-Admiral Lemonnier, Chief of the French Naval Staff. This ship paid no attention to the cease fire signal, and opened fire,<sup>2</sup> being with difficulty restrained from carrying out a private bombardment.

Soon after 1900 the squadron retired for the night and the *Aurora* sailed from the area after receiving commendatory signals from Rear-Admirals Davidson and Jaujard. During the day the *Aurora* had fired 904 rounds, the *Montcalm* 321, the *Gloire* 149, the *Omaha* 169, and the *Sirius* 130. Of the battleships the *Lorraine* fired 102 rounds and the *Ramillies* 62; the *Lookout's* score was 411, and that of the *Kendrick* 117 while the *Fantasque* fired 47 rounds. It is not clear if an assault by the Army at 1900 was really intended, but it was not carried out, though a summons to surrender was issued by the Army. Captain Barnard considered that all batteries had been neutralised by 1900 and that the whole position could have been captured had all the ships landed their marines.

<sup>1</sup> M011228/44 R. of P. *Aurora* p. 6.

<sup>2</sup> H. p. 221. M011228/44 R. of P. *Aurora*. Encl.A. Part 2 pp. 1, 2.

<sup>3</sup> M011228 R. of P. *Aurora*. Encl.A. Part 2 p.1.

<sup>1</sup> M011587/44 R. of P. *Ramillies*.

<sup>2</sup> M011228 R. of P. *Aurora* p. 3.



Bombardment was reopened at 1300 on 26th August, and between then and 1645 the *Montcalm* fired 731 rounds, the *Gloire* 632, the *Lorraine* 293, the *Fantasque* 241, the *Sirius* 93, the *Kendrick* 64, and the *Ramillies* 35.<sup>1</sup> The *Ramillies* scored some hits on batteries and observed no retaliatory fire, but St. Mandrier still would not surrender though Fort Six-Fours on the Cape Sicié peninsula capitulated during the day. On the 27th the *Ramillies* again opened fire at 1053 and fired 48 rounds of which 34 fell within 50 yards of the target and several were reported as direct hits;<sup>2</sup> the *Duguay Trouin* also fired 67 rounds, and after some negotiations Rear-Admiral Ruhfus surrendered St. Mandrier next day with about 2,000 men. Toulon and all the other defences had for some time been occupied by the French Army.

After the capture of St. Mandrier it was found that the enemy personnel in the deep underground spaces had been completely protected from bombs and shells, but surface communications were badly damaged and many gun positions had been put out of action. The ground near the two 13.4-inch turrets was ploughed by bombs and naval gunfire. One of the turrets was hit, probably by a bomb, but this turret had already been put out of action by sabotage or accident, and it is not believed that it was in action during the operations. The nozzle of the left gun of the other turret had been hit by a large fragment which put the gun out of action, but the right gun was serviceable up to the time of the surrender.<sup>3</sup>

### 38. The Clearance of Toulon Harbour

As Toulon and Marseilles fell simultaneously the Army modified its plan for port clearance and decided to use all forces available for the clearance of Marseilles to the exclusion of Toulon. This decision was due to the fact that the re-opening of rail outlets from Toulon would take a considerable time, while Marseilles had a far greater number of berths, and it was considered that the personnel and equipment available were only sufficient to work one port at a time.<sup>4</sup> Admiral Hewitt, however, decided that the development of all possible protected unloading berths was of the greatest importance, and as surveys showed that some berths could be provided at Toulon long before any at Marseilles would be ready, he determined to open Toulon as a purely naval operation. Five pontoon causeway platoons were transferred from the beaches to Toulon, followed later by the four platoons from Port de Bouc. The port area of Toulon was badly damaged, both by our intensive bombing and by German demolitions. Almost all buildings in the port had been demolished, the roads blocked and torn up, the docks damaged, and most of the berths obstructed by scuttled ships.

With limited equipment and no land crane facilities, debris was cleared, roads opened, dock areas levelled, wrecks bridged to provide unloading berths, and ramps built up to the roofs of dock structures to provide access for trucks to otherwise useless berths. A large wrecked swing bridge had to be cut up and removed from the channel leading to some of the inner basin berths. Materials such as lumber, spikes, welding and cutting gases were procured through local French naval and civilian agencies, since

<sup>1</sup> These figures are taken from H. Diagram 21. Admiral Hewitt (H. p. 221) implies that there was no bombardment on the 26th or 27th, but the R. of P. of *Ramillies* (M011587/44) shows that she was engaged, and the *Lorraine* and the French cruisers were also in action.

<sup>2</sup> M011587 R. of P. *Ramillies* encl. 2. p. 3.

<sup>3</sup> H. p. 285.

<sup>4</sup> H. p. 340.

no provision had been made by the American Navy, which had not expected to be made responsible for the operation, and it was remarkable in the circumstances that so much material should have been available. The Navy Salvage Groups co-operated fully with the construction battalions and a great amount of ingenuity on the part of the construction battalion (Seabee) personnel overcame many obstacles, especially the lack of cranes. Prisoners of War were used extensively and French dockyard workmen followed up and improved the initial rough developments. No attempt was made to perform any work that did not contribute to the earliest availability of unloading berths.<sup>1</sup>

The work was started on 4th September, and next day a Liberty ship was able to berth alongside, while a second berth was available on the 6th, thus fully justifying Admiral Hewitt's decision to open the port, for at Marseilles no berths were available until the 15th. By the 25th of the month nine berths alongside for Liberty ships and thirty-one bow on berths for L.C.T. were available,<sup>2</sup> and the Army was using Toulon for landing troops, civilian supplies and motor transport. Up to 25th September, 5,085 troops had been disembarked as well as 2,628 vehicles and over 100,000 tons of stores.<sup>3</sup>

### 39. The Capture of Marseilles

There is less information about the operations against the Marseilles area than about Toulon, mainly because no British major units were engaged. The defences of Marseilles were much less formidable than those of Toulon. The inner defences consisted of batteries on the islands of Ratonneau, Pomègues and If, in Marseilles Bay, and five batteries on Cape Croisette, the heaviest of which appears to have been one of four 5.5-inch guns. The outer defences extended south westward from Cape Croisette as far as Ile des Embiez off the Cape Sicié Peninsula, and included batteries round the Bay of La Ciotat and Sanary Bay and on Embiez Island. The La Ciotat batteries had been attacked from the air on 13th and 14th August, and were not engaged by the naval forces. There were also some batteries along the coast between Marseilles and the Gulf of Fos, notably at Cape Méjean and Cape Couronne, which as mentioned in Section 44 were engaged by ships protecting the minesweepers, which were employed in sweeping a channel through the Gulf, to open up Port de Bouc.

On 20th August, the batteries on the Ile d'Embiez were engaged by the *Nevada*, which fired 50 rounds,<sup>4</sup> *Quincy* and *McCook*. The *Nevada* also fired 70 rounds at a battery near Bandol and the *Quincy* fired a few rounds at another battery near Sanary-sur-Mer, supported by *Le Fantasque* which fired 45 rounds. On the 21st and 23rd the *Quincy* again bombarded batteries overlooking Sanary Bay, firing in all 139 rounds. There were no further bombardments in this neighbourhood so presumably the batteries were put out of action. On 22nd August, the *Augusta* fired 54 rounds at a railway crossing on the outskirts of Marseilles. On 24th August, the minesweepers arrived to commence sweeping a channel into Marseilles and the gun support ships commenced the reduction of the inner defences. The *Nevada* fired 143 rounds at batteries on the three islands in Marseilles Bay, and on the next three days these batteries were attacked from the air, 303 tons of bombs being dropped on them, after which they received no further attention from naval guns. On the 25th the *Augusta* bombarded batteries in the neighbourhood of Cape Croisette, giving direct support to the minesweepers. She fired 336 rounds during the day and was

<sup>1</sup> H. p. 341.

<sup>2</sup> H. p. 230.

<sup>3</sup> H. p. 341.

<sup>4</sup> H. Diagram 22.



supported and screened by the *Livermore* and *Ludlow*, which joined in the bombardment when opportunity offered. On the 26th the *Augusta* fired another 63 rounds at the same targets, while on the 27th the only battery remaining active was heavily engaged by the *Madison*, which fired 280 rounds. Admiral Hewitt says that the *Quincy* and *Philadelphia* also joined in these bombardments,<sup>1</sup> but they are not mentioned in the detailed diagram No. 22 of his report.

The Army, greatly helped by the F.F.I., quickly penetrated the land defences of Marseilles and the town was captured on the 28th, the same day as Toulon fell, but extended negotiations were required before the islands would surrender as the garrisons declared that they would continue to resist if required to submit to the French. Eventually, on 29th August, the Captain of the *Philadelphia* landed on Ratonneau Island with a detachment of marines, and accepted the surrender of the German forces. This action was taken to avoid further delay in opening the way for the minesweepers.

