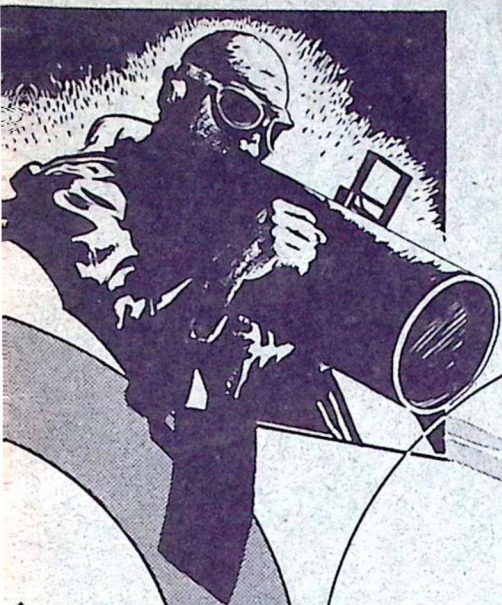


VOLUME 4 - NUMBER 2 - JULY 12th 1943

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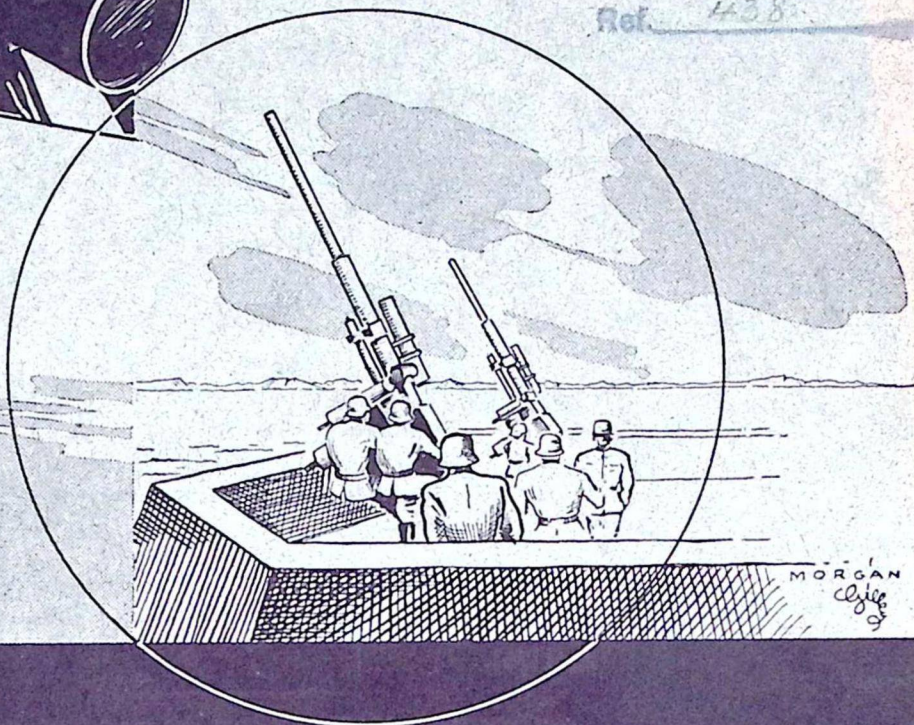


*East Moor
Thalhope
S.I.O.*

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20 JUL 1943

Ref. 438



MORGAN
Cliff

EVIDENCE in camera



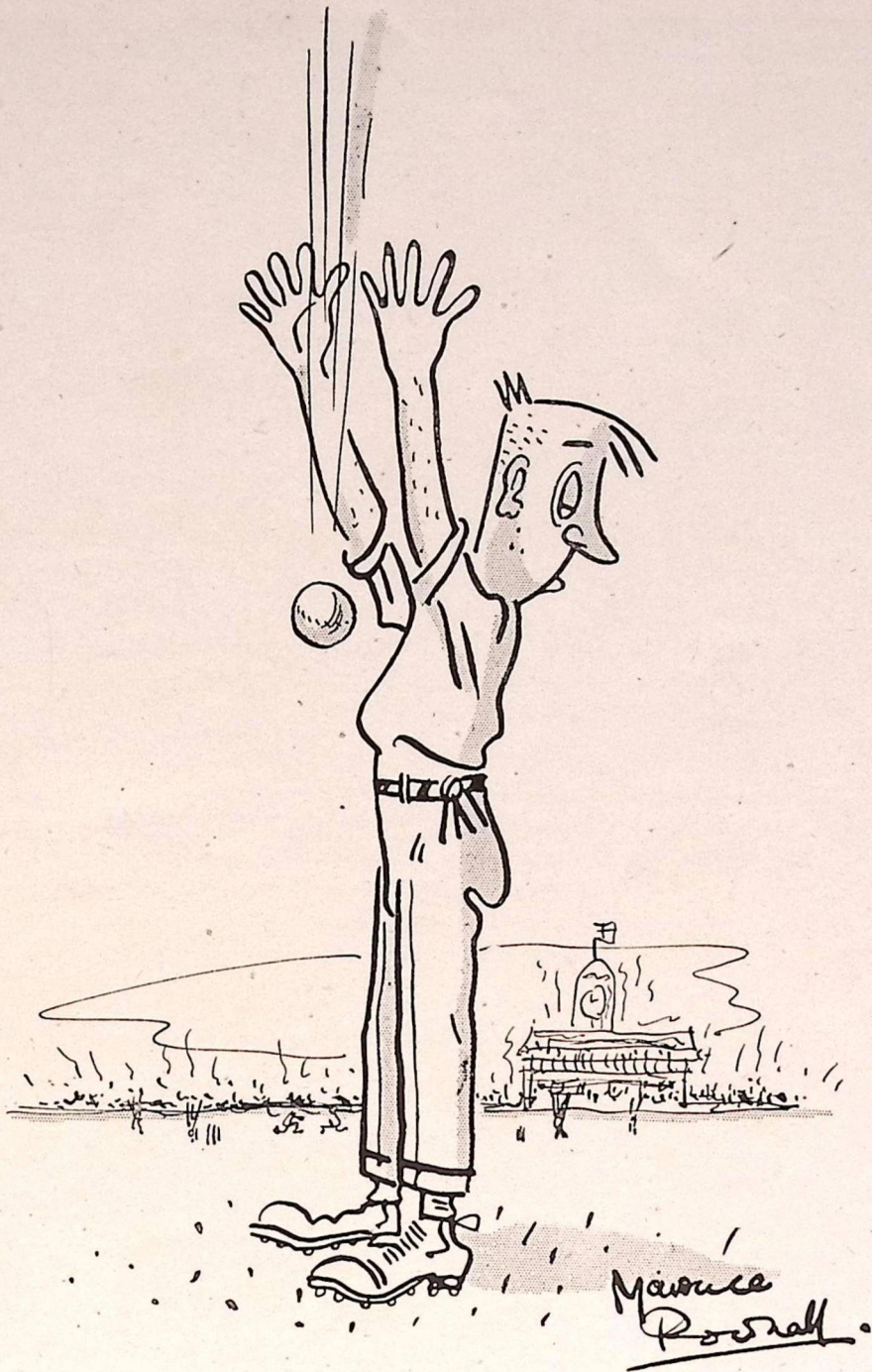
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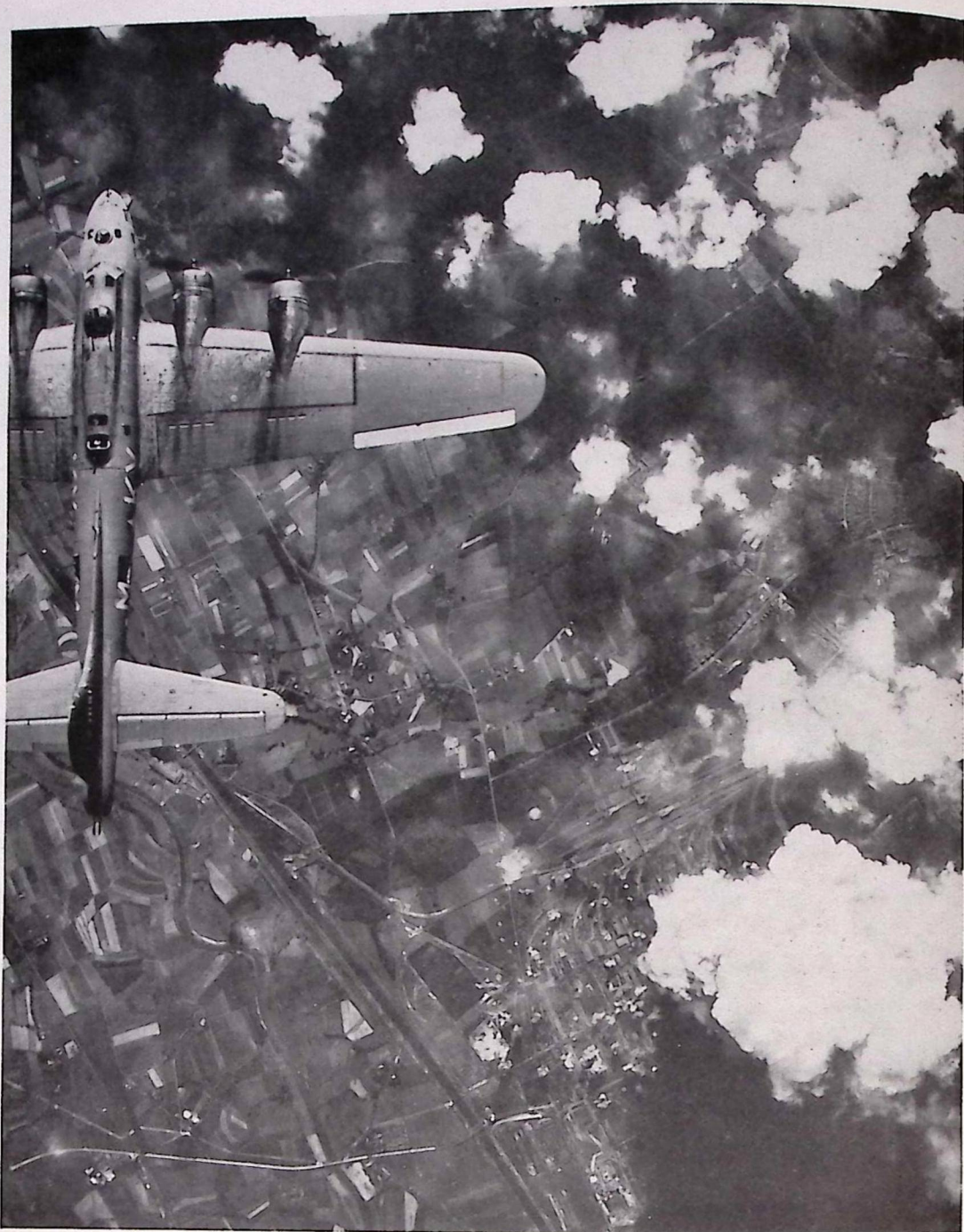
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SEE FURTHER INSTRUCTIONS ON BACK OF COVER.



