

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Group Engineering Officer

APO 634
17 May, 1943.

SUBJECT: Group Engineering Report on Combat Mission of May
17, 1943.

TO : Commanding Officer, 95th Bombardment Group (H).

1. The following information is submitted concerning combat mission of the 95th Bomb Group (H) of May 17, 1943.
 - a. Eighteen (18) B-17F airplanes took-off, seven (7) returned to the base before completing mission.
 - b. Eleven (11) completed mission.
 - c. Three (3) landed away from home station.
 - d. One did not return.

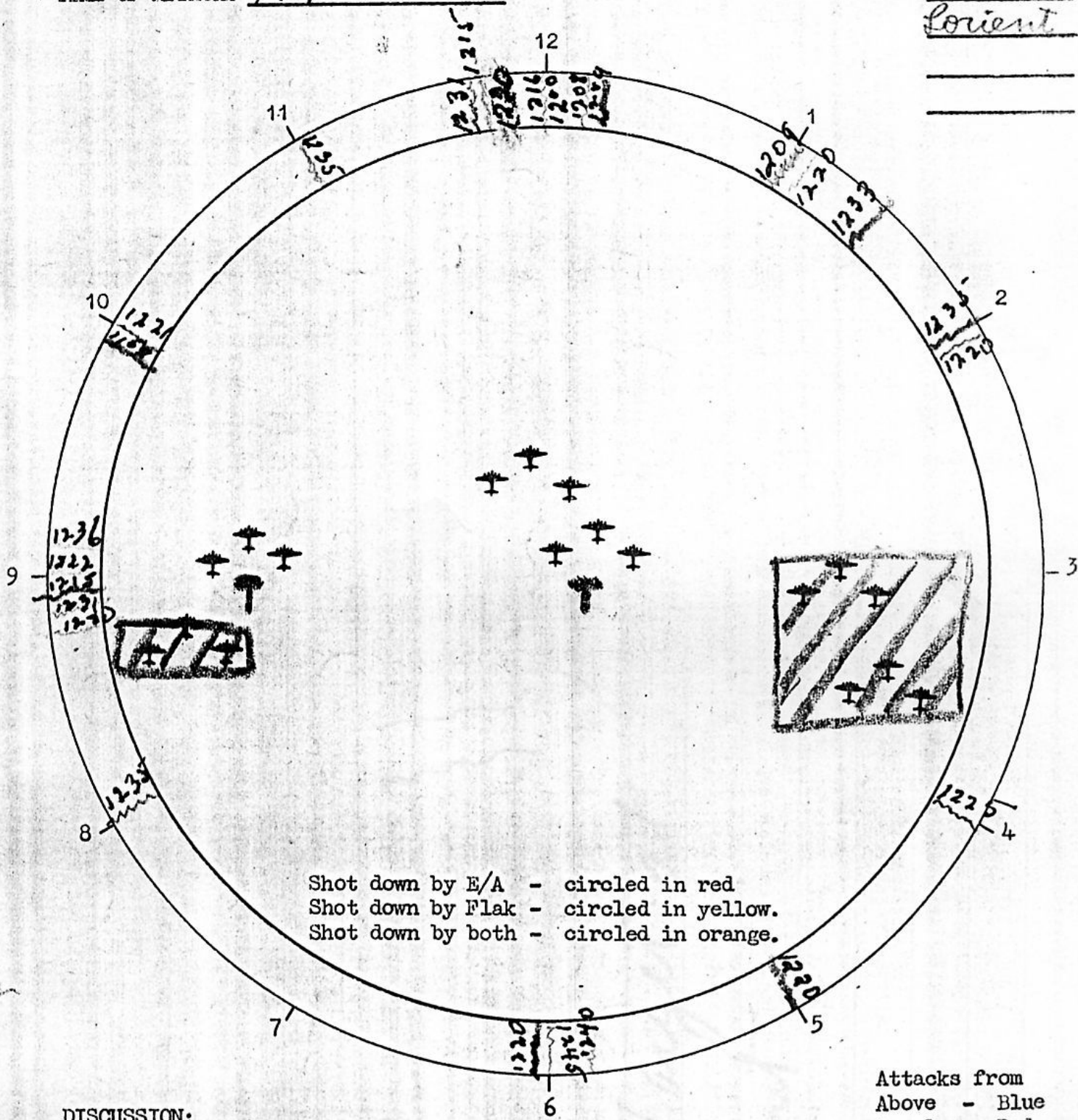
2. There were seven (7) abortive airplanes.
 - a. 42-9737 - returned due to No 4 engine rough and No 2 engine leaking.
 - b. 42-9702 - With power on could not meet and hold formation.
 - c. 42-3110 - Oxygen mask froze, one man passed out.
 - d. 42-9780 - Entire oxygen system out.
 - e. 42-3046 - No 4 engine oil pressure low, could not feather propeller.
 - f. 42-9791 - Right nose gun blew up, gunner wounded.
 - g. 42-5791 - No 4 engine cylinder head temperature 300% centigrade, feathered No 4 propeller, ball turret out.

