

HEADQUARTERS NINETY-FIFTH BOMBARDMENT GROUP (H)

Office of the Group Navigator

May 21, 1943

SUBJECT: Report re Operational Mission by the Ninety-Fifth Bombardment Group (H) on May 21, 1943.

TO : The Group Operations Officer.

1. Twenty-one planes passed over the field in formation on course at an approximate altitude of 4,000 at 09:35. Because of the overcast conditions a six plane element of this flight under the leadership of Capt. Hamilton and Major McKnight, forming the high squadron, became separated from the formation. Both flights followed the prescribed flight plan, Major McKnight's flight alone effecting an interception with the 94th and 96th Bombardment Groups and completing the mission. The other flight under the command of Capt. House and Col. Gibson elected to return to the base. The respective logs and a track analysis of the routes taken is herewith presented.

2. To date no equipment has been available for checking the compasses. An effort has been made to obtain the British O6A master compass but the requisition so filed has not been acted upon. A requisition has also been filed for the British Mark IX octant to no avail. Such instruments would manifestly be of great aid in effecting the long over water flights to northern Germany.

3. No instrument malfunctions were reported. The operations from a navigational standpoint were distinguished by the brilliant interception effected by Lt. Lawson, navigating the element under Major McKnight and Capt. Hamilton. The prescribed rendez-vous had failed due to the tardiness of the 94th and 96th Groups in reaching the prescribed point. A delay of 12 minutes is estimated.

WILLARD W. BROWN,
1st Lt., A. C.,
Group Navigation Officer.

DECLASSIFIED
Activity NND 745 005
K.C. HARRIS 7/15/67



HEADQUARTERS
VIII BOMBER COMMAND
A.P.O. 634

Bomber Command Narrative of Operations
Day Operation - 21 May, 1943
Mission No. 60

TARGETS: U-Boat Yards at Wilhelmshaven
U-Boat Yards at Emden.

98 B-17s from 1st Wing were dispatched to attack the U-Boat installations at Wilhelmshaven while 63 B-17s from 4th Wing, plus 92 Group of 1st Wing were detailed to attack the submarine yards at Emden. 78 a/c bombed the former target and 45 a/o attacked the latter. Results were generally poor at both places, though there is evidence that one group on Wilhelmshaven had bursts in the target area. 12 B-17s are missing from these operations, while

Claims against a/c are 78 - 11 - 23. Personnel Casualties
Number of A/C's (Dispatched Attacking Abortive Lost) Claims (Killed Wounded Missing)

Group	Dispatched	Attacking	Abortive	Lost	Claims	Killed	Wounded	Missing
WILHELMSHAVEN - U-Boat Yards:								
91	21	18	2	1*	17-1-9	0	0	40
303	19	18	1	0	8-2-1	0	0	0
305	18	15	3	0	4-1-0	0	0	0
306	21	14	4	3*	12-1-3	0	0	30*
351	19	12	7	0	6-0-4	1	0	0
	98	77	17	4	47-5-17	1	0	70

Group	Dispatched	Attacking	Abortive	Lost	Claims	Killed	Wounded	Missing
EMDEN - U-Boat Yards:								
92	6	0	0	0	0-0-0	0	0	0
94	20	18	2	0	11-2-0	2	1	30
95	15	6	0	9	5-0-1	0	0	10
96	22	22	0	0	15-4-5	0	4	10
	63	46	2	15	31-6-6	2	5	50

- A. - Mechanical, equipment or personnel failures.
- B. - Weather, recall, enemy action.
- * - Unknown if A/C bombed.
- 1 A/C of 96 Gp. attached itself to the 305 Gp. and bombed Wilhelmshaven.
- X - See note at end of narrative.

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Activity: NND 745 005

ET: K.C. WRA. Dec 7/15/67

1st Wing - 78 B-17s dropped 772 x 500 G.P. from 22,000 - 26,000 ft., at 1244-1245 hrs. This includes 1 a/c of 96 Group which attached itself to 1st Wing formation. Bombs from at least one squadron fell in the Bauhafen area, but for the most part the concentrations fell on portions of the city NW and S of the aiming point. From strike photographs it appears that bombs which did fall in target area, struck installations around the N and W sides of the Basin as well as on or near drydocks No.1 to No.4. A number of bursts were observed near the location where a U-Boat was berthed before the attack. Smoke from the bomb bursts prevented further observation.

4th Wing - 45 B-17s dropped 444 x 500 G.P. from 22,000 to 24,800 ft., at 1244-1246 hrs., on Emden. Results appear to have been poor, with available strike photographs showing no evidence of hits on the port installations or the city. (As noted, 1 a/c from 4th Wing bombed Wilhelmshaven)

REASONS FOR FAILURE TO BOMB: 1st Wing - 14 mechanical and equipment failures, 3 personnel failures, and it is not known whether or not the 4 lost a/c bombed.