Don't give the game away.



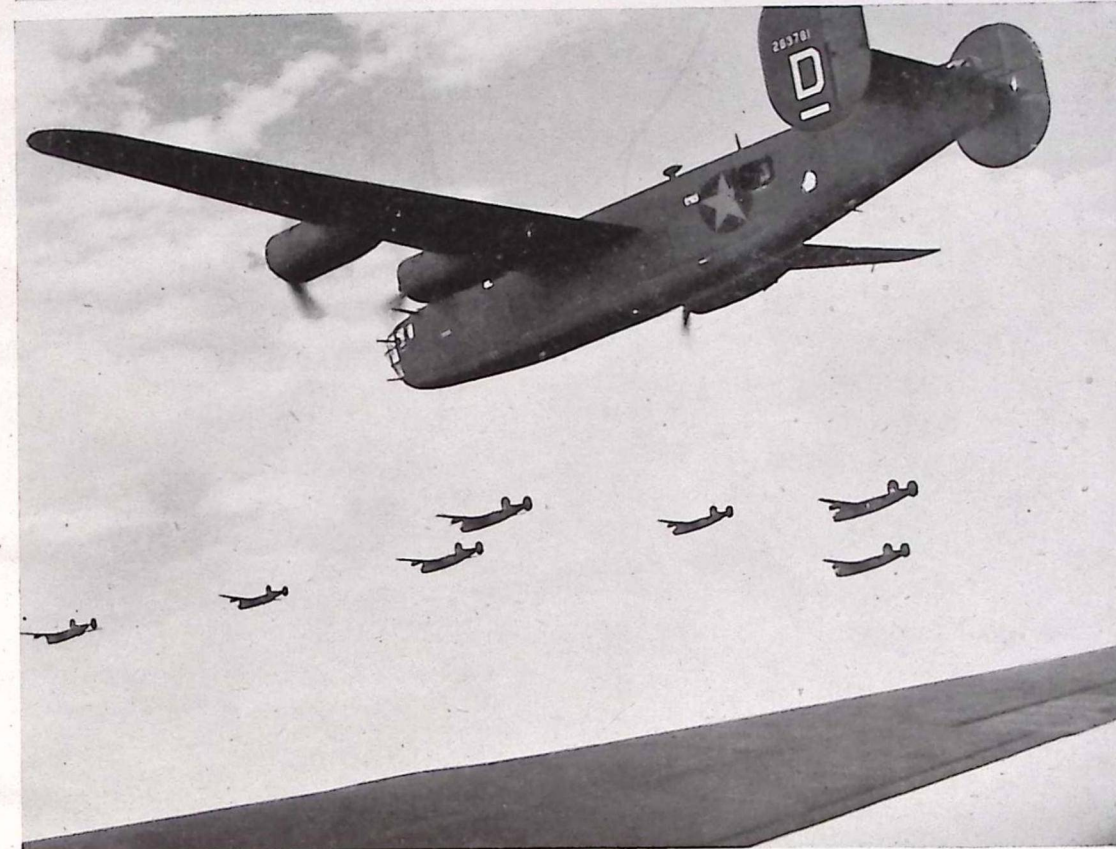
Photographs taken during the great daylight attack on the Synthetic Rubber Plant at HÜLS by 170 Fortress B-17s of U.S.B.C., on 22.6.43, show a very heavy concentration of bomb bursts across the whole plant. The above photograph gives a fine impression of a Fortress aircraft over the target, with a huge volume of smoke and steam rising from the cooling towers and probable direct hits on the main power station.