3. Battle damage is as follows:
 - a. 42-9709 - Vertical stabilizer and rudder damaged by gun fire.
 - b. 42-9685 - Right stabilizer damaged by waist gunner.
 - c. 42-3171 - No 4 engine supercharger shot out, hole in right wing, hole in No 4 engine nacelle, gas tank in right wing punctured.
 - d. 42-9675 - No damage.
 - e. 42-9704 - Landed away from home station.
 - f. 42-9754 - Landed away from home station.
 - g. 42-3061 - No damage.
 - h. 42-9689 - Broken windshield.
 - i. 42-9800 - No damage.
 - j. 42-3202 - Hole in right outer wing panel.
 - k. 42-9768 - Crashed landed in South England.

CLARENCE D. FIELDS,
Major, Air Corps,
Group Engineering Officer.

TARGET Lorient GROUP 95 DATE 17/5/43

TIME OF ATTACKS 1215 VICINITY OF ATTACKS Ploumel
Lorient



DISCUSSION:

See TP 4 of narrative of same day

HEADQUARTERS
 NINETY FIFTH BOMBARDMENT GROUP (H)
 Office of the Intelligence Officer

APO 634
 18 May 1943

SUBJECT: Narrative Report of Flak and Fighter Analysis.

TO: Commanding Officer, 95th Bombardment Group (H), APO 634

1. Eighteen aircraft of the 95th Bomb Gr took off from 0855 to 0930 17 May, to attack the power plant at Lorient. Fighter diversion enroute to target and some cover on return was furnished by two squadrons of Spitfires. Nine of eleven aircraft reaching the target dropped eighty-eight 500 lb. G.P. bombs. One Aircraft failed to bomb by failure of bomb bay to open. One aircraft reaching target landed near Exeter and has not yet reported. Bombs were dropped in perfect weather at 1215.

2. Up to seventy-five (75) enemy aircraft were reported attacking us. The majority were FW 190's with a good sprinkling of ME 109F's. There was one JU-88 as well as one ME 110. The enemy was persistent and pressed home his attack. The FW 190's attacked from two to eleven o'clock while the ME 109F's came from five to seven o'clock. The marking of the FW'S were red and yellow noses with a few reporting white noses. The ME's were of silver bodies and black tails. Some were reported having a dark grey paint on top and a light grey on the bottom. The FW's attacked head-on through the formation, turning as they came in. They would continue past the range of fire at the rear then turn and attack again from five to seven o'clock. We believe nine enemy aircraft were destroyed, three enemy aircraft probably destroyed and seven enemy aircraft were damaged.

3. Flak was first encountered at Landeac, and over target. Also at Morlaix enroute home. Red, white, and black were observed, inaccurate, not intense.

4. All our aircraft returned to England and no casualties were incurred.

FLORENCE J. DONAHUE,
 Major, Air Corps,
 Gp Intelligence Officer.