4th Wing - All 6 B-17s of 92 Group which joined the 95 Group for the mission turned back with 9 a/c of 95 Group at 54°40'N-03°00'E when thick clouds prevented their joining main effort, and caused 2 a/c to collide (slight damage). 2 other a/c failed to bomb for mechanical reasons.

ENCOUNTERS: 1st Wing - More than 100 e/a opposed the 1st Wing formation. The attacks began about 1225 hrs., shortly before the I.P. which was 10 miles S. of Scharhorn Island (53°50'N-08°25'E), continued over target and well out to sea. One Group reported 2 formations of 36 e/a each was waiting in vicinity of I.P. Attacks came from all directions with numerous nose and tail approaches indicated. E/a pressed in vigorously with as many as 6 a/c attacking abreast. Air-to-air bombing was again reported. Several groups, for first time, observed e/a with either single or twin large caliber cannon or rocket guns mounted under fuselage or under wings. It was observed that the bursts were about the size of flak. Me-109s with red wing-tips were equipped with 1 long-barrelled cannon and at least 2 machine guns in each wing. It was reported as a very fast ship, with wing span of approximately 40 feet, and is thought to have radiator under nose. E/a markings were white, yellow, rust, and black and white checkered noses; blue grey, solid black, and grey fuselages. Square wing-tipped FW-190s were noted to have light blue wings and grey circles.

4th Wing - Strong e/a opposition was also reported by the 4th Wing Groups which went to Emden. 20-30 e/a met the B-17s 10 miles N. of Schiermonnikoog Island and followed the bombers from a distance of approximately 800 yards, until they began attacks over coast. From this point to target and out, the engagements were continuous with 60-70 FW-190s and Me-109s being encountered. Ju-88s were also seen. At Borkum on way out a new squadron of 15-20 FW-190s came from the north and attacked vigorously for about 10 minutes. Indications are that attacks came principally on the nose from below, 2-3 e/a frequently coming in abreast. White, red, and yellow cowlings with green and brown fuselages were observed on both FW-190s, and Me-109s. The Ju-88s were silver-colored.

FLAK: 1st Wing - Going to Wilhelmshaven, flak was first encountered over Frisian Islands. It was inaccurate for height and deflection. Over target moderate to intense accurate fire was met. Flak ships off coast, and batteries on Spiekeroog, Wangerooge, Alte Mellum and Ardhof also fired on the

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Activity NND 745 005

K.C. WRA. E-7/15/67

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4th Wing - The formation going into Emden reported slight inaccurate fire from Groningen and at I.P. (53°04'N-07°04'E). In target area, patterns of 6-8 bursts were seen ahead at intervals of a few seconds. This was accurate for height. Some inaccurate fire came from vicinity of Borkum on way back.

CASUALTIES: PERSONNEL - 1st Wing: 1 crew member killed, 4 seriously wounded, 5 slightly wounded and 70 missing.

4th Wing: 2 crew members killed, 5 seriously wounded, and 50 missing.

EQUIPMENT - 7 B-17s were lost from 1st Wing and 5 from 4th Wing. The following observations as to the lost a/c apply to both Wings. 1 B-17 hit water at approximately 53°50'N-01°50'E with 7 chutes. 1 B-17 broke up and hit ground 10-15 miles NW of Wilhelmshaven with 9 chutes. 1 B-17 was seen attempting landing on island, thought to be Juist. 1 B-17 lost wing, hit water and exploded at approximately 54°17'N-04°46'E with 9-10 chutes. 1 B-17 made good landing in water approximately 40 miles E. of last mentioned point. 1 B-17 was observed going down with engine smoking badly over Greetsiel with 6 chutes. 1 B-17 lost wings and blew up near Beerta, Holland, with 1 chute. 1 B-17 landed in water at approximately 53°45'N-07°30'E. 1 B-17 hit water in channel approximately NE of Wilhelmshaven with 5 chutes. 1 B-17 hit water approximately 30 miles NW Spiekeroog Island. 1 B-17 circling Dollart Bay under control at 1245 hours with 2 chutes. 1 B-17, burning, hit water at approximately 54°25'N-05°50'E with 9 chutes.

ESTIMATED BATTLE DAMAGE: 1st Wing - 24 category 'A'; 4th Wing - 8 category 'A', 1 category 'B'.

ROUTE: 1st Wing - Splasher No.4 (Louth) to 54°40'N-03°10'E to 54°50'N-06°00'E to I.P. 10 miles S. of Scharhorn Island (53°50'N-08°25'E) to target. After bombing a right turn to west tip of Spiekeroog Island to 54°30'N-06°50'E to 54°10'N-04°00'E to Cromer.