A later stage in the attack on HÜLS showing further bomb bursts and development in the huge volume of smoke and steam from the vicinity of the power station which is seen to merge with a small cloud formation over the target. A number of hits have occurred to a pipe line at (A) and a large explosion and column of smoke (B) resulting from direct hits on one or more of three large gasholders situated near the centre of the plant.



Two striking oblique views, taken from 26,000 ft. as the bombers leave the Synthetic Rubber Plant at HÜLS, showing the immense column of smoke and steam rising above the surrounding cloud formation to an estimated height of 7,500 ft.



Liberator B-24s of the U.S.B.C. flying in formation, during a daylight attack on the U-Boat base at LA PALLICE, 29.5.43.



De Schelde Shipbuilding Yards at FLUSHING were attacked on 24.6.43 by twelve Venturas of Bomber Command with fighter escort. This photograph shows a Ventura over the target and a concentration of bomb bursts (A) across the engine shops and adjacent buildings in the Marine Dock. Further bursts are seen among oil storage tanks and buildings (B) on the East side of Verbreed Canal.

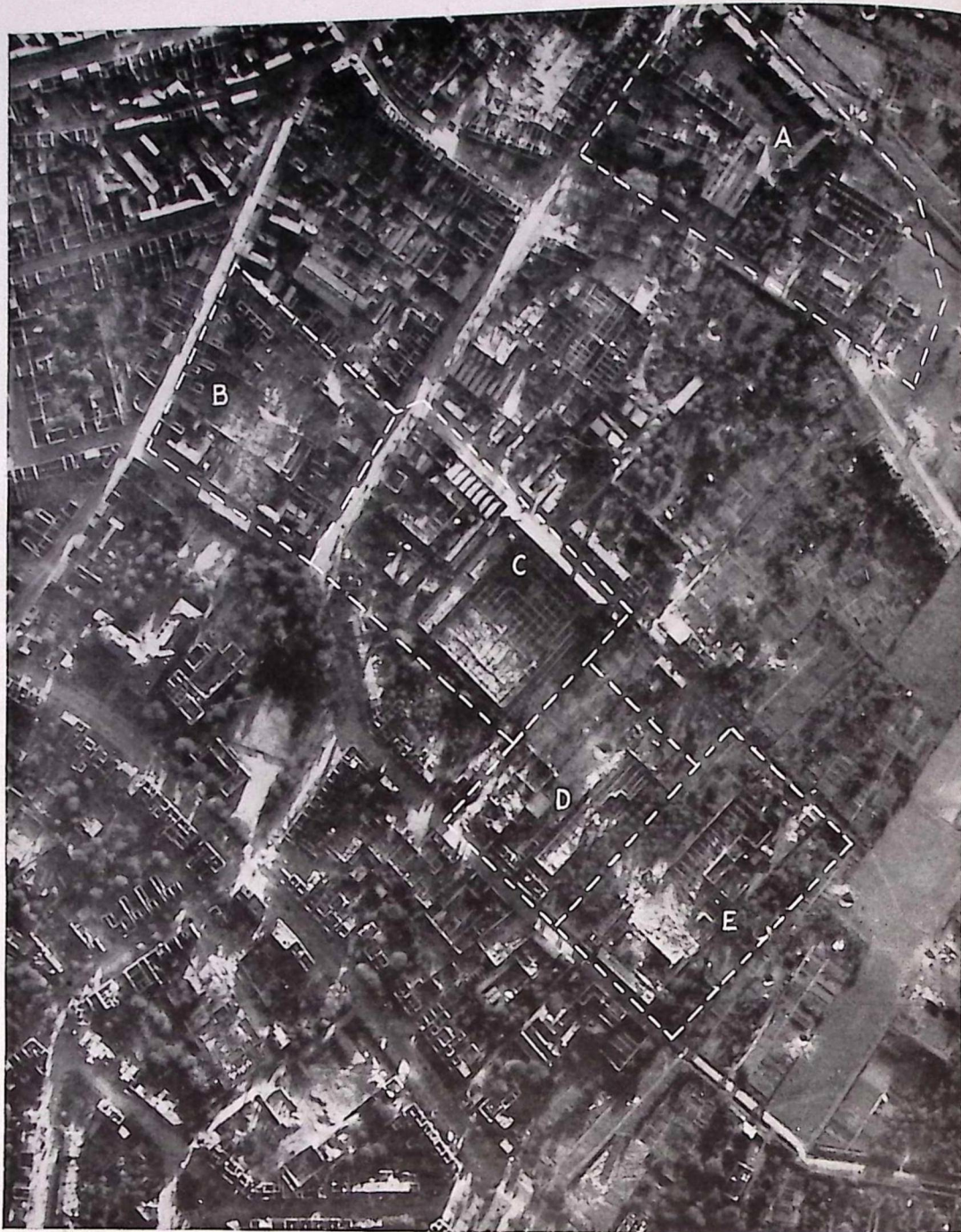


ST. NAZAIRE LOCKS BOMBED

At least three probable direct hits were scored on the Eastern Entrance Lock (arrow) at ST. NAZAIRE during the first wave of the U.S.B.C. daylight attack on 28.6.43. The second wave of attacking aircraft approaching the Port nearly 20 minutes later, dropped more bombs around the Bassin de St. Nazaire and at least one direct hit was registered on the caissons of the adjacent lock under construction.

Inset: (A) The Eastern Entrance Lock. (B and B₁) Concrete shelters of similar construction to the bomb proof U-Boat shelters, are being erected over the ends of the lock, presumably to protect the lock gates.

HEAVY DAMAGE INFLICTED ON KREFELD



Extremely heavy damage was caused at KREFELD in the attack on 21/22.6.43. Approximately 900 acres of the built-up town area were devastated while factories in the industrial belt to the North East sustained severe damage. Industrial premises almost completely destroyed included the factories (A and B) and those of Gebr. Peltzer A.G., velvet manufacturers, (C) Carl Neiss, silk weaving, (D) and Krefelder Teppichfabrik A.G., carpets, (E).



KREFELD. Over 75 per cent. of the silk weaving factory of Vereinigte Seidenweberein A.G. (A) was destroyed by fire and H.E. and the military barracks (B) were severely damaged. The factory (C) of Taschner A.G. (machinery) was destroyed over an area of 3,500 sq. yds. and approximately six acres of damage was caused to the factory and administrative buildings (D) of Scheiblers Fabrik.

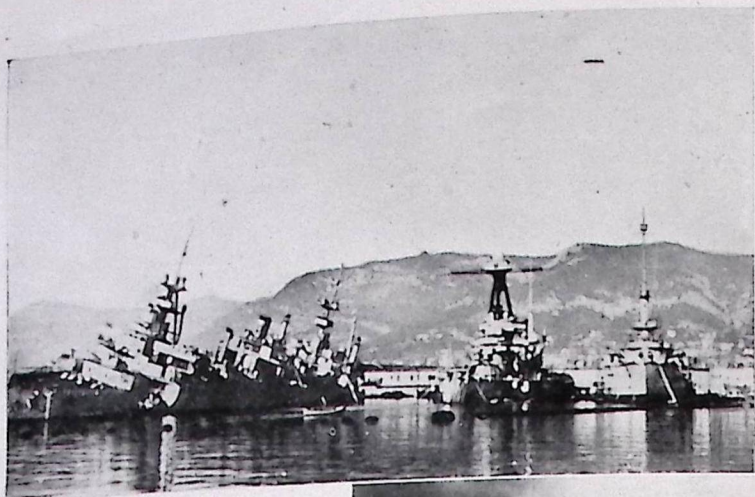


TRACER
TRACKS

T.I.
FIRE
TRACKS

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**SCUTTLED
FRENCH FLEET**

Salvage work on a number of the units of the French Fleet scuttled in TOULON Harbour (27.11.42) has been proceeding for several months. These photographs may be plotted with vertical cover on Pages 36 and 37.