Clark
X 3171

X
Stone
X
McKinner

X
800
Pender

X
mason
Johnson

Conley

X
Henry
X
Tylen

X 754
Mason

Edwards

given target at
Laurant

107

4 engine parts
2 oil leaks

3171 ✓
↓
9675 ✓
Stone

29337 ✓
Bathurst

29704 ✓
Boulder

29754 ✓
Mason KC

29702 ✓
Minnisota

29689 ✓
Johnson

3110 ✓
Hessington

3202 ✓
Lodge ✓
29791 ✓
Machinist

29768 ✓
Iowa

5791 ✓
Cynthia

29709 ✓
Tyler

29780 ✓
Crosby (one)

29800 ✓
Mason KC

3046 ✓
~~Johnson~~

Engine

29762 ✓
Kenny

29933 ✓
Hartman

29778 ✓
Belwai

96 ✗

X = Camera

96
25000

95
24000

TK. Off = 0850

Spectator #7 - 1017

8 - 1033

Selby Bill - 1052

MESSAGE FORM CYPHER

Office Serial No. 230

Call IN
and :—
Preface OUT

CYPHER OFFICE
07 MAY 1913

No. of Groups
GR
Office Date Stamp

(Above this line is for Signals use only.)

TO* ALL FIRST BOMB WING STATIONS (MOLESWORTH PASS TO ALCONBURY)

FROM* HQ 1ST BOMB WING.

Originator's Number
M 453E
Date
17TH MAY.
Your/My Number and Date

(Write horizontally)

I HAVE JUST RECEIVED THE FOLLOWING MESSAGE FROM GENERAL EAKER,⁵
~~COMMANDING GENERAL EIGHTH AIR FORCE.~~
 QUOTE - YESTERDAY I WATCHED WITH KEENEST INTEREST THE OPERATIONS
 OF YOUR WING MAKING ITS FIRST MAJOR OFFENSIVE AGAINST THE
 ENEMY. WE HAVE BEEN TREMENDOUSLY IMPRESSED WITH THE OUTSTAND-
 ING SUCCESS ACHIEVED. THE PERFORMANCE OF YOUR NEW GROUPS¹⁵
 WAS TRULEY REMARKABLE, THIS PARTICULARLY SO IN VIEW OF THE
 FACT THAT THEY HAVE BEEN IN THE THEATER LESS THAN 15 DAYS AND²⁰
 WERE THROWN AGAINST THE STIFFEST ENEMY OPPOSITION. CONVEY
 TO YOUR SENIOR STAFF OFFICERS, TACTICAL WING, GROUP AND²⁵
 SQUADRON COMMANDERS MY BELIEF THAT THEY ARE NOW JOINING THE
 VETERAN FIRST WING IN FULL PARTNERSHIP. AND THAT THEIR
 ACCOMPLISHMENT HAS BEEN SUPERIOR TO DATE AND THEIR PROSPECTS³⁰
 ARE BRIGHT FOR THE ESTABLISHMENT OF AN AIR COMBAT RECORD SECOND³⁵
 TO NONE.
 TELL THEM TOO, THAT I SURMISE, WHEN THE HISTORY OF THIS
 WAR IS WRITTEN, MAY 14TH WILL COME TO BE VIEWED AS ONE OF THE
 GREAT AIR BATTLES OF THE WAR. THEIR PART IN IT LEAVES⁴⁰
 NOTHING TO BE DESIRED. THEIR PERFORMRANCE WAS OUTSTANDING.
 UNQUOTE.
 YOU HAVE ALREADY RECEIVED MY CONGRATULATIONS BUT THIS MESSAGE⁴⁵
 FROM GENERAL EAKER AGAIN CAUSES ME TO EXPRESS MY GRATIFICATION
 FOR YOUR PERFORMANCE ON MAY 14TH.⁵⁰

((SIGNED GENERAL ANDERSON FROM COMBOMWIG ONE))⁵⁵

SECRET
CYPHER MESSAGE

DISTRIBUTION PASSED TO COMMAND OFFICER, MOLESWORTH & ALCONBURY⁶⁰

This message must be sent AS WRITTEN and may.....be sent by W/T. Signature				This message must be sent IN CYPHER and may.....be sent by W/T. Signature				Originator's Instructions* Degree of Priority* T00 17/0001				TIME OF ORIGIN.	
† Originator to insert " NOT " if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)												T.O.R.	
System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	T.H.I.	
												M O S T	

* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L. (2349460). Wt. 22847/1623. 153m. pads. 9/40. W. S. J. ARCHIVE THE NATIONAL ARCHIVES

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
APO 634
Office of the Commanding Officer

18, May, 1943

SUBJECT: Report on the Operations of the 95th Bombardment Group (H) on 17, May, 1943.