At Marseilles, contrary to what happened at Toulon, the work of clearance, apart of course from minesweeping, devolved on the Army and the only contribution of the Navy was eight bull-dozers with their crews and the provision of electric power in the port by two submarines. On 1st September, the Army requested that Seabees should be transferred from Toulon but eventually withdrew the demand.<sup>2</sup> The first two berths were ready on 15th September, and three days later there were eleven alongside berths available and a further eleven holding berths. By 25th September, clearance had proceeded so well that there were 16 berths alongside for Liberty ships as well as 23 holding berths and 45 berths, bows on, for L.C.T.

#### 40. Naval Gun Support on Right Flank

Naval forces gave gunfire support to the right flank of the Army throughout the operation. The bombardments during the first three days have been mentioned in Section 35, while the advance of the Army as far as the Italian frontier, where it was held up, is dealt with in Section 24. On 18th August, the *Brooklyn*, *Tuscaloosa*, with the destroyers *Edison*, *Woolsey* and *Boyle*, bombarded batteries near Cannes in most cases spotting being from the firing ship. The *Brooklyn* was the most heavily engaged, firing over 200 rounds.<sup>3</sup> The enemy's return fire did no damage. In the course of the day some ships of the force penetrated into La Napoule Gulf, without drawing any fire.

During the following days the bombardments continued, the targets including besides batteries, troops, vehicles, and supply dumps. The *Brooklyn* continued to take the principal part in these operations. On the 22nd two destroyers were hit and suffered casualties while firing at a battery in the Gulf of La Napoule. On this day the *Champlin* arrived to augment the bombarding force and on the 23rd the bombardment was increased in intensity to support the advance of the airborne division on Cannes, which town, together with Antibes, fell on the 24th, when the bombarding ships moved further along the coast.

On 25th and 26th August, the *Woolsey*, *Edison*, *Boyle* and *Champlin*, together with the *Emile Bertin* and *Le Terrible*, supported the Allied advance towards Nice by bombarding targets in the neighbourhood of Cagnes.<sup>4</sup> On the 27th

<sup>1</sup> H. p. 221.

<sup>2</sup> H. p. 341.

<sup>3</sup> H. Diagram 20.

<sup>4</sup> H. Diagram 23.

our land forces crossed the Var and the ships engaged targets near Nice and on Cape Ferrat; three enemy minesweepers at Villfranche were destroyed. Nice fell on the 28th. On 30th August, after a two-day lull, the *Edison* and *Woolsey* bombarded guns, vehicles, and strong points near Monaco, and were under fire from an enemy battery which they were not able to silence. During the first three days of September the same destroyers continued to fire, extending operations as far as Cape Martin. On 4th September, the airborne troops were fighting hard on a line running from Sospel to Monaco and the *Ludlow* and *Le Malin* gave support, firing at targets inland as well as on the coast: the *Ludlow* fired close on 500 rounds during the day. Next day the *Montcalm* also was engaged and fired over 400 rounds, while *Le Malin* bombarded concrete emplacements to the north of Sospel and the *Ludlow* again was active. During the day the *Ludlow* and *Le Malin* were attacked by human torpedoes without receiving any damage; the destroyers sank three torpedoes rescuing three survivors. Bombardments in the Monaco and Sospel areas continued until 9th September, the *Duguay Trouin* and *H. P. Jones* augmenting the Support Force. Shortly before midnight of 7th to 8th September the gunfire support destroyers were attacked by explosive boats in a position five miles south of Cape St. Ampeglio, but succeeded in avoiding damage and sank two of the boats, while P.T. boats accounted for four or five more; the control boat unfortunately escaped.

On 9th September, the enemy launched a counter-attack against our troops near Castillon, about six miles north of Cape Martin. The *H. P. Jones* opened a heavy fire on the enemy, and after the destroyer had fired 720 rounds and had destroyed several tanks, the attack was repulsed. Later in the day another counter-attack was delivered by the Germans from the neighbourhood of Mount Bellenda, and again the *H. P. Jones* was prominent in the defeat of the enemy's effort. The shore fire control party reported that the ship's fire had inflicted heavy casualties on the enemy.<sup>1</sup> The *Duguay Trouin*, which bombarded Bordighera, and the *Madison*, also took part in the day's firing. Next morning the Germans launched a human torpedo attack on the fire support ships. At least ten of these torpedoes were sunk, mainly by the *Madison* and *Woolsey*. The attacks went on from dawn till noon but hardly interfered with the bombardments which were carried out against the Bellenda area and to the east of Cape St. Ampeglio.

On 11th September, the enemy launched a counter-attack against our troops near Menton, which was broken up largely by the efforts of the *Ludlow* and *Woolsey*, each of which fired over 400 rounds; in addition, the human torpedoes launching base at Ventimiglia was bombarded, while the *Lorraine* fired 150 rounds with her heavy guns against fortifications near Castillon, the spotting aircraft reporting four hits. On the 13th our troops were east of Menton, and henceforth bombardments were mainly directed on targets between Cape Mortola and Cape St. Ampeglio, but on the 14th the *Ludlow* fired 150 rounds into Oneglio harbour hitting two ships, while the *Edison* hit and damaged a vessel off Cape Cervo. On 15th September, two destroyers attempted to bombard the harbour at Imperia, where aircraft had reported several ships, but a shore battery prevented the destroyers from approaching. Besides bombarding shore positions, the destroyers had to afford protection to the minesweepers, which were clearing a channel along the coast.

Several bombardments were carried out on points well inside the Italian frontier, and on the 18th the *H. P. Jones* fired at San Remo from 0700 to 0940 and for an expenditure of 223 rounds silenced an anti-aircraft battery, destroyed

<sup>1</sup> H. p. 107.



two E-boats, blew up two ammunition dumps and three ammunition barges besides destroying or damaging six or seven other craft. The destroyer's captain attributed his success largely to the pilot of the spotting aircraft, a seaplane from the *Philadelphia*.<sup>1</sup> Leaving San Remo harbour ablaze the *H. P. Jones* proceeded to Porto Maurizio at which she fired 250 rounds between 1700 and 1800, sinking three vessels and damaging five more besides setting fuel tanks and ammunition dumps on fire.<sup>2</sup> The destroyers continued to bombard the Ventimiglia area up to 25th September, when Operation "Dragoon" came to an end. The Army did not succeed in making any appreciable advance until the final collapse of Germany in May, 1945. Gunfire support continued to be given by the Allied Navies, but this responsibility eventually devolved upon the Flag Officer Western Italy.

#### 41. Naval Events in Assault Area. 29th August to 25th September

The disembarkation of troops and vehicles, and the unloading of stores over the beaches continued at a very satisfactory rate, and the convoy programme was maintained and at times accelerated. On 5th September, arrangements were made to speed up the troop lift by two L.S.T. ferry services. One was to run between the assault area and Naples with a total number of 24 to 26 L.S.T., and the other was to operate between Oran and the assault area with from 25 to 27 ships. After the 14th the Oran service was augmented by ten L.S.T. which had been engaged on a shuttle service between Calvi and the beaches, for the benefit of the Air Force. As in all amphibious operations the greater part of the unloading was accomplished by small craft, and mainly by 130 L.C.T., 200 L.C.M. and the D.U.K.W.S. The Army was responsible for the D.U.K.W.S., but the other unloading craft together with numerous P.C., and S.C. boats, Y.M.S., P.Ts., and small tugs required logistic support, the provision of which was always a problem; the presence of Mother Ships however, greatly simplified the task of maintaining these craft and their crews, who in the nature of things were very hard worked.

In each assault area there was one American L.S.T. Mother Ship and one or two British L.C.I. Mother Craft. In addition to providing berthing, messing, repair facilities, fuel and water, these ships carried maximum quantities of provisions, canteen stores, clothing, lubricating oil, smoke pots and other consumable supplies. The ships were also equipped to provide medical attention and recreational facilities for the crews of the small craft. Each L.S.T. was fitted with 150 portable bunks, two 625 cubic foot refrigerators and one portable distilling set. The L.C.I. were less well equipped, but no more than three L.S.T. could be spared. As an example of work carried out by these L.S.T. the following figures may be quoted for L.S.T. 74 covering the period between D-day and noon on 8th September.<sup>3</sup>

Ships and Craft watered and fuelled	...	...	...	225
Water issued	...	...	...	552 tons
Fuel issued	...	...	...	945 tons
Fog oil issued	...	...	...	200 drums
Smoke pots and floats issued	...	...	...	1,752
Ships and Craft repaired	...	...	...	109
Patients treated	...	...	...	76
Ships and Craft provisioned	...	...	...	194

<sup>1</sup> H. p. 286.