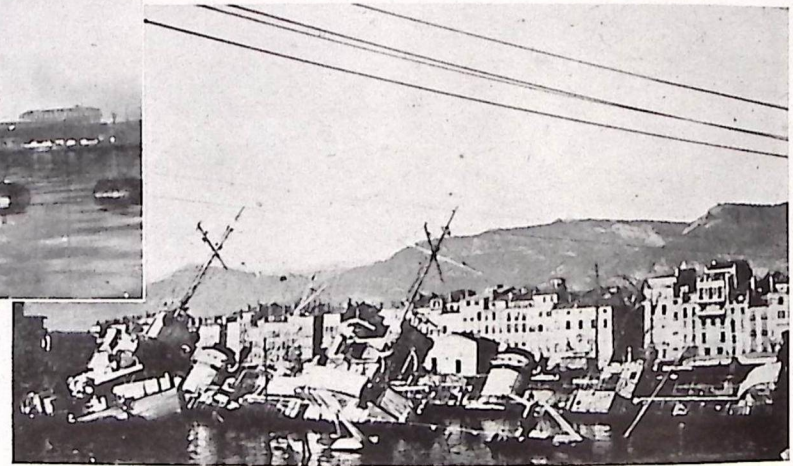
Left: Commandante Teste (aircraft tender).
Centre: Provence (ex-battle-ship).
See Inset A (Nos. 1 and 2).
Right: Condorcet (ex-battle-ship).
See Mosaic Photograph (No. 8) and Inset C (No. 5).



Marseillaise (La Galissonniere Class cruiser). See Insets C and D (No. 4).



Algerie (cruiser). See Inset C (No. 3).



Scuttled escort vessels. See Mosaic Photo (No. 5).

Inset letters and numbers in parentheses agree with annotations on photographs on Pages 36 and 37.



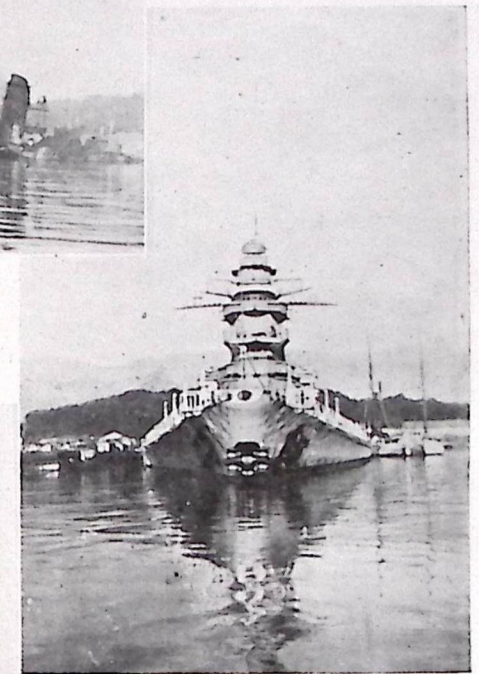
Left: Strasbourg (battle cruiser).
Right: Colbert (cruiser).
See Insets C and D (Nos. 1 and 2).



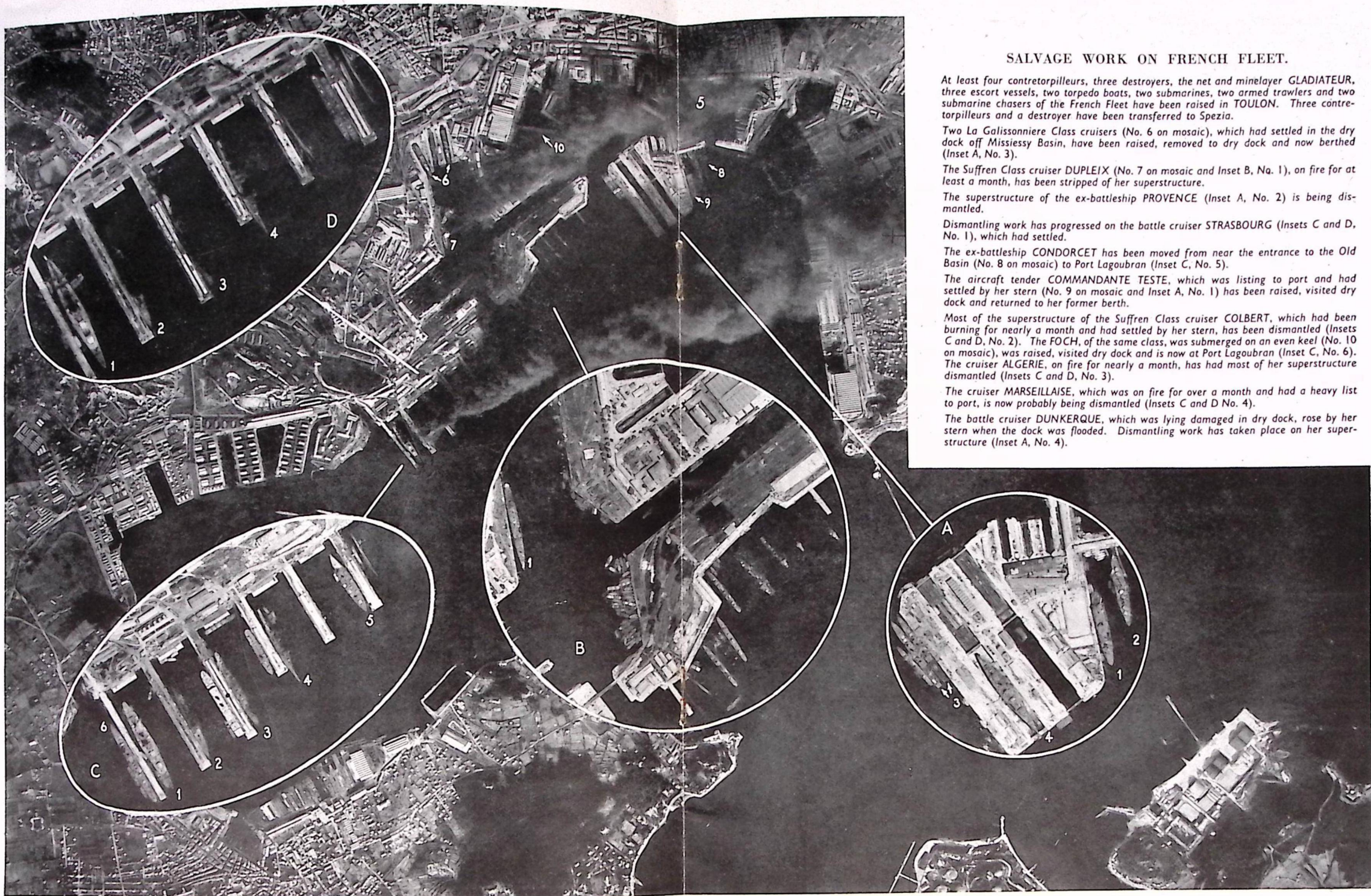
Wreck of the cruiser Colbert. See Insets C and D (No. 2).