TO: Commanding General, Fourth Bombardment Wing, APO 634.

1. Pursuant to Field Orders Number 1, Fourth Wing, this Group took off promptly at 0850, 17 May, 1943 to rendezvous with the 94th Bombardment Group at 5,000 ft over Alconburg, proceed to Crafton Underwood and rendezvous with the 96th Bombardment Group. Three (3) aircraft from the 96th were attached to this Group for this mission.

2. Twenty (20) aircraft took off (one (1) attached from the 96th failed to take-off) and formed over Alconbury at 5,000 feet. The 94th was not in sight at 0922 and Group proceeded to Crafton Underwood, where at 0930 both the 94th and 96th were in sight. Proceeded on course and started climb to 24,000 feet. All check points enroute were made on time. Altitude was reached just short of Splasher 8 at 1034. At 1050, just short of Selsey Bill, we picked up the Spitfire diversion above and to our left. At Selsey Bill we made a wide turn to permit the 94th to get into position and proceeded on course for the diversion run, hitting all points on time. At Lanabell, on the run in, slight inaccurate flak was noted to our right.

3. At approximately 1220, the First Wing appeared above and to our left headed for Ploemel, apparently behind schedule. At that time, the First Wing was being attacked by enemy aircraft which shortly thereafter withdrew and reformed above and to our right and later, in reduced numbers, attacked this Wing. The attacks continued until we were almost over the French Coast on the way home. They were not organized attacks and were made mainly from the rear and below, few being made from the front but these were pressed right into the formation.

4. A shallow turn was made starting just north of Ploemel and the bombing run started. The run was made without major difficulties and the bombs were away at exactly 1215. The turn to the left away from the coast was made and there the turn to the right to proceed home. Upon reaching the south shore of the peninsula, the let-down to 18,000 feet was started. Near Morlaix, reddish brown flak or signals were noted off to our left and at our altitude. The return trip was uneventful, further let-down being started 50° 00' N, 2° 30' W due to oxygen shortage

Ltr. 4th Wing, CO

18 May, 1943

Page 2.

5. At Plomel, no flak was noted, at Lorient, the flak was slight but accurate. The most flak noted was over the defended island south of Lorient.

6. Eleven aircraft were over the target, seven abortives from this Group due to engine and oxygen difficulties, two abortives from the attached members of the 98th. Ten aircraft of this Group returned to the base, two after landing in South England for gasoline, the eleventh crash landed in South England with two engines shot out.

7. Ten aircraft dropped their bombs over the target, the eleventh was unable to do so due to jamming of bomb bay doors. The results were excellent, most bombs landing within the target area.

8. No casualties or injuries to personnel.

9. Battle damage - five (5) aircraft returned with battle damage, two (2) seriously, one (1) of which crash landed as noted previously.

10. The entire mission was accomplished in accordance with schedules.

ALFRED A. KESSLER, JR.
Colonel, Air Corps,
Commanding.

SECRET

(American CONFIDENTIAL)

18.5.43.

IMMEDIATE INTERPRETATION REPORT No. K.1561.

(Subject to correction and amplification from a more detailed report)

Photographs taken by 13 PH Squadron on 17.5.43.

Mean time of photography: 1900 hrs.

SORTIE: AA/69

Scale: 1/15,200 approx. (F.L. 24")

LOCALITY : LORIENT.

DAMAGE ASSESSMENT.

COVER AND QUALITY.

The N. Power Station, The Keroman Traverser Stage and the whole of the town are covered on prints of small scale but good quality.

PERIOD UNDER REVIEW.

These photographs were taken after the daylight attack by aircraft of the U.S.A.A.F. on 17.5.43. Withdrawal fighter escort was used. The last report on damage to LORIENT was Immediate Interpretation Report No. K.1538 of 20.4.43.