4th Wing - Splasher No.4 (Louth) to 54°40'N-03°10'E to 54°45'N-04°40'E to 53°50'N-05°20'E to 54°30'N-05°50'E to point 3 miles west of Groningen to 53°00'N-06°40'E to I.P. at 53°04'N-07°04'E to target. From target to 5 miles East of Borkum Island to 54°25'N-05°50'E to 54°10'N-04°00'E to Cromer.

WEATHER: Base at take-off: Bases had variable amounts of cumulus or towering cumulus clouds at 2500 to 4000 ft., and tops running up to 8000 ft. There were also patches of alto cumulus and alto-stratus at 8000 ft., which was reported by one Group as about 4/10. Visibilities were 1-2 miles in fairly thick haze.

Route out: Over England there was 4/10 - 5/10 cumulus which increased to 8/10 - 10/10 over the North Sea. The top of this cloud was 8000 ft. over England, but increased to 10,000 - 12,000 ft. over North Sea. There was a front oriented north-south at about 03° east longitude, and at this point 7-9/10 cirrus was encountered at 27,000 ft. which continued the remainder of the way across the North Sea. About 15 miles off the enemy coast the low and medium cloud broke to nil. Visibility was 1-3 miles in haze over the water, but improved to 5-10 miles over Germany.

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By K.C. Date 7/15/47

C O N F I D E N T I A L

Target: Over the target there was a trace of low cloud and 6-8/10 cirro-stratus at 25,000 to 30,000 feet. Visibility was 5-10 miles over land in fairly thick haze. These conditions prevailed over both targets.

Route back: Over the North Sea the low and medium cloud had dissipated on return, but there was still 7-9/10 cirrus at 30,000 ft. in the east lowering to 25,000 ft. in the west. Visibility was 2-3 miles in a very thick haze layer over the North Sea.

Bases on return: Over all bases there was 5-6/10 cumulus and towering cumulus at 2,500 ft. Visibility was 3-4 miles in the haze.

Remarks: There was some ice in the cumulus tops. No contrails were reported. Winds aloft were as forecast. Temperature at 22,000 ft. was -23 degrees centigrade.

OBSERVATIONS: At Wilhelmshaven the smoke screen appeared to come from boats in harbor and smoke pots on shore line. It was reported to be stringy and ineffective. One ship was reported aground and burning in the harbor. A smoke screen was also in operation at Emden. At A/D on Neuwerk Island, two runways appeared to be new construction. E/a was observed to come up from A/D on Heligoland, Langeroog and Spiekeroog. Balloons were reported at Heligoland. Several convoys were sighted.

NOTE: At 2030 hours on 22 May 1943 a British merchant vessel picked up 10 crew members from the 306th Group at 54°10'N-02°12'E. The men were reported to be in good condition.

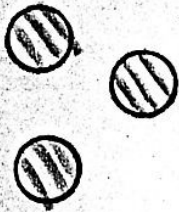
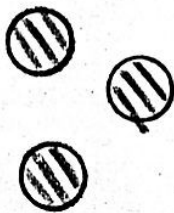
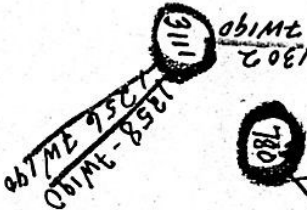
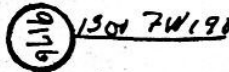
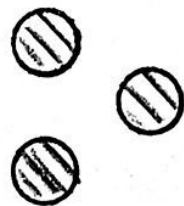
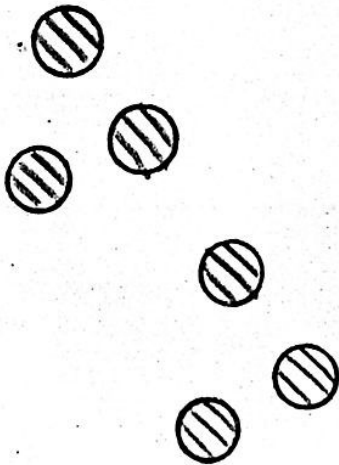
C O N F I D E N T I A L

GROUP 95th
DATE 21/5/43

COMBAT DUPLICATION CHECK FORM

copy

Show direction, approx. time and type E/A of each attack with arrow. Above with Red arrow - Below with Green - Level with BLACK Red



If actual formation is completely different from position of circles turn page over and prepare diagram on back.

Write numbers of our A/C in circles.

Draw lines through circles not applying.

Block out our missing A/C in Red.



Missing

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

AGO 634
21 May, 1943.

SUBJECT: Group Engineering Report on Combat Mission of May 21, 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 21, 1943.

- a. Fifteen (15) B-17F airplanes took-off, nine (9) returned to the base before completing mission.
- b. Five (5) completed mission.
- c. One did not return.