Strasbourg and cruisers. See Insets C and D (Nos. 1, 2 and 3).



Another view of the Strasbourg. See Insets C and D (No. 1).



SALVAGE WORK ON FRENCH FLEET.

At least four contretorpilleurs, three destroyers, the net and minelayer GLADIATEUR, three escort vessels, two torpedo boats, two submarines, two armed trawlers and two submarine chasers of the French Fleet have been raised in TOULON. Three contretorpilleurs and a destroyer have been transferred to Spezia.

Two La Galissonniere Class cruisers (No. 6 on mosaic), which had settled in the dry dock off Missiessy Basin, have been raised, removed to dry dock and now berthed (Inset A, No. 3).

The Suffren Class cruiser DUPLEIX (No. 7 on mosaic and Inset B, No. 1), on fire for at least a month, has been stripped of her superstructure.

The superstructure of the ex-battleship PROVENCE (Inset A, No. 2) is being dismantled.

Dismantling work has progressed on the battle cruiser STRASBOURG (Insets C and D, No. 1), which had settled.

The ex-battleship CONDORCET has been moved from near the entrance to the Old Basin (No. 8 on mosaic) to Port Lagoubran (Inset C, No. 5).

The aircraft tender COMMANDANTE TESTE, which was listing to port and had settled by her stern (No. 9 on mosaic and Inset A, No. 1) has been raised, visited dry dock and returned to her former berth.

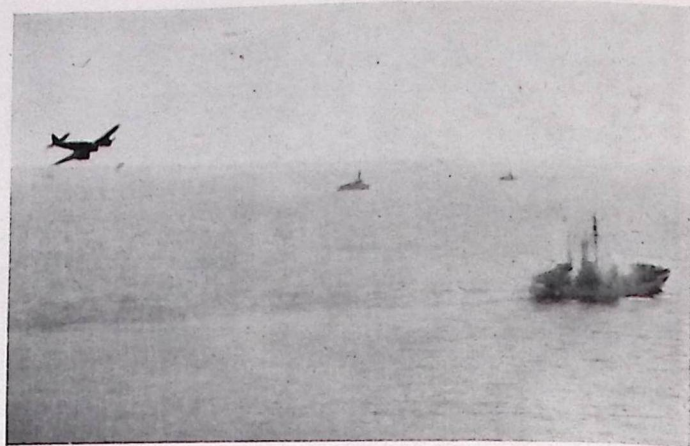
Most of the superstructure of the Suffren Class cruiser COLBERT, which had been burning for nearly a month and had settled by her stern, has been dismantled (Insets C and D, No. 2). The FOCH, of the same class, was submerged on an even keel (No. 10 on mosaic), was raised, visited dry dock and is now at Port Lagoubran (Inset C, No. 6). The cruiser ALGERIE, on fire for nearly a month, has had most of her superstructure dismantled (Insets C and D, No. 3).

The cruiser MARSEILLAISE, which was on fire for over a month and had a heavy list to port, is now probably being dismantled (Insets C and D No. 4).

The battle cruiser DUNKERQUE, which was lying damaged in dry dock, rose by her stern when the dock was flooded. Dismantling work has taken place on her superstructure (Inset A, No. 4).

**BEAUFIGHTER ATTACK
ON CONVOY**

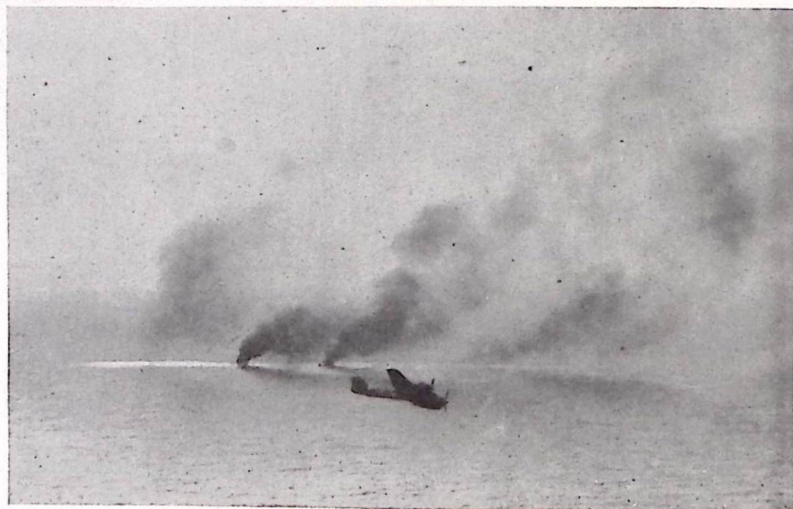
An attack on a Southbound convoy off Den Helder was made by Beaufighters on 24.5.43. Torpedoes and bombs were used during this attack. The convoy, consisting of M/V's from 1,500 tons to 4,000 tons and including the 5,180 ton "Stadt Emden," was escorted by "M"-Class Minesweepers and armed trawlers. Several of the M/V's were flying balloons.



Above: A Beaufighter engaged in combat with one of the escort vessels.



Above: At this stage of the attack three Beaufighters can be seen with a 4,000 ton M/V in the foreground. The more distant vessel is the 420 ft. "Stadt Emden."



Right: A Beaufighter leaving two burning vessels.

ANTWERP FORTS

Ancient forts in the ANTWERP area are now in use as barracks, stores and ammunition dumps, and M.T. Repair Depots.

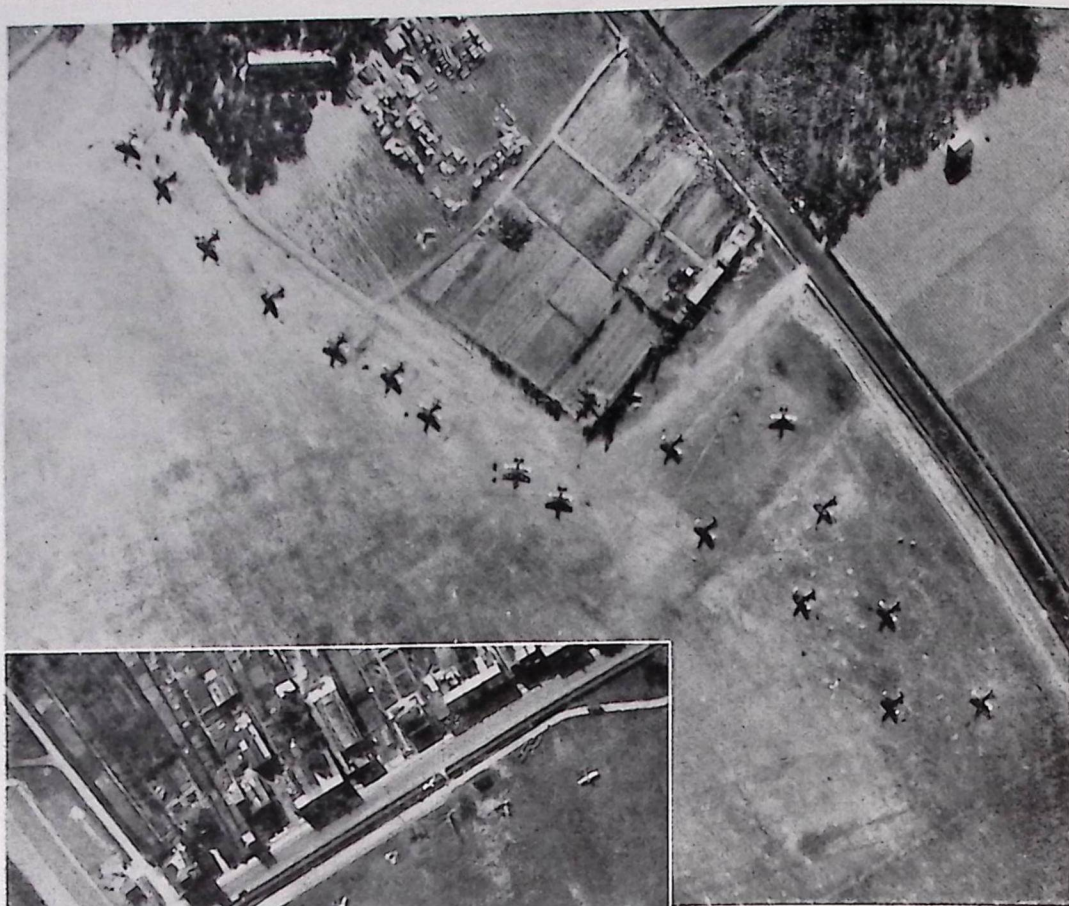
Right: Fort No. 3. Aircraft Shelters (A), camouflaged with netting on which dummy roads have been painted (B), have been erected on the outer ramparts. A machine gun testing range (C) is under construction and there are ammunition dumps at (D). Other buildings are probably being used as quarters for personnel from the adjoining airfield, ANTWERP/DEURNE.