STATEMENT OF DAMAGE.

The main building of the N. POWER STATION is seen to have received very severe damage by H.E. The roof has gone from the larger portion of the building. (4056)

The RAILWAY GOODS STATION is one fifth destroyed by H.E. and two hits have been made on nearby tracks. (4056)

The Traverser Stage between the submarine pens at KEROMAN has received a direct hit and small buildings near by have been destroyed. (3042)

No prints distributed.

Plan used: C.I.U. Plan No. 185A.

/DISTRIBUTION No. 24.

KW
W.H

500

40-34

INTERPRETATION REPORT NO. K.1561.

Photographs taken by 13 Ph. Squadron on 17.5.43.

Mean time of photography: 19.00 hrs.

SORTIE: AA/69

Scale: 1/15,200 (F.L. 24")

LOCALITY: LORIENT.

DAMAGE ASSESSMENT.

COVER AND QUALITY.

The N. Power Station, the KEROMAN Peninsula, LANESPER and the whole town of LORIENT are covered on prints of small scale but good quality.

PERIOD UNDER REVIEW.

These photographs were taken after the daylight attack by aircraft of the U.S.A.A.F. on 17.5.43. Withdrawal fighter escort was used. The last report on damage to LORIENT was Immediate Interpretation Report No. K.1538 of 21.4.43. Immediate Interpretation Report K.1561 was issued on 18.5.43.

GENERAL STATEMENT.

The N. Power Station has suffered very severe damage. A direct hit was scored on the Traveller Stage of the Submarine Pens at KEROMAN, but resulting damage does not appear to have been severe. The Railway Goods Station has received a direct hit which has destroyed part of the S. side of the building; craters are seen on railway sidings nearby, and repairs to the main NANTES - BREST railway line, N. and E. of the Viaduct have been affected. Gutted or partly wrecked buildings in the Arsenal are seen to be further damaged. Other buildings damaged include the Fish Market Sorting Sheds and barrack huts S. of the FREHAULT Barracks.

DETAILS OF DAMAGE.

I. INDUSTRIAL, DOCKSIDE AND NAVAL.

(i) KEROMAN PENINSULA.

(a) U-Boat Shelters and Workshops. (3043)

The Traveller Stage between the Pens has received a direct hit leaving a small crater in the concrete surface. No major disruption of the rails on which the travelling U-Boat Transporter runs is visible. At least 3, and possibly 5, fresh craters can be seen on the roofs of the U-Boat Shelters.

Immediately E. of the northernmost Pen one workshop, 50' x 45', and two smaller buildings have been destroyed by H.E. Another group of workshops immediately to the S., previously gutted and now under repair, has suffered as a result of nearby hits.

(b) Radial Slips. (3043)

Five or six fresh craters are seen within the road boundary. Two open slipways have been very severely damaged and the gantries wrecked; several small store sheds and supplies stacked in open ground have been damaged by blast.

/(ii) PORT DE PECHE.

(ii) PORT DE PECHE.

(a) HALLE DES MAREYEURS (Fish Market). (3043)

Fresh damage is seen to the roof of the Sorting Sheds as the result of a direct hit; and the main road leading to them is partly blocked by a crater.

(b) BASSIN LONG (3043)

A storage shed on the E. side of the Harbour has suffered as the result of a direct hit. The quayside on the W. has been breached for a distance of 75' resulting in the subsidence of the made-up ground behind the dock wall. A small industrial building, 80' x 50', N.E. of the Railway Station has been totally destroyed.

(iii) LORIENT.

(a) SOCIETE ENERGIE ELECTRIQUE DE LA BASSE LOIRE. (4056).
(North Power Station)

Part of the main building is seen to be badly damaged and roofless over an area of 90' x 100', possibly the result of a direct hit; several craters are seen in the immediate vicinity.

(b) ARSENAL. (4056)

Destroyed and damaged buildings in the S.W. part of the Arsenal are seen to be further wrecked by H.E.

II. COMMUNICATIONS.

(i) RAILWAYS.