<sup>2</sup> H. p. 121.

<sup>3</sup> H. p. 325.

Fresh provisions issued	...	...	...	...	64 tons
Dry provisions issued	...	...	...	...	132 tons
Average daily berthing	...	...	...	...	256
Average daily rations	...	...	...	...	307

Admiral Hewitt remarks that L.S.D. would be more suitable for this work than L.S.T., but only two of these were available for the operation, and they were fully engaged in transporting small craft and pontoon causeways during the maintenance period, and it was impossible to use them as Mother ships.<sup>1</sup>

In previous operations it had often been difficult for landing craft and boats to find the ships to which they were ordered to proceed, but this time arrangements had been made for ships to fly special distinguishing flags at the yard-arm, and colliers, tankers and water barges always had a flag hoist flying to indicate the quantity of coal, fuel, or water remaining on hand for discharge. Merchant ships in convoys were assigned numbers, and these numbers were painted on large sign-boards secured to each side of the ship, and were at night illuminated by low visibility lights. Experiments were also made with luminous paint and luminous tape.<sup>2</sup> The result of all these measures was that ships could rapidly be identified by day or night, and boats did not have to waste hours in searching for ships, as sometimes happened at Salerno.

42. In anticipation of bad weather after the beginning of September, comprehensive storm plans had been evolved for each sector. Landing craft of all types are particularly vulnerable to gale damage by reason of their high freeboard and small draught, and the plans dealt mainly with the safety of these craft, problems of craft beached, at anchor, and under way being treated separately. Special attention was paid to D.U.K.W.S., which are particularly liable to damage by rough seas, and to pontoon causeways, which are almost impossible to salvage if they have been broached.<sup>3</sup> On several occasions during the operation unloading operations were curtailed by bad weather, but only one storm of real intensity struck the assault area. During the afternoon of 2nd September, the wind, from the north-west, increased in strength and by 2100 the wind speed was 30 knots; a violent mistral of 45 knots with gusts up to 60 knots had arisen by 0200 of the 3rd, falling to 30 knots by noon and to 15 knots by nightfall. During the 2nd the sea at the beaches was not high enough to stop boat work, though unloading was slowed down and all P.T. boat patrols were cancelled and all minesweeping abandoned. During the night there were heavy seas on the beaches, but unloading was resumed in the morning. So well had the storm plans been conceived that only one L.C.M. and one L.C.V.P. were sunk and two S.C. boats, three L.C.V.P. and four L.C.M. damaged.<sup>4</sup>

As time went on Admiral Hewitt was able to release ships from the assault area, and his forces progressively decreased in strength. On 29th August, the *Ramillies* and the two American Carriers were released followed on the 30th by the *Sirius*, *Dido*, and *Tuscaloosa*. By 1st September, all air control facilities were in full working order ashore and the last of the air control ships, F.D.T.13, was released. On 4th September, an air raid was carried out against Genoa, during the course of which the destroyer *Squadrista*, one torpedo boat, five submarines and three escort vessels were sunk.

<sup>1</sup> H. p. 325.

<sup>2</sup> H. p. 336.

<sup>3</sup> H. p. 237.

<sup>4</sup> H. p. 97, but on p. 237 it is said that 25 ships and craft were damaged.



On 5th September, all naval activities at Propriano came to an end, and the following day Admiral Hewitt issued orders for T.F.87 to be dissolved. Rear-Admiral Lewis left the area in the *Bayfield*, Rear-Admiral Rodgers taking command of both "Camel" and "Delta" sectors. On the 6th a strong north-easterly wind caused rough seas on the beaches and at 1800 operations over "Alpha" and "Delta" beaches had to be suspended, but were resumed next morning. On 9th September, "Alpha" beaches were closed down, and Rear-Admiral Lowry in the *Duane* withdrew from the assault area. All surplus beach personnel was moved to the ports, and the whole beach area was henceforth under the command of Rear-Admiral Rodgers. This same day Admiral Hewitt in the *Cactotin* moved to Toulon. On 16th September, the port of St. Tropez and the "Delta" beaches were closed down. On this day also in the early morning the P.T. boat patrol intercepted and pursued four explosive boats and one control boat. Hits were scored on the enemy craft, but they succeeded in escaping.

On 17th September, an American naval blimp arrived at Cuers airfield, near Toulon. R.A.F. jet-fighter pilots must have looked upon this survival from another era much as a general commanding an armoured division would have regarded one of Boadicea's war chariots, but the airship was usefully employed in accurately plotting the positions of minefields. On 25th September, "Camel" beaches were closed down and Admiral Hewitt dissolved his Task Force, sailing away from Toulon in his flagship. Rear-Admiral Davidson remained in command of the greatly reduced Support Force, and though for months afterwards convoys continued to arrive at Marseilles and Toulon with supplies for the Army, on 25th September Operation "Dragoon" came to an end.

### 43. Conclusion

The question of the strategic value of Operation "Dragoon", and the invasion of Southern France in relation to the Grand Strategy of the war is not for consideration in this Battle Summary. From the tactical point of view there is no doubt that Operation "Dragoon" was a resounding success. Between 15th August and 25th September a great army, consisting of 324,069 men with vehicles, was disembarked, and to maintain this force there were landed over 490,000 tons of dry stores and 325,000 barrels.<sup>1</sup> All this was done with very small loss. The Seventh Army swept aside all opposition, captured Marseilles, one of the largest ports in the world, and Toulon, one of the principal naval bases in the Mediterranean, and advanced some 400 miles in 27 days to join forces with General Eisenhower on the borders of Alsace, capturing over 60,000 prisoners besides cutting off in south-western France large bodies of the enemy which eventually were obliged to surrender. The American naval casualties amounted to 35 killed, 36 missing and 243 wounded.<sup>2</sup> No figures are available of British and other Allied casualties but they were certainly very small. Material losses were also inconsiderable, having regard to the scope of the operation and the number of ships engaged. No major unit was sunk or badly damaged. The losses were<sup>3</sup>:—

*Sunk* :—

British	...	...	1 M.L., 2 L.C.M.
American	...	...	1 L.S.T., 2 Y.M.S., 2 P.T., 5 L.C.V.P.

<sup>1</sup> H. p. 133.

<sup>2</sup> H. p. 370.

<sup>3</sup> H. p. 133.

*Damaged*<sup>1</sup>:—

British	...	...	1 Minesweeper, (H.M.S. Brave) 5 L.C.T., 2 M.Ls. 1 B.Y.M.S., 5 L.C.M.
American	...	...	1 Destroyer, <sup>2</sup> 1 Minesweeper (U.S.S. Seer), 10 L.C.I., 5 L.C.T., 1 L.C.C., 1 Y.M.S., 3 S.C., 1 P.T., 8 L.C.V.P., 1 tug, 1 salvage vessel.

By far the greater number of these casualties were caused by mines. It says much for the care and thoroughness with which the plans were drawn up that it is impossible to point to any failure in the naval organisation. It must, however, be realised that the enemy made very little resistance, and it is impossible to say what would have taken place in the transport areas and on the beaches had they been subjected to prolonged air attacks. After an operation of this nature, where there was so little opposition from the enemy, it is difficult to lay down lessons for future guidance. Admiral Hewitt in his report makes a number of recommendations,<sup>3</sup> but these deal mainly with matters of technical detail, and it will be sufficient to conclude by saying that a great and extremely complex operation, involving a naval force of 2,250 ships and craft, was perfectly planned and carried out with complete success.

<sup>1</sup> Evidently only vessels seriously damaged are included in Admiral Hewitt's return, for several ships, including the *Cactotin*, were hit by bombs or shell fire.

<sup>2</sup> U.S.S. *Mackenzie* was damaged by explosion during a depth charge attack on 21st August.

<sup>3</sup> H. pp. 382-387.