Left: Fort No. 4 is being used as a barracks and M.T. depot. The roofs (A) have been disruptively painted and there is a three gun light flak position (B). Other light flak batteries have since been placed on the ramparts of several of the forts.

Right: Fort St. Marie, an ammunition and explosives depot. (A) Unoccupied searchlight. (B) Unoccupied four gun heavy flak battery.





Above: Fw 190s on PERPIGNAN/LABANERE Airfield at the time of the German occupation of Southern France. Emphasis to the slimness of the streamlined radial nose is given by the long shadows.



Left: More Fw 190s, showing typical dispersal of German fighters at the perimeter of an airfield.

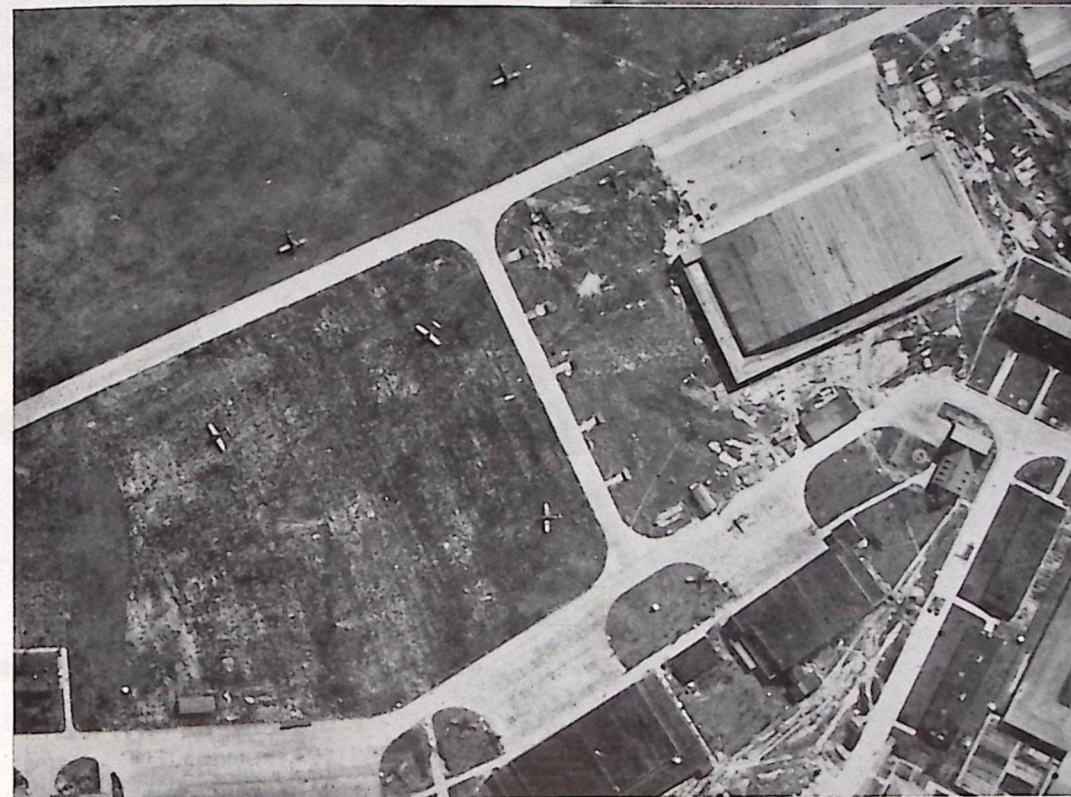
FOCKE-WULF 190

A large proportion of the reinforced fighter strength of the G.A.F. consists of Fw 190s. The radial-engined design of the Fw 190 (the first successful fighter produced by Focke-Wulf) is a departure from the usual German practice of using in-line engines for single seat fighters.



Right: Fw 190s near covered aircraft shelters at ABBEVILLE/DRUCAT.

Below: Effective dispersal of fighters. The Fw 190s near the hangars would be hardly visible on small scale photographs.





KNOW YOUR PORTS—LEGHORN, ITALY

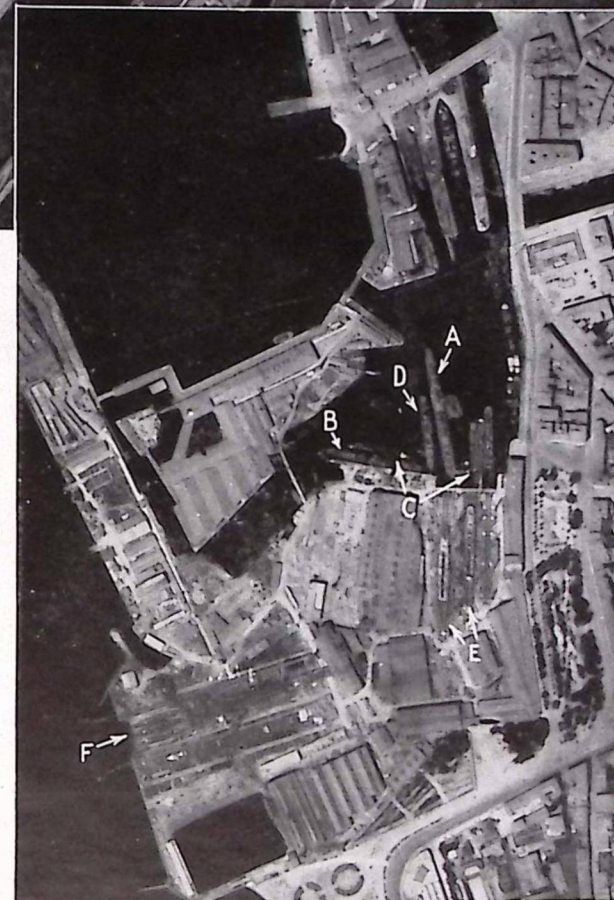
Light cruisers, minesweepers and other minor naval units are regularly seen at the Port which is used for building and repairing naval units. Leghorn is also a supply port for Corsica and Sardinia.