(a) Railway Sidings, KEROMAN. (3043)

Tracks and sidings serving the U-Boat Pens and Radial Slips have been severed in at least 6 places and a number of covered wagons and trucks destroyed or derailed.

(b) Railway Station & Sidings, PORT DE PECHE. (3043)

Five or six hits have cut almost all the tracks and destroyed or damaged passenger coaches and trucks of trains standing in the station approaches.

(c) Main Goods Station, LORIENT. (4056)

A direct hit has destroyed part of the S. side of the main station building. 3 craters straddle the sidings W. of the station.

(d) NANTES-BREST Railway Line. (4056)

Between the Main Passenger Station and the Viaduct over the River SCORFF rapid repair work has been carried out on the main line which probably received at least two direct hits; the line is seen to be in working order again. Several fresh craters are seen along the embankment.

E. of the River SCORFF there appear to have been at least 2 craters on the lines which have been filled in and one or two on the embankment.

(ii) ROADS.

Direct hits have been scored on several roads in the districts of LA FERMIERE, KERGROISE and LE PARCO; 2 roadway approaches to KEROMAN are also cut. In the N. part of the town several roads have been hit including the COURS DE CHAZELLES. (3043 and 4056)

/III. MILITARY.

INTERPRETATION REPORT NO. K.1561 (CONT'D).III. MILITARY.(a) FREBAULT Barracks. (3043)

There is further damage to 3 or 4 barrack blocks by blast and a small building has been destroyed; 5 fresh craters are seen within the boundary wall.

(b) New Barrack Huts Between FREBAULT and KEROLAN. (3043)

A 3-winged hut under construction has been one quarter destroyed by direct hits. Three craters are seen near the easternmost concrete torpedo shelter.

IV. RESIDENTIAL AND UNIDENTIFIED.

About 40 houses and small buildings in the districts of LA FERRIERE, KERGROISE, LE PARCO, VILLE-EN-BOIS and the GID TON have been destroyed or severely damaged but many of them, gutted or damaged in previous raids, were no longer habitable.

One or two houses have been destroyed in the district of LOMIKELIQUE (LOMIQUELIC) 30-35 fresh craters are seen in fields E. of PORT LOUIS.

Plans used: Plan du PORT MILITAIRE DE LORIENT.
Plan de LA VILLE DE LORIENT.
I.S.T.D./C/80, Sept. 1942.

1 print distributed: Enlarged part of 3043 Neg. No. 24759.

SECRET.R.A.F. STATION,
NEIDENHALL.

WAS/C/ERP/B.

DISTRIBUTION NO. 24.Admiralty N.I.8.
Chief Ordnance
Officer (U.S.A.A.F.)E: 127
I: 24
21
154 Copies.

SECRET.

DISTRIBUTION No. 24.

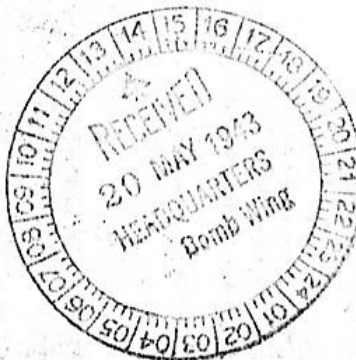
R.A.F. STATION,
MEDFENHILL.

H.Q.F.C. 20
Admiralty NID 8 2

WWD/DI/B.

E 126
M 22
I 24

172 Total



APPENDIX TO REPORT K.1561.

(Numbers refer to annotations on Print 504,5 Reg. No.24759)

KEROMAN: Submarine Pens & Workshops.

1. Southernmost U-Boat Shelter: probable crater on roof.
2. Centre U-Boat Shelters: hits on roof damaging centre rib.
3. Traverser Stage: direct hit in centre.
4. Northernmost U-Boat Shelter: 2 probable craters on roof.
5. Crater on cleared site of workshop previously destroyed.
6. 2 hits on railway sidings; several trucks derailed and one crater filled in.
7. Craters on railway sidings and on ground adjoining workshops under repair.
8. Direct hit on quayside of B. SSIN LONG.
9. 1 Workshop and two sheds severely damaged or demolished; crater on railway trucks.
10. Craters on railway tracks and roadway; one is being filled in.
11. Hits on railway tracks and sheds, one of which has been destroyed.