2. There were nine (9) abortive airplanes.

a. The following listed airplanes returned due to bad weather:

42-29807
42-3061
42-3091
42-3079
42-29679
42-29702
42-29808
42-29706
42-29693

3. Battle damage is as follows:

a. 42-3110 did not return.

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

B

2980

ANDERSON
30000

EYES
30006

GRIFFIN

LINS
29612

CAMPBELL
30010

A

House
29808 | 412-X

ROBINSON
29679 | 336-F

LINDLEY

MARISSETTE
29706 | 412-W

Mc KINNON

29693 | 412-0

29702 | 336-H

EASTLING

3079 | 335-O

COZENS

29807 | 334-B

Mc FERRISON

3061 | 334-J

CORNELL

SOUTH

3091 | 334-K

C

HAMILTON
9176 | 336-K

SCHNEELY

3110 | 336-D

CORNETT

29780 | 335-P

THOMPSON

29800 | 334-L

JOHNSON

3111 | 335-T

CAMERA

RIBIN

29689 | 334-H

EXTRA

29675 - 336-E

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Rossion 808
679

Lindley 1007
1702

MacKinnon
693

Eastling
3079

Schnebley
3110

Hamilton 8174
Thompson 800

Coxens
807

last
number
476k

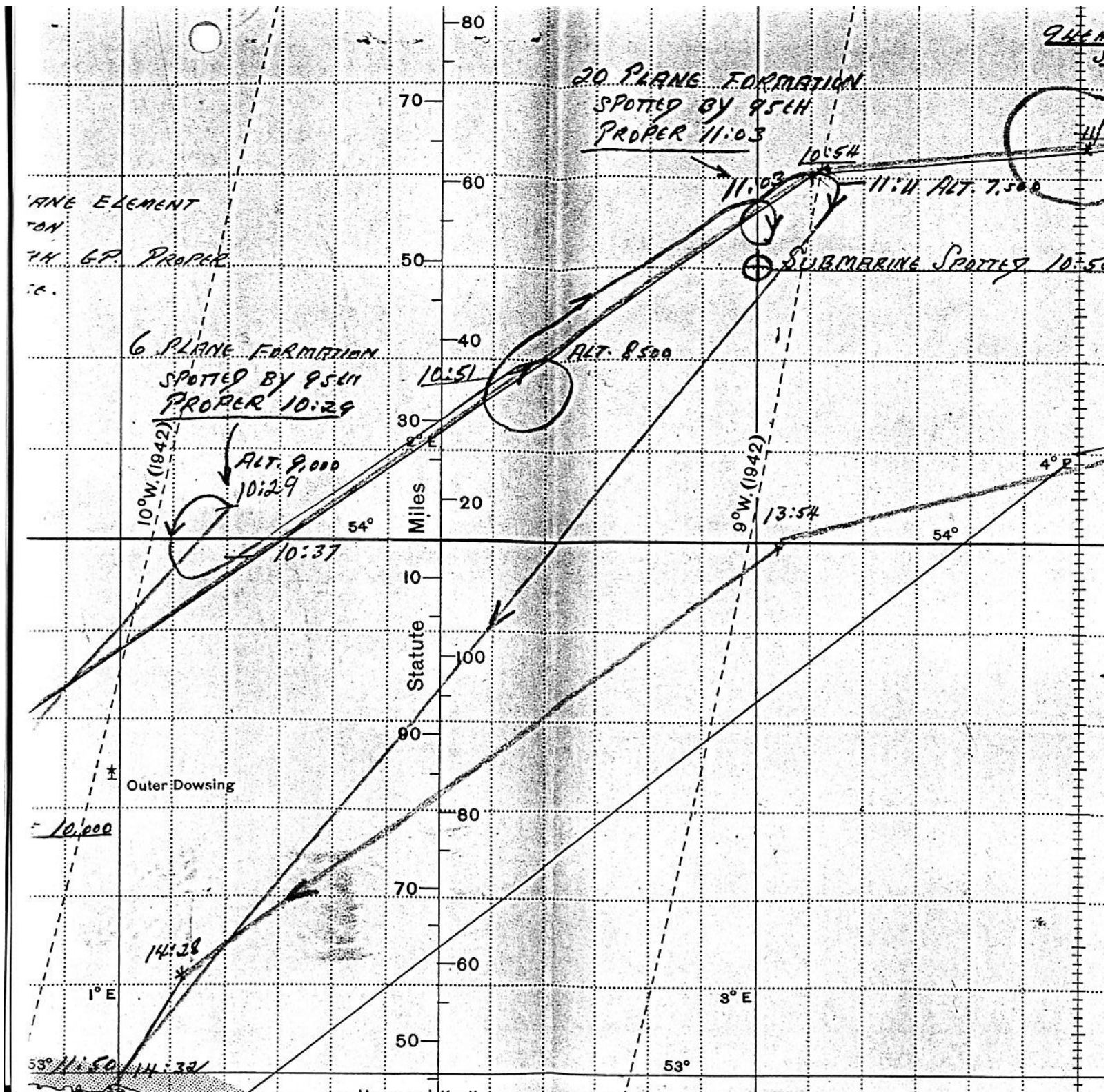
McPherson
3061

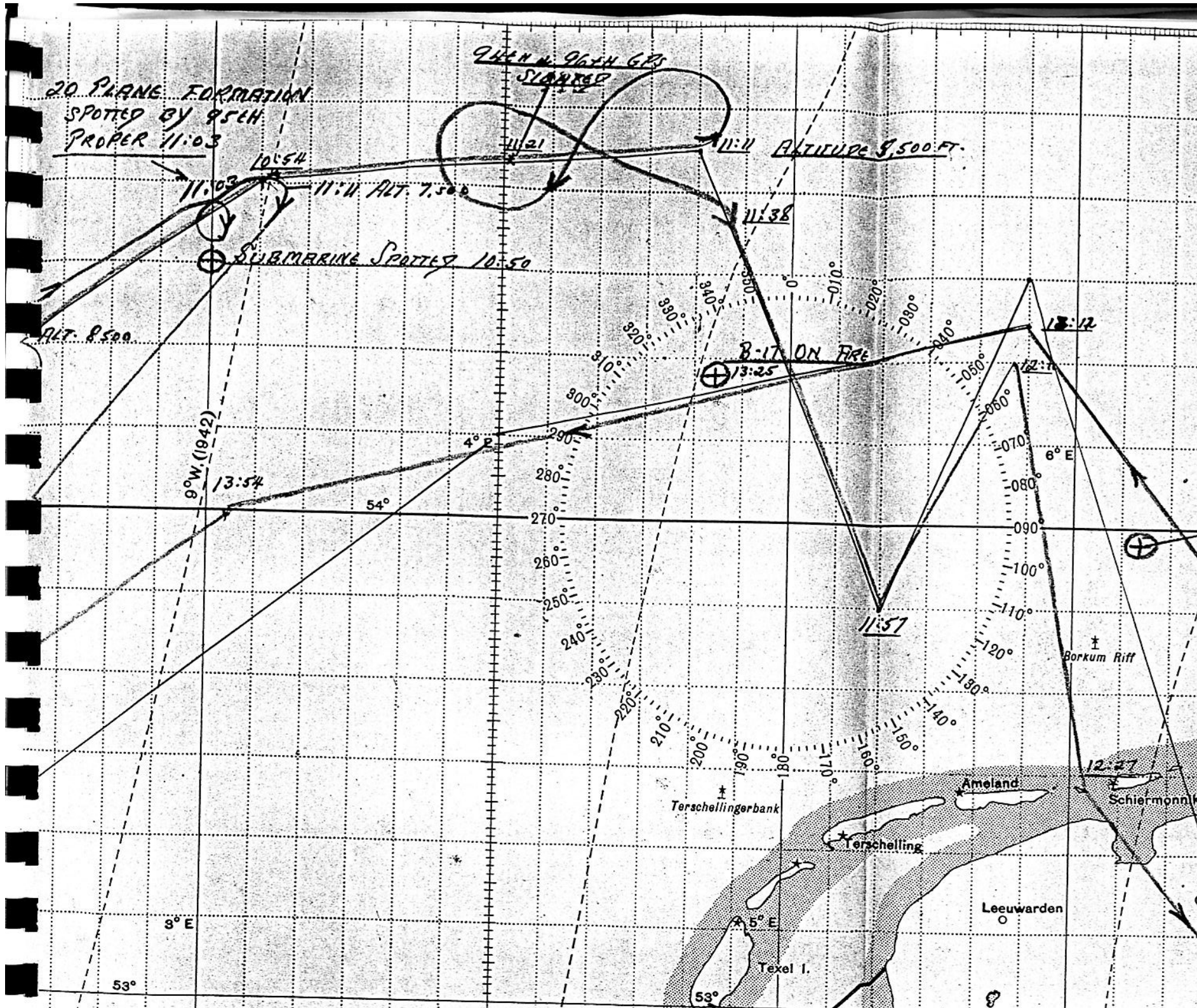
Smith
3091

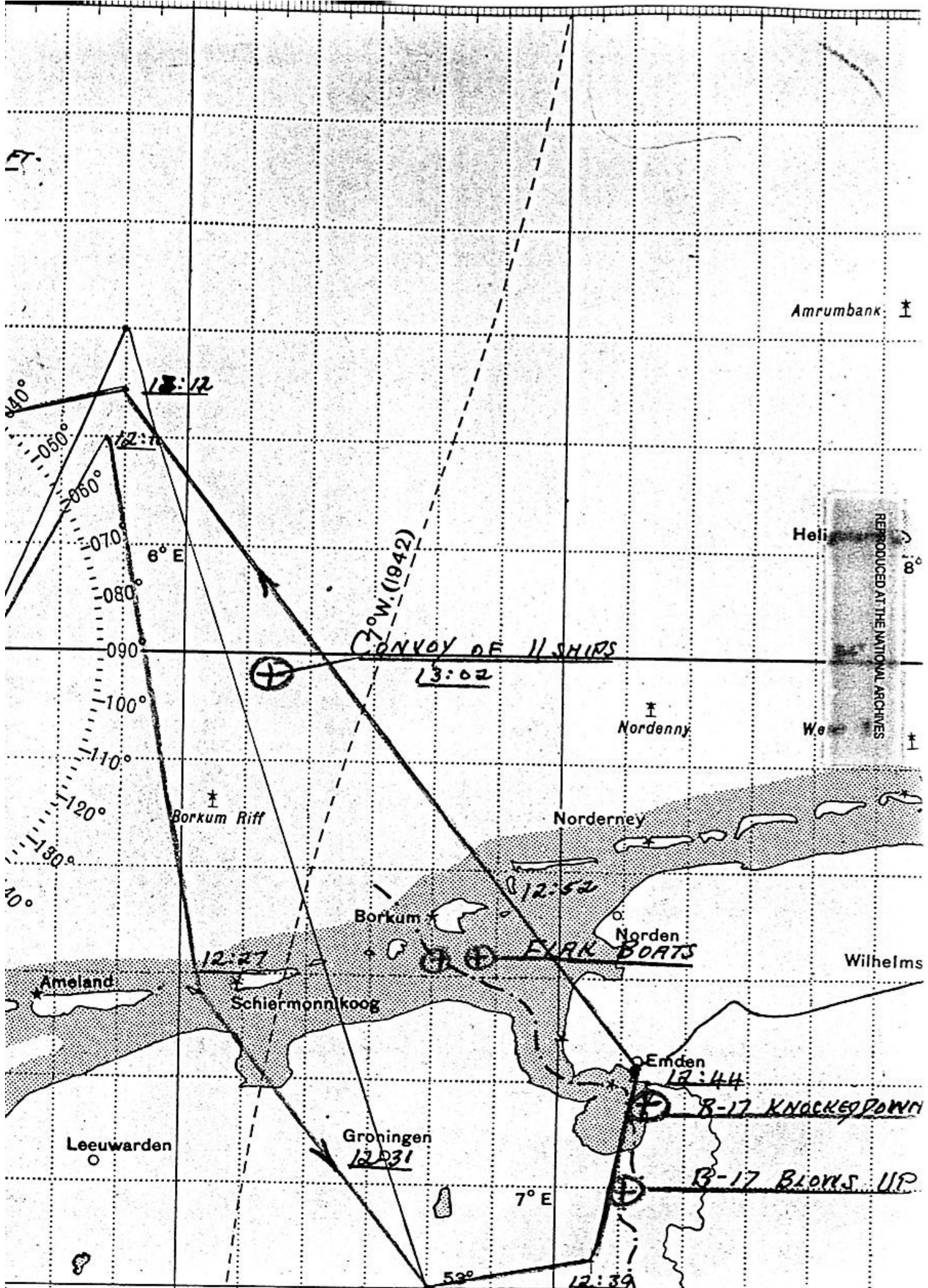
Johnson 280
3111

Cornett
Reid 687

Formation 21/5/5







Amrumbank. †

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CONVOY OF 11 SHIPS
13:02

FLAK BOATS

B-17 KNOCKED DOWN

B-17 BLOYS UP

12:12

12:27

Groningen
12:31

Emden
12:44

12:52

12:39

6° E

7° E

53°

8°

40°

50°

60°

70°

80°

90°

100°

110°

120°

130°

140°

Leeuwarden

Ameland

Schiermonnikoog

Borkum

Norderney

Norden

Wilhelms

Nordenny

Borkum Riff

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

APO 634
22 May, 1943

SUBJECT: S-3 Narrative report on Combat Mission of May 21, 1943.

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

1. The 95th Bombardment Group (H) was alerted for a combat mission 1735 May 20, 1943. A bomb loading of 10 X 500 Lb GP bombs, one half with fuses of instantaneous nose, 1/40 tail, the other half with fuses of 1/10 nose, 1/40 tail was received at 1745.

2. Field order No. 3 was received from the 4th Wing at 0030, May 21. Flight plans were made up, and fifteen combat crews were briefed at 0530 with take off time set for 0845. A delay of thirty minutes was ordered from the 4th Wing. Actual take off was made at 0915, with fifteen aircraft. An additional six aircraft from the 92nd Bombardment Group (H) were attached in the low squadron position. Take off and rendezvous over the field was made as planned. The high squadron became separated from the group formation due to clouds and proceeded on alone. The lead and low squadrons climbed to 10,000' to get on top of the overcast, but were unable to locate the other groups at the appointed time and returned to the base at 1215. The high squadron came in contact with the 96th Bombardment Group (H) just before reaching the enemy coast and joined their formation and proceeded to the target with them.