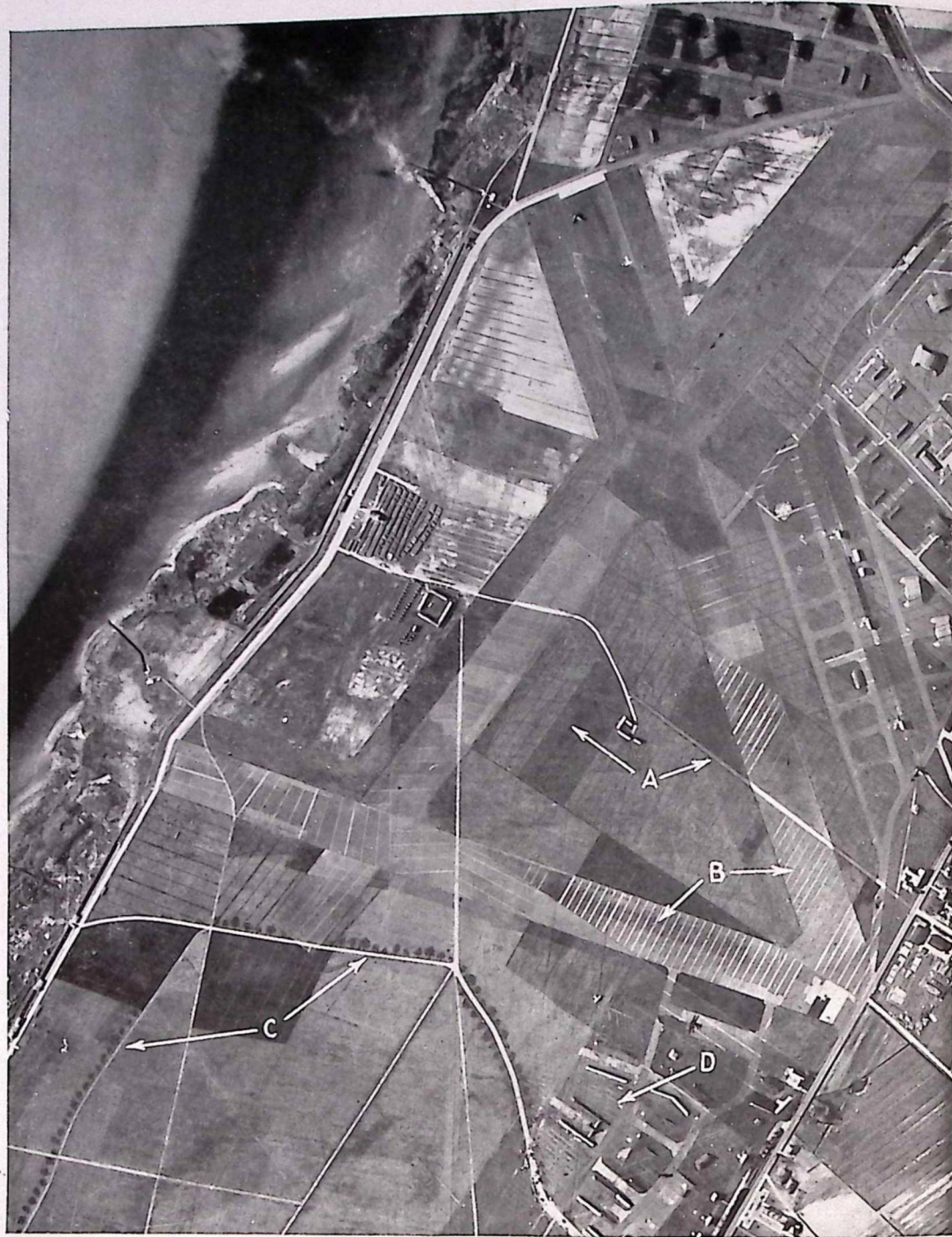
LEGHORN

Above: The Eastern side of New Basin No. 1 is used by light cruisers and merchant vessels and in this photograph the BARI (A) and TARANTO (B) are seen. The Western side of the basin is used by merchant vessels up to approximately 5,000 g.r.t. Part of the important industrial zone of Leghorn appears to the right of the photograph with the National Radiator Co. at (C).

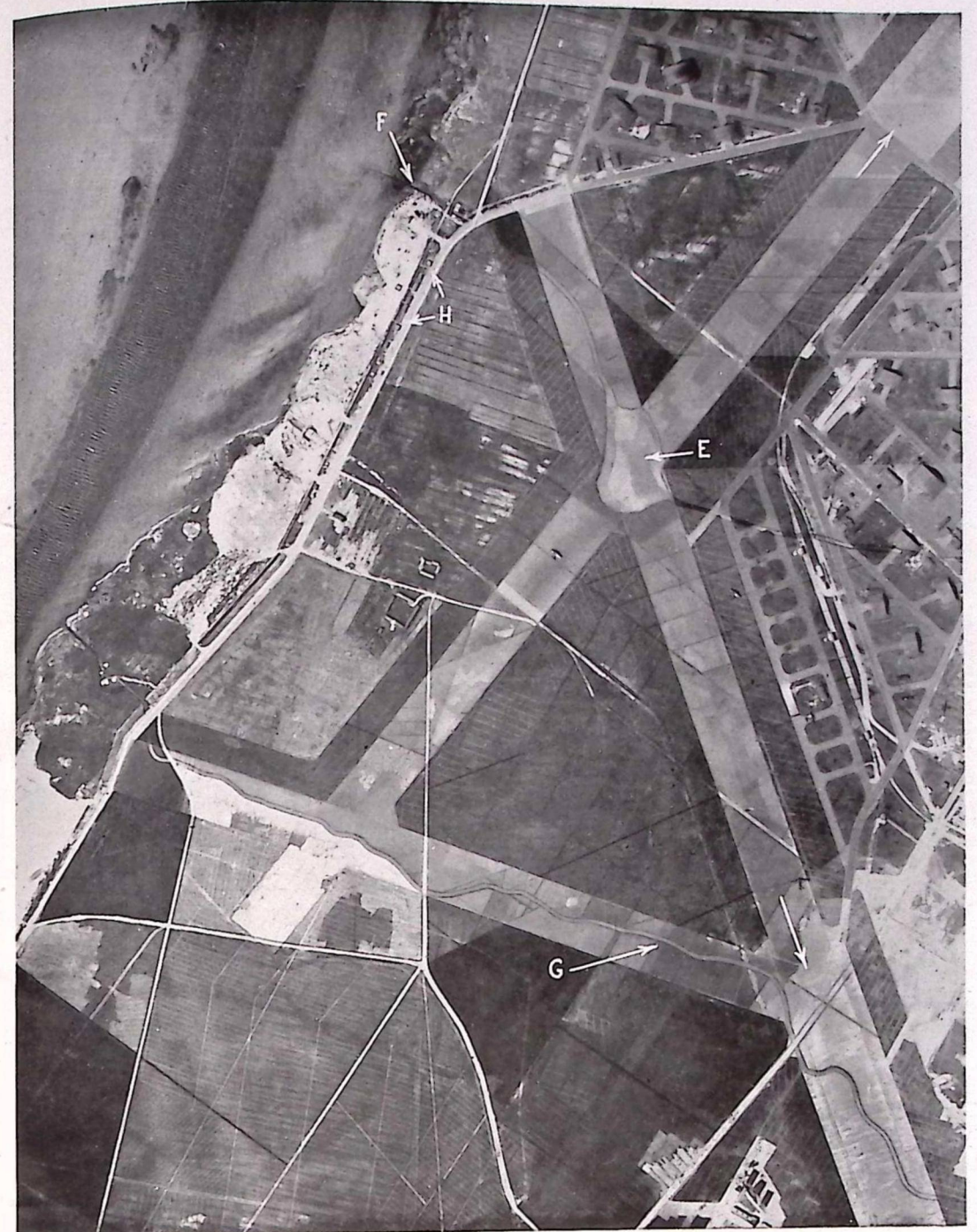
Right: Shops, slips and quays of Odero-Terni-Orlando were severely damaged in an attack on 28.5.43 and this photograph, taken in 1942, shows a Regolo Class cruiser (A) and a destroyer of the Aviere Class (B) fitting out. Other units include two 210 ft. escort vessels (C), a destroyer without bows waiting repairs (D) and two destroyers (E) and three escort vessels (F) building.