Radial Building Slips

12. 2 craters amongst store dumps.
13. Severe damage to slip and travelling gantry; 2 craters nearby.
14. 2 craters amongst dumps.
15. Construction slips cut in two places.
16. 1 crater on road and another on ground adjoining railway loop line.
17. 1 crater amongst stored material, another between railway tracks.

PORT DE PECHE: Harbour, Railway & built-up area.

18. 3 hits on railway serving harbour; several sets of lines cut and 2 or 3 coaches of train damaged.
19. Hits on coal dump and railway opposite station; several coaches and wagons destroyed or derailed.
20. Crater on side of road leading to Fish Market.
21. Fishmarket damaged by direct hit.
22. Hits on roads and railway sidings; tracks destroyed and 1 house demolished.
23. Hits on road and amongst buildings; damage by blast to several houses.
24. Destruction of small industrial building; blast damage to buildings, craters in open ground.
25. 2 craters; building damaged.

SECRET

Page 2

KERGROISE

26. Craters in open ground; several in CARNEL Cemetery.
27. Crater on edge of main road.

LE PARCO

28. Built-up residential area, where many houses and other buildings were destroyed by fire in previous raids; 40 - 45 craters and destruction of a number of houses within the outlined area.

PREBAULT Barracks

29. 4 craters within the confines of the barracks; damage by blast to at least 3 buildings.

KEROLAY/LE PARCO

30. 3 craters near easternmost torpedo shelter.
31. 3-winged hut $\frac{1}{4}$ destroyed by direct hits.
32. Direct hits on light railway sidings.

SECRETR.A.F. STATION,
MEDMENHAM,

Mission No. 1

W. H.

SECRET.
(American CONFIDENTIAL).
19.5.43.

INTERPRETATION REPORT S.A.523.

ATTACK ON U-BOAT PENS AT KEROMAN AND THE NORTHERN
POWER STATION AT LORIENT ON 17.5.43.

Photographs	SAV. 17.5.43.	1210 hrs.	1/25,500 (F.L.12")	25,500'	'A'.
"	"	1211 hrs.	1/38,000 (F.L. 8")	25,100'	'A'.
"	"	"	1/25,500 (F.L.12")	25,000'	'A'.
"	"	1213 hrs.	1/23,000 (F.L.12")	23,000'	'A'.
"	"	"	1/24,000 (F.L.12")	24,000'	'A'.
"	"	1214 hrs.	1/24,500 (F.L.12")	24,500'	'A'.
"	"	"	1/25,000 (F.L.12")	25,000'	'A'.
"	"	"	1/26,000 (F.L.12")	26,000'	'A'.
"	"	"	1/49,000 (F.L. 6")	24,500'	'A'.
"	"	"	1/34,500 (F.L. 8")	25,000'	'A'.
"	"	"	1/34,500 (F.L. 8")	25,000'	'A'.
"	"	"	1/35,000 (F.L. 8")	25,000'	'A'.
"	"	1215 "	1/24,600 (F.L.12")	24,600'	'A'.
"	"	1216 "	1/36,000 (F.L. 8")	24,000'	'A'.

(i) INFORMATION RECEIVED ON THE ATTACKS.

- (a) These photographs were taken during a daylight attack on the U-Boat Pens at KEROMAN by 80 aircraft of U.S.B.C. and on the Northern Power Station at LORIENT by 26 aircraft of U.S.B.C.
- (b) The attacking force had withdrawal fighter support only.
- (c) A total of 395 x 1000 lb. G.P. bombs were dropped on the U-Boat Pens, while a total of 263 x 500 G.P. bombs were dropped on the Power Station.

(ii) BOMB BURSTS OBSERVED.

- (a) The attack on the U-Boat Pens was made in two waves a few minutes apart. The first wave of aircraft flying from the S.E. dropped their bombs in sticks along the Eastern side of the target. Many of these bombs fell on the warehouses alongside the Large and Long Basins and on the Radial Slips. The bombs from the second wave fell well within the target area and at least four fell on the transverse rails which are between the two blocks of shelters, enabling the U-boats to be moved from the entrance lock into any of the pens.
- (b) The main weight of the attack on the Northern Power Station fell well within the target area including several direct hits on the Power Station and a number on the railway nearby. Bombs from a later wave of aircraft fell South of the target, scoring direct hits on the Naval Ordnance Works and adjacent buildings.