APPENDIX A

SHIPS ENGAGED<sup>1</sup>

1. American

WARSHIPS<sup>2</sup> AND AUXILIARIES

H.Q. Ships	<i>Catoctin</i> <i>Duane</i> <i>Biscayne</i>	Vice-Admiral H. K. Hewitt Rear-Admiral Lowry. Alpha Attack Force. Rear-Admiral Rodgers. Delta Attack Force.
Combat Loader	<i>Bayfield</i>	Rear-Admiral Lewis. Camel Attack Force.
Cruiser	<i>Augusta</i>	Rear-Admiral Davidson. Sitka Attack Force and Reserve Gunfire Support Group.
Battleships	<i>Texas</i>  <i>Nevada</i> <i>Arkansas</i>	Rear-Admiral Bryant Commanding Delta Gunfire Support Group.
Cruisers	<i>Tuscaloosa</i>  <i>Quincy</i> <i>Philadelphia</i> <i>Brooklyn</i> <i>Marblehead</i> <i>Omaha</i> <i>Cincinnati</i> ?	Rear-Admiral Deyo Commanding Camel Gunfire Support Group.
Aircraft Carriers	<i>Tulagi</i> <i>Kasaan Bay</i>	Rear-Admiral Durgin. Second-in-Command Aircraft Carrier Force.
Destroyers	<i>Plunkett</i>  <i>Jouett</i> <i>Benson</i> <i>Niblack</i> <i>Madison</i> <i>Hilary P. Jones</i> <i>C. F. Hughes</i> <i>Frankford</i> <i>Carmick</i> <i>Doyle</i> <i>McCook</i> <i>Baldwin</i> <i>Harding</i> <i>Satterlee</i> <i>Thompson</i> <i>Endicott</i>  <i>Livermore</i> <i>Eberle</i> <i>Kearney</i> <i>Ericsson</i> <i>Ellyson</i> <i>Hambleton</i> <i>Rodman</i>	Relief Fleet Flagship Des Div. 13  Des Div. 14  Des Div. 35  Des Div. 36  S.O. Special Operations Group Des Div. 21  Des Div. 19  Des Div. 20  Des Div. 31  Des Div. 32  Des Div. 25  Des Div. 33 Des Div. 34  Des Div. 19  } Reserve Gunfire Support Group

<sup>1</sup> Taken in the main from Admiral Hewitt's Operation Plan at end of H., but ships known not to have been in the assault area are omitted. It is probable that some auxiliaries shown here did not in fact enter the assault area. On the other hand, the names of ships of the later follow up convoys and their escorts are not known.

<sup>2</sup> The exact status of American Ships is sometimes difficult to ascertain. The same ship was at times a naval and at others a merchant vessel.

APPENDIX A

Destroyer Escorts <sup>1</sup>	<i>Tatum</i> <i>Haines</i> <i>Runels</i> <i>Hollis</i>	Cort Div. 47	<i>Marsh</i> <i>Currier</i> <i>F. C. Davis</i> <i>H. C. Jones</i>
Combat Loaders	<i>Henrico</i> <i>Samuel Chase</i> <i>Anne Arundel</i> <i>Thurston</i> <i>Oberon</i> <i>Andromeda</i> <i>Elizabeth C. Stanton</i> <i>Barnett</i> <i>Joseph T. Dickman</i> <i>Lyon</i> <i>Arcturus</i> <i>Procyon</i>	Alpha Assault Force      Delta Assault Force	<i>Charles Carroll</i> <i>Thomas Jefferson</i> <i>Dorothea L. Dix</i> <i>Florence Nightingale</i> <i>Cepheus</i> <i>Achernar</i> <i>Betelgeuse</i>
Transports	<i>James Parker</i> <i>Marine Robin</i> <i>Santa Rosa</i> <i>General G. O. Squier</i>		Camel Assault Force
Destroyer (fast) Transports	<i>Tatnall</i> <i>Roper</i> <i>Barry</i> <i>Greene</i> <i>Osmond Ingram</i>		
Auxiliary Mine Layers	<i>Barricade</i> <i>Planter</i>		Commander Mesmer, S.O. Sweeper Force
Mine Sweepers	<i>Pheasant</i> <i>Raven</i> <i>Auk</i> <i>Broadbill</i> <i>Chickadee</i> <i>Nuthatch</i> <i>Staff</i> <i>Swift</i> <i>Threat</i> <i>Implicit</i> <i>Incessant</i> <i>Incredible</i> <i>Mainstay</i> <i>Pinnacle</i> <i>Improve</i>	Min Div. 21          Min Ron 11	<i>Prevail</i> <i>Dextrous</i> <i>Pioneer</i> <i>Seer</i> <i>Sway</i> <i>Symbol</i> <i>Strive</i> <i>Speed</i> <i>Steady</i> <i>Sustain</i>
Salvage Vessel	<i>Tackle</i>		
Net Layers	<i>Hackberry</i> <i>Pepperwood</i>		
Repair Ships	<i>Vulcan</i> <i>Delta</i> <i>Achelous</i>		
Destroyer Depot Ship	<i>Denebola</i>		
Store Issue Ship	<i>Pleiades</i>		

<sup>1</sup> Equivalent to " Hunt " Class.



## APPENDIX A

Ammunition Ships	<i>Nitro Mount Baker</i>	
Tankers	<i>Chemung Winooski</i>	<i>Cowanisque Chiwawa</i>
Tugs	<i>Narragansett Pinto Moveo Arikara</i>	<i>Hopi Edenshaw Evea<sup>1</sup> ATR 1</i>
A.T.A.	125, 170, 172	
Y.T.L.	160, 161, 165, 186, 196, 210	
Y.M.S.	17, 164, 179, 250, 359, 373, 13, 18, 20, 21, 27, 34, 251, 82, 199, 355, 3, 28, 29, 37, 43, 55, 69, 83, 226, 248, 15, 24, 63, 78, 200, 303.	
S.C. (Submarine Chaser)	524, 526, 651, 666, 690, 693, 695, 1029, 498, 535, 655, 770, 978, 979, 503, 515, 525, 530, 534, 506, 522, 532, 533, 638, 676, 691, 692, 1030, 1043.	
P.C. (Patrol Vessel)	557, 591, 626, 1140, 1168, 1169, 1173, 1174, 1226, 1227, 545, 556, 559, 621, 1235, 1593, 1594, 1595, 1596, 542, 546, 551, 625, 627, 1597.	
P.T. <sup>2</sup> (Motor Torpedo Boat)	42 boats	
A.S.R.C. <sup>2</sup> (Air Sea Rescue Craft)	16 boats	
L.S.T. <sup>3</sup>	75 ships	
L.C.I. <sup>2</sup>	97 craft	
L.C.T. <sup>2</sup>	77 craft	
Y.F. (Covered lighter)	445, 447.	

## MERCHANT VESSELS

<i>Ambrose E. Burnside</i>	<i>George Handley</i>	<i>William H. Jackson</i>
<i>Andrew Moore</i>	<i>Lincoln Stiffins</i>	<i>Edward Richardson</i>
<i>James Moore</i>	<i>Abel Stearns</i>	<i>George G. Meade</i>
<i>John Lawson</i>	<i>Albert A. Michelson</i>	<i>George Leonard</i>
<i>John Trumbull</i>	<i>Alexander J. Dallas</i>	<i>John B. Hood</i>
<i>Josiah Bartlett</i>	<i>Ethan Allen</i>	<i>James Rumsey</i>
<i>Kemp P. Battle</i>	<i>Turnifold M. Simmons</i>	<i>Cushing Eells</i>
<i>Luther Martin</i>	<i>George W. McCrary</i>	<i>Edward Burleson</i>
<i>Samuel Griffin</i>	<i>Henry Groves Connors</i>	<i>Black Hawk</i>
<i>William Floyd</i>	<i>Howell E. Jackson</i>	<i>Henry Ward Beecher</i>
<i>William Rawle</i>	<i>John Cropper</i>	<i>James McHenry</i>
<i>John M. Morehead</i>	<i>John W. Brown</i>	<i>Laura Keene</i>
<i>William A. Graham</i>	<i>Marion Bovard</i>	<i>Louisa M. Alcott</i>
<i>Leonida Polk</i>	<i>Peter J. McGuire</i>	<i>Mercy Warren</i>
<i>Roger Williams</i>	<i>Tabitha Brown</i>	<i>Richard Rush</i>
<i>William Blount</i>	<i>King S. Woolsey</i>	<i>William Moultrie</i>
<i>Lucretia Mott</i>	<i>William F. Cody</i>	<i>Tristram Dalton</i>
<i>Tableton Brown</i>	<i>Joseph H. Nicholson</i>	<i>John S. Pillsbury</i>
<i>James Jackson</i>	<i>Grenville M. Dodge</i>	<i>George Bancroft</i>
<i>Crosby G. Noyes</i>	<i>Edwin L. Godkin</i>	<i>Bret Harte</i>
<i>George Breckenbridge<sup>4</sup></i>		

<sup>1</sup> Shown as U.S. in H. p. 30 but wrongly as British in Annexe G. to Operation Plan.<sup>2</sup> Identification numbers not given.<sup>3</sup> The identification numbers of L.S.T. are not included for although given in operation plan there is nothing to show which were American—there were a few British and Greek L.S.T. engaged.<sup>4</sup> Not identified. Possibly John C. Breckinridge.

## APPENDIX A

## 2. British

## WARSHIPS

Note.—Names of Commanding Officers when not given in reports are taken from Navy List.