3. The high squadron, now attached to the 96th Bombardment Group (H), were attacked by enemy fighters about thirty miles from the enemy coast.

4. The result of the bombing by the high squadron was doubtful as to accuracy. One B-17F was shot down over the target. Enemy fighters were extremely aggressive, coming in close for their shots.

CLIFFORD E. COLE
Captain, Air Corps,
Operations Officer.

FORM 3.

BOMBING MISSIONS

STATION Alcon

DATE 21 May 43

9374 910
SQUADRONS.

Aircraft Let	No.	CAPTAIN	TARGET	TIME OFF EST	ACT.	COAST OUT	OVER TARGET EST	ACT.	COAST IN	BASE EST	ACT	CAMERA	PETROL	BOMBS	REMARKS
534															
M	B	807	GOZENS	09:25	"	12:30	"	"	"	12:25	12:25	"	"	"	A
		McPHERSON	Banden												
		3061	"	09:26	"	"	"	"	"	12:18	12:18	"	"	"	A
		SOUTH	"												
		3091	"	09:25.5	"	"	"	"	"	12:25	12:25	"	"	"	A
		800	THOMPSON	09:19.5	"	"	"	"	"	15:05	15:05	"	"	"	Completed Mission
		689	RUBIN	09:21	"	"	"	"	"	15:04	15:04	"	"	"	Completed Mission
		3049	EASTLING	09:18	"	"	"	"	"	12:18	12:18	"	"	"	A
		780	CORNETT	09:30.5	"	"	"	"	"	15:03	15:03	"	"	"	Completed Mission
		3111	JOHNSON	09:31.5	"	"	"	"	"	15:02	15:02	"	"	"	Completed Mission
		679	ROBINSON	09:17	"	"	"	"	"	12:20	12:20	"	"	"	A
		702	LINDLEY	09:17.5	"	"	"	"	"	12:18	12:18	"	"	"	A
		9176	HAMILTON	09:19	"	"	"	"	"	15:01	15:01	"	"	"	Completed Mission
		3110	SCHNEBELY	09:30	"	"	"	"	"			"	"	"	Completed Mission
		808	HOUSE	09:16	"	"	"	"	"	12:15	12:15	"	"	"	A
		706	MORISSETTE	09:16.5	"	"	"	"	"	12:16	12:16	"	"	"	A
		693	MACKINNON	09:18.5	"	"	"	"	"	12:17	12:17	"	"	"	A

TO: COMBOMWIG ONE.

ATT: A-2

PART A.

Mission No. 6

Emden May 21, 1943

1. FIFTEEN A/C OF THE 95th BOMB GROUP TOOK OFF AT 30 SECOND INTERVALS BEGINNING AT 0916 ON 21 MAY 1943. THEIR PRIMARY TARGET WAS THE SUBMARINE PENS AT EMDEN, GERMANY; THE SECONDARY; THE INDUSTRIAL SECTION OF EMDEN; THE LAST RESORT ANY INDUSTRIAL TARGET IN THE VICINITY OF THE PRIMARY TARGET. NINE AIRCRAFT FAILED TO RENDEZVOUS WITH THE OTHER A/C MAKING UP THE COMBAT WING BY REASON OF POOR VISIBILITY. SIX A/C FOUND THE COMBAT WING AND CONTINUED WITH IT TO THE TARGET AND RETURN.
2. RESULTS OF THE BOMBING WERE ESTIMATED FROM POOR TO FAIR.
3. NINE A/C, 808, 693, 706, 702, 061, 679, 079, 807, 091 TURNED BACK AT 50° 40' N 3° 0' E AT 1111 HOURS BECAUSE CLOUDS OBSCURED VISIBILITY PREVENTING THEIR JOINING THE MAIN EFFORT.
4. FROM 20 TO 30 E/A WERE FIRST SEEN OVER THE WATER ABOUT 10 MILES NORTH OF SCHIERMONNIKOGG. THESE WERE BELIEVED TO BE ME 109'S. THEY FOLLOWED OUR FORMATION AT A DISTANCE OF ABOUT 800 YARDS. UPON REACHING THE COAST THE ATTACK STARTED AND LASTED ALL THE WAY INTO OVER AND ON THE WAY BACK FROM THE TARGET. THEY DID NOT LEAVE US UNTIL WE ARRIVED AT THE COAST (BORKUM). THIS ATTACK LASTED A LITTLE BETTER THAN AN HOUR. AT BORKUM A NEW SQUADRON OF FW 190'S (ABOUT 15-20) ARRIVED FROM THE NORTH. THESE PLANES ATTACKED VIGOROUSLY FOR ABOUT 10 MINUTES. SOME OPINION WAS THAT THIS SQUADRON TOOK OFF FROM A CARRIER. THE FW 190'S HAD RED YELLOW AND WHITE NOSES WITH GREEN AND BROWN CAMOUFLAGE FUSILAGES. ONE ME 109 WAS PAINTED ALL RED. TWO JU 88'S WERE SEEN THEY WERE SILVER. ON THE WHOLE THE ENEMY WAS VERY PERSISTENT; PRESSED HOME HIS ATTACK AND WERE AS GOOD AS WE HAVE ENCOUNTERED THUS FAR. SHIP #9176 DESCRIBED THE FIGHTER THEY FELT CAME FROM A CARRIER AS HAVING SQUARE TIPPED WINGS, RED NOSE AND GREY FUSELAGE.
5. FLAK WAS FIRST SEEN AS SOUTH OF THE TARGET. IT APPEARED TO BE A WALL OF BLACK