(iii) ANNOTATED PRINT I.

- A. Shows approx. 120 bomb bursts on the U-boat pens and surrounding buildings. This includes at least 4 direct hits on the transverse rails between the two blocks of pens at A.A. Direct hits are also seen on warehouses alongside the Large and Long Basins and on the Radial Repair Slips East of the pens.
- B. Approx. 15 bomb bursts in the water S. of the U-boat pens.
- C. Approx. 10 bomb bursts in the village of Locquelic and vicinity.

/ANNOTATED PRINT II.

ANNOTATED PRINT II.

- A. Shows later development of the bomb bursts seen at A. on Print I and further smoke from these bursts.
- B. & C. Further developments of bomb bursts seen at B. and C. on Print I.
- D. A group of approx. 20 bomb bursts are seen in open country 2 miles N.W. of KEROMAN.

ANNOTATED PRINT III.

- E. A concentration of approx. 110 bomb bursts within the immediate neighbourhood of the Northern Power Station, including several direct hits on the Power Station. Numerous hits are also seen on the railway lines in the vicinity of the Power Station and several bursts on the Paris road.
- F. Shows 4 more bursts in the area further West, including a direct hit on the Station Sidings.
- G. A further 5 bursts south of the Power Station, including one beside a hospital.
- H. 5 bomb bursts in the River Scorff between the Railway Bridge and the Pont de Caudan.

ANNOTATED PRINT IV.

- A. Shows smoke from the development of the bursts in the neighbourhood of the U-boat pens, also seen at A. on Prints I and II.
- D. Smoke from bursts in open country N.W. of KEROMAN seen at D. in Print II.
- F. A further development of bursts seen at F. on Print III with 15 additional bursts west of the Power House, including a further 3 hits on the Station Sidings.
- H. Shows later development of bursts in the River Scorff seen at H. in Print III and further bursts in the River.
- J. Shows approx. 60 bursts in the area south of the Power Station, including those bursts seen at G. in Print IV and direct hits on the Naval Ordnance Buildings in the vicinity of the Dry Docks, and in the nearby residential area.
- K. Approx. 35 bomb bursts from bombs which have fallen in open country East of the Railway Bridge.

ANNOTATED PRINT V.

- K. Those bomb bursts seen at K on Print IV with approx. 20 additional bursts in the same area.

ANNOTATED PRINT VI.

- C. The bomb bursts seen at C on Prints I and II.
- L. A group of approx. 35 bursts in open country between Port Louis and the village of Riantec, East of Keroman.

INTERPRETATION REPORT No. S.A. 523 (Contd).SECRET.
Page 3.

ANNOTATED PRINT VII

M. Shows bursts from approx. 10 bombs, which have fallen in open country near the village of Landaul East of LORIENT.

ACCOMPANYING PRINTS.

Annotated Prints I, II and III are being generally distributed with this report.

SECRET.DISTRIBUTION No. 11

R.A.F. STATION,
MEDMETHAM.
TDW/ESM/C.

Plus. H.Q.F.C.	20
E:	112
I:	<u>15</u>
	147

0855 ✓	1900	
X 0853 1/2 ✓	1215	- Oxy gen system out
X 0854 1/2 ✓	1230	- 7 inch line gone
X 0852 ✓	1107	- 4 Eng failed 2 " leaking oil
0856 ✓	1440	
0853 ✓	1435	
0854 ✓	1500	
0930 ✓	1452	
0913 ✓	1441	
0850 ✓	1440	
0912 ✓	1436	
0855 ✓	1140	43 Eng rough Eפעסעם עגל ה'ס תעם
0850 ✓	1230	fuel tank leak
0852 ✓	1212	Oxy gen
0853 ✓	1825	12 4 Eng
0856 ✓	1433	oil leak
0852 ✓	1655	