Battleship	<i>Ramillies</i>	Capt. G. B. Middleton, C.B.E., A.D.C., R.N.
Cruisers	<i>Orion</i>	Rear-Admiral J. M. Mansfield, D.S.C. Commanding Alpha Gunfire Support Group Capt. J. P. Gornall, R.N.
	<i>Aurora</i>	Capt. G. Barnard, C.B.E., D.S.O., R.N.
	<i>Ajax</i>	Capt. J. J. Weld, M.V.O., R.N.
	<i>Black Prince</i>	Capt. D. M. Lees, D.S.O., R.N.
	<i>Argonaut</i>	Capt. E. W. L. Longley-Cook, C.B.E., R.N.
	<i>Dido</i>	Capt. J. Terry, M.V.O., R.N.
	<i>Sirius</i>	Capt. R. I. M. Edwards, C.B.E., R.N.
A/A Cruisers	<i>Royalist</i>	Rear-Admiral T. H. Troubridge, D.S.O. Commanding Carrier Force Capt. J. G. Hewitt, D.S.O., R.N.
	<i>Colombo</i>	Capt. C. T. Jellicoe, D.S.O., D.S.C., R.N.
	<i>Delhi</i>	Capt. G. R. Waymouth, R.N.
	<i>Caledon</i>	Capt. R. F. Nichols, R.N.
Aircraft Carriers	<i>Khedive</i>	Capt. H. J. Haynes, D.S.O., D.S.C., R.N.
	<i>Emperor</i>	Capt. T. J. N. Hilken, D.S.O., R.N.
	<i>Searcher</i>	Capt. G. O. C. Davies, R.N.
	<i>Pursuer</i>	Capt. H. R. Graham, D.S.O., D.S.C., R.N.
	<i>Attacker</i>	Capt. H. B. Farncomb, D.S.O., M.V.O., R.A.N.
	<i>Stalker</i>	Capt. H. S. Murray-Smith, R.N.
	<i>Hunter</i>	Capt. H. H. McWilliam, R.N.
Destroyers	<i>Troubridge</i>	Capt. C. L. Firth, R.N., D.24.
	<i>Tuscan</i>	Lt. Cdr. E. N. Wood, R.N.V.R.
	<i>Tyrian</i>	Cdr. R. H. Mills, D.S.O., D.S.C., R.N.
	<i>Teazer</i>	Lt. Cdr. R. A. F. Talbot, D.S.O., R.N.
	<i>Tumult</i>	Lt. Cdr. N. Lanyon, D.S.C., R.N.
	<i>Tenacious</i>	Lt. Cdr. D. F. Townsend, R.N.
	<i>Terpsichore</i>	Cdr. A. C. Bohague, O.B.E., D.S.C., R.N.
	<i>Termagant</i>	Lt. Cdr. J. P. Scatchard, D.S.C., R.N.
	<i>Lookout</i>	Lt. Cdr. D. H. F. Hetherington, R.N.
	<i>Aldenham</i>	Cdr. J. G. Farrant, R.N., D.5.
	<i>Beaufort</i>	Lt. J. R. Moore, D.S.C., R.N.
	<i>Belvoir</i>	Lt. W. D. Shaw, R.N.
	<i>Whaddon</i>	Lt. Cdr. R. L. Green, R.N.V.R.
	<i>Blackmore</i>	Lt. J. S. Kerans, R.N.
	<i>Eggesford</i>	Lt. G. H. Evans, R.N.
	<i>Lauderdale</i>	Lt. R. L. Boddy, R.N.
	<i>Farndale</i>	Lt. Cdr. H. E. F. Tweedie, D.S.C., R.N., D.18
	<i>Atherstone</i>	Lt. E. I. Pilditch, R.N.
	<i>Brecon</i>	Lt. N. R. H. Rodney, R.N.
	<i>Calpe</i>	Lt. Cdr. N. F. R. Gill, R.N.R.
	<i>Catterick</i>	Lt. D. P. William, D.S.C., R.N.
	<i>Cleveland</i>	Lt. J. C. Lapage, R.N.
	<i>Haydon</i>	Lt. R. G. R. Clay, R.N.
	<i>Bicester</i>	Lt. Cdr. R. W. F. Northcott, D.S.O., R.N.
	<i>Liddesdale</i>	Lt. C. J. Bateman, R.N.
	<i>Oakley</i>	Lt. G. R. P. Gooden, R.N.
	<i>Zetland</i>	Lt. C. R. Bax, R.N.
L.S.I.	<i>Keven<sup>1</sup></i>	Cdr. S. E. Crewe-Read, R.N.
	<i>Prince Henry</i>	Capt. V. S. Godfrey, R.C.N.

<sup>1</sup> Unlike the Americans, whose combat loaders and transports are naval vessels, many British L.S.I. and all transports are merchant ships under which heading they will be found. This also applies to repair ships and other types of auxiliaries.



## APPENDIX A

L.S.I. (Contd.)	<i>Prince David</i> <i>Princess Beatrix</i> <i>Prince Albert</i> <i>Prince Baudouin</i>	Cdr. T. D. Kelly, R.C.N.R. Lt. Cdr. J. D. King, R.N.R. Lt. Cdr. H. B. Peate, R.D., R.N.R. Lt. Cdr. W. E. Gelling, D.S.C., R.D., R.N.R.
L.S.T. (Killer)	<i>Bruiser</i> <i>Thruster</i>	Lt. Cdr. J. Stretch, R.N.R., Lt. Cdr. W. W. McMullan, D.S.C., R.N.R.
Minesweeping Depot Ship	<i>Product</i>	Lt. Cdr. B. P. A. Wing, D.S.C., R.N.R.
Minesweepers	<i>Rothesay</i> <i>Bude</i> <i>Brixham</i> <i>Polruan</i> <i>Avies</i> <i>Stornoway</i> <i>Rhyl</i> <i>Rinaldo</i> <i>Antares</i> <i>Arcturus</i> <i>Brave</i> <i>Spanker</i> <i>Rosario</i> <i>Larne</i> <i>Clinton</i> <i>Octavia</i> <i>Stormcloud</i> <i>Welfare</i>	Cdr. A. A. Martin, D.S.C., R.D., R.N.R., M/S 13 Lt. E. A. C. Phillips, D.S.C., R.N.R. Lt. W. K. Lewis, R.N.V.R. Lt. Cdr. C. D. Sampson, D.S.C., R.N.V.R. Lt. Cdr. C. R. Fraser, R.N.V.R. Lt. J. E. Freeth, R.N.V.R. Lt. Cdr. N. E. Morley, D.S.C., R.N.V.R. Cdr. C. H. Corbet-Singleton, D.S.C., R.N., M/S 19 Lt. Cdr. A. H. Diack, R.N. Lt. C. M. Partridge, R.N. Lt. Cdr. F. S. Tolliday, R.N.R. Lt. Cdr. I. B. Moffatt, R.D., R.N.R. Lt. Cdr. F. E. Brooking, R.N. Cdr. H. L. Jenkins, R.N., M/S 5 Lt. K. A. Gadd, D.S.C., R.N.R. Lt. Cdr. L. C. D. Godwin, D.S.C., R.N. Lt. Cdr. M. L. M. Trevor, R.N.V.R. Lt. Cdr. J. A. Pearson, D.S.C., R.N.R.
Danlayers	<i>Nebb</i> <i>Foula</i> <i>Borealis</i> <i>Kintyre</i> <i>Satsa</i> <i>Calm</i>	Lt. H. G. Davies, R.N.V.R. Lt. Cdr. E. R. O. Greenstreet, R.N.V.R. Lt. H. P. Griffiths, R.N.V.R. Lt. Cdr. P. A. Tritton, R.N.V.R. Lt. H. Olsberg, R.N.V.R. Lt. K. Gibson, R.N.V.R.
M/S Trawlers	<i>Crowlin</i> <i>Ailsa Craig</i> <i>Mewstone</i> <i>Skokolm</i>	Skpr. Lt. A. Smith, R.N.R. Lt. T. G. Hornsby, R.N.R. Skpr. Lt. J. Mawey, R.N.R. Lt. B. M. Brabant, R.N.V.R.
Gunboats	<i>Aphis</i> <i>Scarab</i>	Lt. E. E. Clifton, R.N.R. Lt. E. A. Hawkesworth, R.N.V.R.
Corvettes	<i>Aubretia</i> <i>Columbine</i>	Lt. Cdr. G. D. Fowler, R.N.R. Lt. J. C. Grose, R.N.R.
Fighter Defence Ships	<i>Stuart Prince</i> <i>Ulster Queen</i>	Cdr. W. A. Moens, R.N. Capt. M. H. J. Bennett, R.D., R.N.R.
Air Sea Rescue Ship	<i>Antwerp</i>	Lt. Cdr. F. R. Rand, R.N.
L.S.D.	<i>Highway</i> <i>Eastway</i>	Lt. Cdr. R. A. Vallings, D.S.C., R.N.R. Lt. Cdr. W. A. Fletcher, R.N.R.
Boom Vessels	<i>Barholm</i> <i>Barford</i> <i>Barmond</i> <i>Bardolf</i>	Lt. C. L. R. Turnor, R.N.V.R. Boom Skpr. R. N. Mecklenburgh, R.N.R. Lt. J. B. Gibson, R.N.R. Lt. J. H. Briggs, R.N.R.
Tugs	<i>Aspirant</i> <i>Empire Spitfire</i> <i>Empire Anne</i> <i>Athlete</i>	<i>Charon</i> <i>Mindful</i> <i>Vagrant</i>