AIRFIELD CAMOUFLAGE IN DENMARK



In October, 1941, the landing field and three runways at AALBORG/WEST (RØDSLET), the most important bomber base in Denmark, were effectively camouflaged with dummy cultivation patches and roads (A). Painted lines on the runways represent drainage (B) which is seen on the centre of the field. Two of the dummy roads have been outlined by painted tree shadows (C). When the landing ground was later extended the open aircraft shelters (D) were removed (see next page).



AALBORG/WEST (RØDSLET). The runways which have been extended (arrows) are now more conspicuous, the camouflage having faded. A painted pond (E) has "streams" leading away and one of these joins a genuine stream (F) leading to the sea. A similar painted stream is seen on another runway (G). The shelters are covered with dark-toned netting which is draped out at the sides and a light flak battery has appeared on the coast (H).



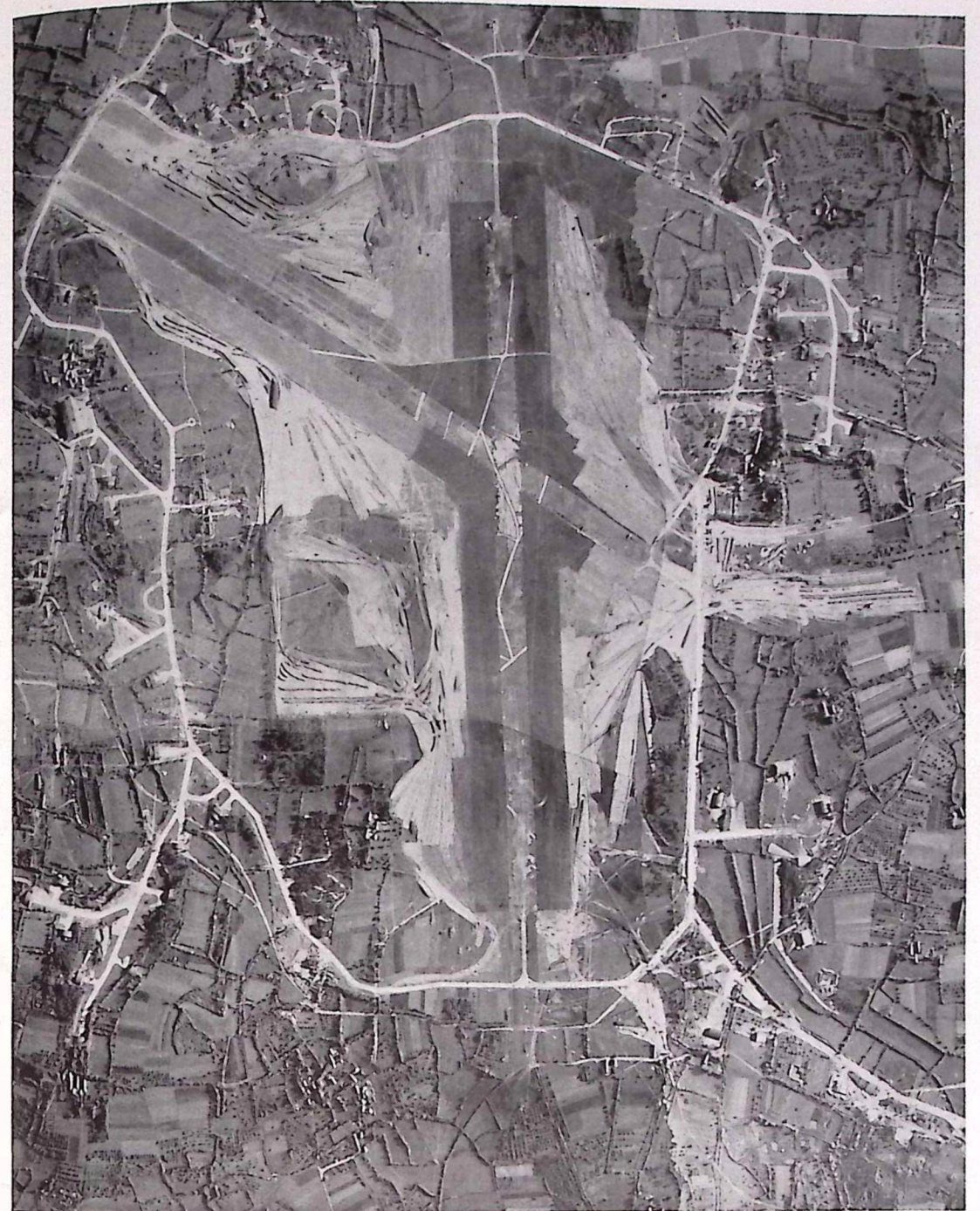
KERLIN BASTARD
AIRFIELD

The site for KERLIN BASTARD Airfield was cleared in July, 1940. Actual construction, which was commenced in April, 1941, has proceeded steadily. Its strategic situation and proximity to the submarine base at Lorient make it ideal for aircraft engaged in anti-shipping activity.

Above: The site as it appeared in July, 1940.



Right: June, 1941. An area of 2,750 yds. by 2,400 yds. is enclosed by a long perimeter track and, judging by the amount of levelling work which has been carried out recently this will eventually form the landing ground.



KERLIN BASTARD. The Airfield has a formidable layout. The runways, with prepared strips, are approximately 2,200 yds. and 2,300 yds. long. The runways are approximately 90 yds. wide and the prepared strips on each side are approximately 120 yds. in width. Parts of the runways have been roughly painted with dummy roads but no attempt has been made to hide the marks of construction activity.

PROBLEM PICTURES.



WHAT ARE THESE?

Answers at Foot of This Page.

ANSWERS TO PROBLEM PICTURES ABOVE.

Upper Photograph: Dummy trees on umbrella framework at AUGSBURG Airfield.
Lower Photograph: Open aircraft blast shelters adjacent to which are cocks of hay, piles of spoil and more dummy trees. Two of the shelters have been camouflaged with netting.

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