RED BURSTS. VERY AC O ATE FOR REPRODUCED AT THE NATIONAL ARCHIVES O AT TARGET PATTERNS OF
8 BURSTS WERE SEEN AHEAD AT INTERVALS OF A FEW SECONDS. RIGHT OVER TARGET LESS
FLAK THAN ON SOUTH SHORE OF BAY BUT STILL ACCURATE FOR ALTITUDE AND DEFLECTION.
SOME FLAK OBSERVED AT BORKUM.

6. TWO B-17 SEEN CIRCLING OVER DOLLERT BAY WITH TWO PARACHUTES FALLING OUT OF EACH. THEIR ALTITUDE WAS ABOUT 14,000 FEET, ONE GOING EAST, ONE GOING NORTHWEST, BOTH BEING ATTACKED BY FLAK FROM DELFZY. ONE OF THESE WENT DOWN AT 1245 RIGHT AFTER TARGET. NO FLAMES OR SMOKE WAS SEEN. ONE OF THESE WAS PROBABLY NUMBER 110 SEEN OUT OF CONTROL LATER AND HAD DIRECT HIT IN PILOTS COMPARTMENT. ALSO ONE B-17 WAS SEEN 6 MILES NORTHWEST OF EMDEN BEING ATTACKED BY TWO ME109 AT 1245, ALTITUDE 18,000 FEET. THIS B-17 TRIED EVASIVE ACTION TO GET AWAY BUT BURST INTO FLAME IN A LARGE EXPLOSION AND IT WENT INTO A DIVE. ONE WING CAME OFF AND THE PLANE FELL APART. NO PARACHUTES WERE SEEN. SMOKE WAS USED AROUND THE PRIMARY TARGET.

7. NONE.

8. AN ENEMY CONVOY OF APPROXIMATELY 15 SHIPS WAS REPORTED ON A TRUE COURSE OF 230° AT $53^{\circ}55'N$ $6^{\circ}5'E$ AT 1257 BY THE CREW OF #9176. THE REPORTING AIRCRAFT WAS AT 20,000 FEET. ONE SHIP IN THE CONVOY WAS THOUGHT TO BE A CARRIER. TWO SHIPS WERE REPORTED AS ORANGE COLOR AND VERY LARGE. AIRCRAFT NUMBER 3111 REPORTED FIRING UPON THE CONVOY. THIS AIRCRAFT ALSO PHOTOGRAPHED IT. THE CREW OF #9176 WERE OF OPINION THAT ATTACK MADE SOME 30 MILES OFF THE ENEMY COAST ON THE RETURN TRIP WAS MADE BY CARRIER BORNE A/C. ATTACK WAS VERY AGGRESSIVE. EIGHT PARACHUTES WERE DESCRIBED AS OPENING FROM B-17 #734 STATED TO HAVE LANDED IN WATER AT 1330 HOURS AT $54^{\circ}24'N$, $4^{\circ}43'E$. TWO B-17'S REPORTED DOWN OVER DOLLERT BAY, TWO PARACHUTES OPENING FROM EACH AT 1245 HOURS. BOTH WERE IN A FLAK BARRAGE WITH ONE ME109 FOLLOWING THEM. TWO POSSIBLE CARRIERS WERE REPORTED IN THE EMS ESTUARY AND A SMOKE SCREEN OVER THE TARGET WERE ALSO REPORTED BY A/C #3111. FOUR

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SHIPS WERE SEEN COMING OUT OF THE HARBOR AT BORKUM HARBOR AT
1256 HOURS. SIX DOCKS, RESEMBLING SUBMARINE PENS WERE REPORTED
IN THE HARBOR. A SUBMARINE WAS SIGHTED AT 1050 AT $54^{\circ} 15' N$
 $2^{\circ} 45' E$.

COBOMGR 95