## APPENDIX A

B.Y.M.S.	2009, 2022, 2026, 2027, 2171, 2172	
M.L.	299, 337, 581, 451, 456, 461, 478, 576, 121, 338, 462, 554, 563, 565, 559, 560, 562, 567, 555, 556, 557, 564, 273, 336, 458, 463, 469, 471.	
M.F.V.	47, 68, 90, 105, 129, 132 (Manned by French crews)	
Air Sea Rescue Craft	1 boat	(Included for the sake of completeness but in reality R.A.F. not naval)
Balloon Tender	F.T.6. F.T.30	
L.S.E.	1 ship	
L.S.F. (F.D.T.)	13	
L.C.F.	4, 8, 10, 14, 16, 17	
L.C.G.	4, 8, 12, 14, 20	
L.S.T.	1 ship ( <i>Bruiser</i> and <i>Thruster</i> already listed)	
L.C.I.	27 craft	
L.C.T.	65 craft	
L.C.T.(R)	30 craft (14 manned by American crews).	

## AUXILIARIES AND MERCHANT VESSELS

L.S.I.	<i>Derbyshire</i> <i>Dunera</i> <i>Dilwara</i>	<i>Circassia</i> <i>Winchester Castle</i>
L.S.P.	<i>Ascania</i>	
L.S.G.	<i>Emmerdale</i> <i>Dewdale</i>	
L.S.C.	<i>Empire Elaine</i>	
Transports	<i>Cameronian</i> <i>Staffordshire</i>	<i>Durban Castle</i> <i>Worcestershire</i>
Water Carriers	<i>Empire Harp</i> <i>Empire Fawn</i>	<i>Myriel</i> <i>Po<sup>1</sup></i>
Refrigerator Ship	<i>Hebe II.</i>	
Tankers	<i>Celerol</i> <i>Empire Gawain</i> <i>Spindletop</i> <i>Cotton Valley</i>	<i>Nasprite</i> <i>Empire Lass</i> <i>Empire Fay</i> <i>Empire Damsel</i>
Collier	<i>Cara</i>	
Ammunition Ships	<i>Empire Spinney</i> <i>Empire Gat</i>	<i>Procris</i> <i>Fendris</i>
Cargo Ships	<i>Samwash</i> <i>Empire Pride</i> <i>Eastern Prince</i> <i>Takliwa</i> <i>Sambre</i> <i>Fort Marin</i> <i>Fort Chesterfield</i>	<i>Ocean Gallant</i> <i>Samoa</i> <i>Sampan</i> <i>Empire Clarion</i> <i>Harlesden</i> <i>Empire Outpost</i> <i>Jersey Hart</i>
		<i>Ocean Pride</i> <i>Cherisey</i> <i>Samsteel</i> <i>Fort Gaspereau</i> <i>Fort Richelieu</i> <i>Fort Grahame</i> <i>Fort Aklavik</i>

<sup>1</sup> Given in Operation Plan but cannot be identified.



APPENDIX A

Cargo Ships (Contd.)  
 Fort Frontenac  
 Fort Beausejour  
 Fort Cumberland  
 Empire Rosalind  
 Empire Noble  
 Empire Unicorn  
 Norman Monarch  
 Ocean Messenger

Ocean Traveller  
 Ocean Glory  
 Ocean Vesper  
 Fort Michipicoten  
 Fort Frobisher  
 Thistlemuir  
 Thistledale

Essex Trader  
 Coulgorm  
 Ocean Rider  
 Fort Pembina  
 Fort Maisonneuve  
 Ocean Gipsy  
 Fort Stager

3. French

WARSHIPS

Battleship Lorraine

Cruisers Georges Leygues Rear-Admiral Jaujard  
 Gloire  
 Montcalm

Destroyers Fortune Le Fantasque  
 Forbin Le Malin  
 Simoun Le Terrible  
 Tempête L'Alcyon

Escorteurs (Equivalent to HUNT Class)  
 Hova  
 Algerien Somali  
 Mayocain Tunisien

Sloops Commandant Domine Commandant Bory  
 La Moqueuse Commandant Delage  
 La Gracieuse La Boudeuse

Y.M.S. 271

Chasseurs 90, 95

Ammunition Ships Quercy Tankers Le Mekong  
 Barbfleu Elorn  
 Var

4. Greek

WARSHIPS

Destroyers Navarion  
 Pindos  
 Crete Themistocles

L.S.T. 3 ships

6. Dutch

MERCHANT VESSELS

Collier Amstel  
 Cargo Ships Van der Capelle  
 Jan Lievens  
 Volendam

8. Belgian

MERCHANT VESSELS

Tanker Alexandre André

5. Polish

MERCHANT VESSELS

L.S.I. Sobieski  
 Transport Batory

7. Norwegian

MERCHANT VESSELS

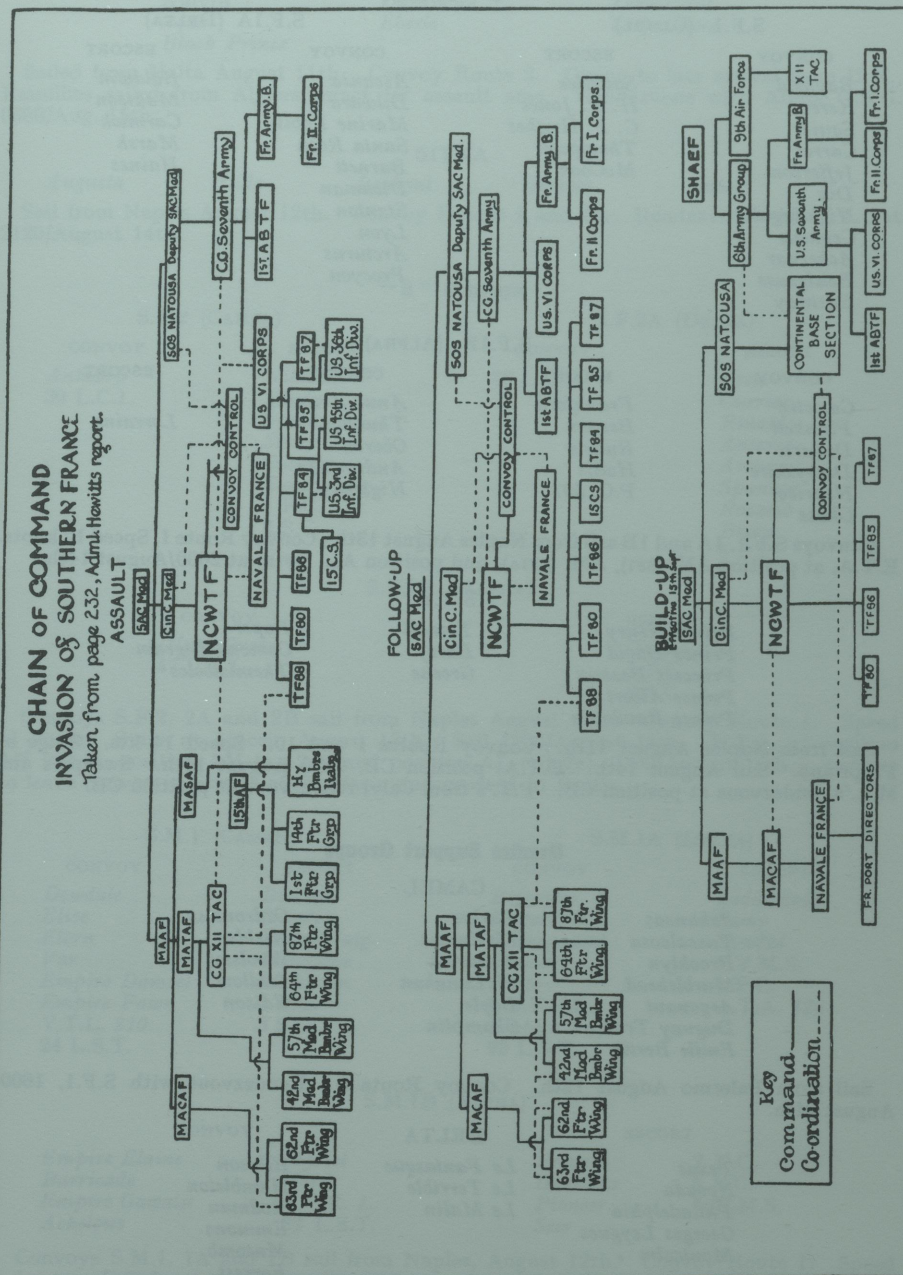
Tanker Elise  
 Cargo Ships President le Vogue  
 Falkefjell

9. Italian

MERCHANT VESSELS

Tanker Tarvisio

APPENDIX B





APPENDIX C

'S' CONVOYS AND GUNFIRE SUPPORT GROUPS

"S" Convoys

S.F.1. (CAMEL)		S.F.1A (DELTA)	
CONVOY	ESCORT	CONVOY	ESCORT
Bayfield	Satterlee	Ascania	Baldwin
Keren	H. P. Jones	Dikwara	Madison
Squier	C. F. Hughes	Marine Robin	Carmick
Carrol	Thompson	Santa Rosa	Marsh
Jefferson	McCook	Barnett	Haines
Dix		Dickman	
Nightingale		Stanton	
Cepheus		Lyon	
Achernar		Arcturus	
Betelgeuse		Procyon	
Eastway			

S.F.1B. (ALPHA)

CONVOY	ESCORT	CONVOY	ESCORT
Catoclin	Frankford	Anne Arundel	
Plunkett	Benson	Thurston	Lorraine
Dunera	Runels	Oberon	
Derbyshire	Hollis	Andromeda	
Henrico	P.C. 591	Highway	
Chase			

Convoys S.F.1, 1A and 1B sail from Naples August 13th., Convoy Route I, Speed 12 knots. E.T.A. at position AN, (SFI), AM, (SFIA), and position AL, (SFIB) at 2000/August 14th.

S.Y.1.

Prince Henry	Tatnall	Roper
Prince David	Barry	Osmond Ingram
Princess Beatrix	Greene	Themistocles
Prince Albert		
Prince Baudouin		

Sail from Naples August 11th. Convoy Routes 1 and 10. Speed 14 kts. Stage at Propriano. Sail August 14th. E.T.A. position CB, 2120 August 14th. Sweepers and M.L.'s rendezvous at position CB. P.T.'s from Calvi rendezvous at position CB.

Gunfire Support Groups

CAMEL

Arkansas	Parker	Ordronaux
Tuscaloosa	McKenzie	Niels
Brooklyn	Kendrick	Woolsey
Marblehead	McLanahan	Ludlow
Argonaut	Boyle	Edison
Duguay Trouin	Champlin	
Emile Bertin		

Sail from Palermo August 12th. Convoy Route 6. Rendezvous with S.F.1, 1600/August 14th.

DELTA

Texas	Le Fantasque	Ellyson
Nevada	Le Terrible	Hambleton
Philadelphia	Le Malin	Rodman
Georges Leygues		Emmons
Montcalm		Macomb
		Forrest
		Fitch
		Hobson

Sail from Taranto, August 11th. Convoy Route 2. Rendezvous with S.F.1A, 1800/August 14th.

APPENDIX C

ALPHA

Ramillies	Quincy	Kearney
Orion	Gloire	Ericsson
Aurora	Livermore	Termagant
Ajax	Eberle	Terpsichore
Black Prince		

Sailed from Malta August 11th. Convoy Route 2. Owing to late arrival from U.K., Ramillies sailed from Algiers direct for assault area. Rendezvous with Alpha G.S.G. 0500/Aug. 15th.

SITKA

Augusta Dido Lookout Gleaves Somers  
Sail from Naples August 12th. Convoy Routes 1 and 10. Rendezvous with S.Y.1 at 2120/August 14th.

"S" Convoys

S.F.2 (CAMEL)

CONVOY	ESCORT
Antwerp	Niblack
30 L.C.1.	Product
	Speed
	Strive
	Sustain
	Steady
	1 P.C.
	2 S.C.

S.F.2A (DELTA)

CONVOY	ESCORT
38 L.C.1.	Crete
	Currier
	Rinaldo
	Antares
	Arcturus
	Spanker
	Rosario
	Brave
	5 P.C.

S.F.2B. (ALPHA)

CONVOY	ESCORT
Ulster Queen	Oakley
47 L.C.1.	4 P.C.
	4 S.C.

Convoys S.F.2, 2A and 2B sail from Naples August 12th. Convoy Route 1. Speed 11 knots. Stage at Ajaccio August 13th. Sail 1700/August 14th. E.T.A. at position AN (S.F.2), position AM (S.F.2A), and position AL (S.F.2B), 2300/August 14th. Antwerp to leave convoy in Straits of Bonifacio and proceed to Bastia.

S.M.1 (CAMEL)

CONVOY	ESCORT
Dewdale	Bicester
Elise	Crowlin
Elorn	Ailsa Craig
Var	Mewstone
Empire Damsel	Skokholm
Empire Fawn	3 P.C.
Y.T.L. 210	3 S.C.
24 L.S.T.	

S.M.1A (DELTA)

CONVOY	ESCORT
Biscayne	Liddesdale
Ennerdale	Sway
Narraganset	Symbol
Planter	5 Y.M.S.
Pinto	4 P.C.
L.S.F. 13	A.T.A. 125
Empire Fay	
23 L.S.T.	

S.M.1B (ALPHA)

CONVOY	ESCORT
Empire Elaine	Myriel
Barricade	Hopi
Empire Gawain	A.T.R. 1.
Achelous	22 L.S.T.
	Prevail
	Dextrous
	Pioneer
	Seer
	2 P.C.
	5 S.C.
	5 Y.M.S.

Convoys S.M.1, 1A and 1B sail from Naples, August 12th. Convoy Route 1. Speed 8 knots. E.T.A. at A.N. (S.M.1), A.M. (S.M.1A) and A.L. (S.M.1B), 1700/August 14th. Empire Fawn, Myriel, Var and Achelous to detach from convoy off Ajaccio, and proceed to that port to join later convoys or to await orders. Empire Fay and Empire Damsel sail from Maddalena and join convoy off that port. Empire Gawain to join convoy off Maddalena and detach from convoy off Ajaccio.



APPENDIX C

S.S.I. (CAMEL)

CONVOY		ESCORT
<i>Foula</i>	<i>Stuart Prince</i>	<i>Zetland</i>
<i>Arikara</i>	40 L.C.T.	5 S.C.
<i>Mindful</i>	2 L.C.F.	6 Y.M.S.
<i>Vagrant</i>	1 L.C.G.	6 B.Y.M.S.
<i>Moreno</i>	14 L.C.T.(R)	2 P.C.
<i>Po</i>	A.T.A. 172	6 M.L.
<i>Bardolf</i>	2 M.F.V.	
<i>Spindletop</i>		

S.S.1A (DELTA)

CONVOY		ESCORT
<i>Cara</i>	42 L.C.T.	<i>Tatum</i>
<i>Aspirant</i>	2 L.C.F.	5 S.C.
<i>Charon</i>	2 L.C.G.	5 Y.M.S.
<i>Athlete</i>	6 L.C.T.(R)	8 M.L.
<i>Barford</i>	1 Balloon Tender	
<i>Barmond</i>	Y.T.L. 186	
<i>Satsa</i>	" 196	
<i>Calm</i>	2 M.F.V.	

S.S.1B (ALPHA)

CONVOY		ESCORT	
<i>Duane</i>	2 M.F.V.	<i>F. C. Davis</i>	<i>Clinton</i>
<i>Empire Lass</i>	A.T.A. 170	<i>Rothesay</i>	<i>Octavia</i>
<i>Nebb</i>	1 L.S.T.	<i>Bude</i>	<i>Stormcloud</i>
<i>Borealis</i>	42 L.C.T.	<i>Brixham</i>	<i>Welfare</i>
<i>Kintyre</i>	2 L.C.F.	<i>Polruan</i>	3 P.C.
<i>Barholm</i>	2 L.C.G.	<i>Rhyl</i>	9 S.C.
<i>Empire Anne</i>	10 L.C.T.(R)	<i>Stornoway</i>	5 Y.M.S.
<i>Empire Spitfire</i>	1 Ballon tender	<i>Larne</i>	Y.T.L. 165
<i>Amstel</i>	(L.C.T.)		
<i>Evea</i>			

Convoys S.S.1, 1A and 1B sail from Naples August 9th. Convoy Route 1. Speed 5½ knots. Stage at Ajaccio. Sail August 13th. E.T.A. at A.N. (s.s.i), A.M. (s.s.i.a.), and A.L. (s.s.i.b), 1100/August 14th. The six M.F.V.'s were to sail from Ajaccio, and join convoy at 0300/August 14th. *Spindletop* to join convoy off Maddalena and leave at Ajaccio. *Empire Lass* to join convoy off Maddalena. *Amstel* and *Po* remain at Ajaccio. *Cara* to detach off Maddalena, to proceed to that port. *Larne*, *Clinton*, *Octavia*, *Stormcloud*, *Welfare*, *Kintyre*, and also 4 M.L.'s from S.S.1A, rendezvous with convoy S.Y.I, at 2120/August 14th. The six M.L.'s in S.S.I, join off Maddalena. *Stuart Prince* leaves convoy at Ajaccio, and joins Diversion Group.

APPENDIX D

CONVOYS

Special Convoy No. 2

CONVOY		ESCORT
<i>Winchester Casile, Bruiser</i>		<i>Harding</i>
<i>James Parker, Thruster</i>		<i>Doyle</i>

Sail from Oran, August 11th. Convoy Route 3. Speed 12 knots. E.T.A. position A.L., 0800/August 15th. E.T.A. Assault Area, 1600/August 15th.

A.M.1

CONVOY			
<i>Bret Harte</i>	<i>Grenville M. Dodge</i>	<i>Tristram Dalton</i>	<i>Empire Gat</i>
<i>Edwin L. Godkin</i>	<i>James Jackson</i>	<i>William F. Cody</i>	<i>Empire Spinney</i>
<i>Crosby S. Noyes</i>	<i>John S. Pillsbury</i>	<i>Lucretia Mott</i>	<i>Fendris</i>
<i>George Bancroft</i>	<i>Joseph H. Nicholson</i>	<i>William Moultree</i>	<i>Procris</i>
<i>George Breckenbridge</i>	<i>Tarleton Brown</i>	<i>King S. Woolsey</i>	<i>Denebola</i>
			4 L.S.T.

ESCORT

<i>Catterick</i>	<i>Calpe</i>	<i>Swift</i>
<i>Cleveland</i>	<i>Staff</i>	<i>Threat</i>

Sail from Oran August 10th., Convoy Route 3, Speed 7½ kts. E.T.A. position AM, 0530/August 15th. E.T.A. Assault Area, 1800/August 15th. *Denebola* to detach off Cagliari. *Empire Gat*, *Empire Spinney*, *Fendris* and *Procris* to detach off Propriano.

S.M.2

CONVOY			
<i>Ambrose E. Burnside</i>	<i>Samwash</i>	<i>Howell E. Jackson</i>	<i>Black Hawk</i>
<i>Andrew Moore</i>	<i>Jan Lievens</i>	<i>John Cropper</i>	<i>Cushing Eells</i>
<i>James Moore</i>	<i>Leonida Polk</i>	<i>John W. Brown</i>	<i>Edward Burleson</i>
<i>John Lawson</i>	<i>Roger Williams</i>	<i>Marion Bovard</i>	<i>Henry Ward</i>
<i>John Trumbull</i>	<i>George Handley</i>	<i>Peter J. McGuire</i>	<i>Beecher</i>
<i>Josiah Bartlett</i>	<i>Lincoln Steffins</i>	<i>Tabitha Brown</i>	<i>James McHenry</i>
<i>Kemp P. Battle</i>	<i>Abel Stearns</i>	<i>William H. Jackson</i>	<i>Laura Keene</i>
<i>Luther Martin</i>	<i>Albert A. Michelson</i>	<i>Edward Richardson</i>	<i>Louisa M. Alcott</i>
<i>Samuel Griffin</i>	<i>Alexander J. Dallas</i>	<i>Celerol</i>	<i>Richard Rush</i>
<i>William Floyd</i>	<i>Ethan Allen</i>	<i>George G. Meade</i>	<i>William Blount</i>
<i>William Rawle</i>	<i>Furnifold M. Simmons</i>	<i>George Leonard</i>	<i>Le Mekong</i>
<i>John M. Morehead</i>	<i>George W. McCrary</i>	<i>John B. Hood</i>	<i>Edenshaw</i>
<i>William A. Graham</i>	<i>Henry Groves Connors</i>	<i>James Rumsey</i>	<i>Empire Harp</i>

ESCORT

<i>Aldenham</i>	<i>Beaufort</i>	<i>Belvoir</i>	<i>Whadden</i>
<i>Blackmore</i>	<i>Eggesford</i>	<i>Pindos</i>	<i>Lauderdale</i>

Sail from Naples August 13th. Convoy Route 1, Speed 9 knots, E.T.A. position A.L. 0630/August 15th. E.T.A. Assault Area, 1600/August 15th. *Celerol* to join convoy off Maddalena *Le Mekong* to detach from convoy and proceed to Ajaccio.

T.M.1

CONVOY			
<i>Sambre</i>	<i>Ocean Pride</i>	<i>Empire Rosalind</i>	<i>Thistlemuir</i>
<i>Fort Marin</i>	<i>Chertsey</i>	<i>Empire Noble</i>	<i>Thistledeale</i>
<i>Fort Chesterfield</i>	<i>Samsteel</i>	<i>Empire Unicorn</i>	<i>Van der Capelle</i>
<i>Ocean Gallant</i>	<i>Fort Gaspereau</i>	<i>Norman Monarch</i>	<i>Essex Trader</i>
<i>Samoa</i>	<i>Fort Richelieu</i>	<i>Ocean Messenger</i>	<i>Coulgorm</i>
<i>Sampan</i>	<i>Fort Graham</i>	<i>Ocean Traveller</i>	<i>Ocean Rider</i>
<i>Empire Clarion</i>	<i>Fort Aklavik</i>	<i>Ocean Glory</i>	<i>Fort Pembina</i>
<i>Harlesden</i>	<i>Fort Frontenac</i>	<i>Ocean Vesper</i>	<i>Fort Maisonneuve</i>
<i>Empire Outpost</i>	<i>Fort Beausejour</i>	<i>Fort Michipicoten</i>	<i>Ocean Gypsy</i>
<i>Jersey Hart</i>	<i>Fort Cumberland</i>	<i>Fort Frobisher</i>	<i>Fort Stager</i>



APPENDIX D

ESCORT

<i>Tempête</i>	<i>La Moqueuse</i>	<i>Commandant Bory</i>
<i>Alcyon</i>	<i>La Gracieuse</i>	<i>Commandant Domine</i>
<i>Somali</i>	<i>La Boudeuse</i>	<i>Aubretia</i>
<i>Tunisien</i>	<i>Commandant-Delage</i>	<i>Columbine</i>
<i>Farndale</i>		

Sail from Taranto, August 10th. Convoy Route 2. Speed 7½ kts. E.T.A. position A.L. 0130/August 16th. E.T.A. Assault Area, 1410/August 16th.

T.F.1

CONVOY	ESCORT
<i>Circassia</i>	<i>Empire Pride</i>
<i>Sobieski</i>	<i>Eastern Prince</i>
<i>Batory</i>	<i>Takliwa</i>
<i>Cameronian</i>	<i>Volendam</i>
<i>Staffordshire</i>	<i>Worcestershire</i>
<i>Durban Castle</i>	

Sail from Taranto on August 12th, Convoy Route 2, Speed 12 kts E.T.A. position A.L., 1000/August 16th. E.A.T. Assault Area, 1800/August 16th

CARRIER FORCE

<i>Royalist</i>	<i>Caledon</i>	<i>Troubridge</i>	<i>Murphy</i>
<i>Delhi</i>	<i>Colombo</i>	<i>Tuscan</i>	<i>Jeffers</i>
<i>Khedive</i>	<i>Tulagi</i>	<i>Tumult</i>	<i>Builer</i>
<i>Emperor</i>	<i>Kasaan Bay</i>	<i>Tenacious</i>	<i>Gherardi</i>
<i>Searcher</i>	<i>Stalker</i>	<i>Tyrian</i>	<i>Herndon</i>
<i>Pursuer</i>	<i>Hunter</i>	<i>Teazer</i>	<i>Shubrick</i>
<i>Attacker</i>		<i>Navarinon</i>	

Sail from Malta, August 12th. Tunisian War Channel and Convoy Route 2.

SPECIAL NO. 1

CONVOY	ESCORT
<i>President le Vogue</i>	2 P.C's.
<i>Falkefjell</i>	
<i>Tarvisio</i>	

Sail in shuttle from Palermo to Ajaccio, commencing Palermo, August 14th.

DIVERSION GROUP

<i>Endicott</i>	<i>Antwerp</i>	17 A.S.R.C.
<i>Aphis</i>	<i>Stuart Prince</i>	8 P.T.
<i>Scarab</i>		8 M.L.

Diversion Forces sail from Ajaccio, Calvi, and Bastia, August 14th.

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