

(26) (1)

Sailing day. Empire Bunkers.

31st May 1944. (Wednesday.) D-6.

0700. First ship begins to move off into fringe of dome from anchorage. Blue sky with slight cloud. Sea very calm.

0830. We move off, at last! When in Canech waves us goodbye and good luck. Out of anchorage convoy forms into two columns. Practically at standstill for long while. Last view of Oban and Ben Cruachan. Move off through fringe and form four columns. American convoy of Liberty ships form up behind. "Durban" comes up to lead our convoy. Escort an Canadian frigates, corvettes and armed trawlers. Read Phillip Guedella's "The Hundred Days"

1100. Deterioration of weather. Breeze, rougher sea, sky overcast.

1400. Reach mouth of fringe off Ross off Mull. Moderate swell from Atlantic. Steering gear breaks down: we avoid tilting "Panos" and lie wallowing clear of convoy. Escort vessels rush round us worrying to know what trouble is. Admiralty King stands by.

1500. Under way again. Knock up 10½ knots (rivets strained!) and overtake American convoy then our own. Back to 5 knots again. One would scarcely believe we were moving.

2145. 512 (Capt. Guild) closes in for night and comes close alongside. Greetings by semaphore - and yells - between Daly and Kitley, Howell and Bernstein.

2150. Sharp change of course back towards North Channel.

^{1st June D-5}
0300. Wakened by ship siren, shouts of alarm, and finally signal to abandon ship. Moment of internal panic. Engage on deck in Lejebell to find 512 broadside on. Just missed a full-blooded ramming amidships which would have sunk us + "Empire Defiance"

Take a stone. Back to bed. (Our starboard light was out).

0800. Overcast sky, slight swell, not much wind. About 8 miles from the Maideas off Co. Antrim. Following Irish coast, but can't see it yet. Thoughts of Kate.

1200. About 9 miles out from Belfast Lough, but Rick goes fog has come down — and visibility is about 400".

Bleating and wailing of ships' sirens, like a French film.

Read "Richard II".

1700. Wind changes from S.E. to E. and fog begins to clear away. Small aircraft carrier passes. Read "Huntingtower" again.

2100. Fog completely cleared. Rough sky still black. Clear glimpse of Irish hills silhouetted against sunset, about 12 miles away. First glimpse of Isle of Man to the east, very dark and obscure. Wind freshens & sea becomes rougher. Third edition of the "Gorseberry Gazette" on display.

2200. Weather becomes really dirty, with a hell of a roll. All the plates creak and rivets strain. Every now and then it plunges as if it is going to break its back. I inflate my lifebelt and lie awake.

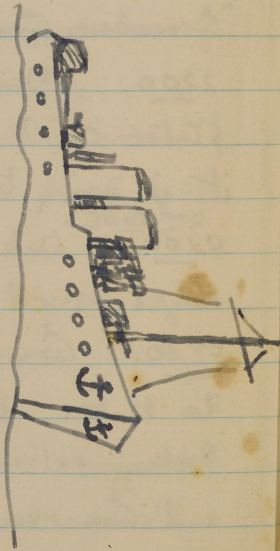
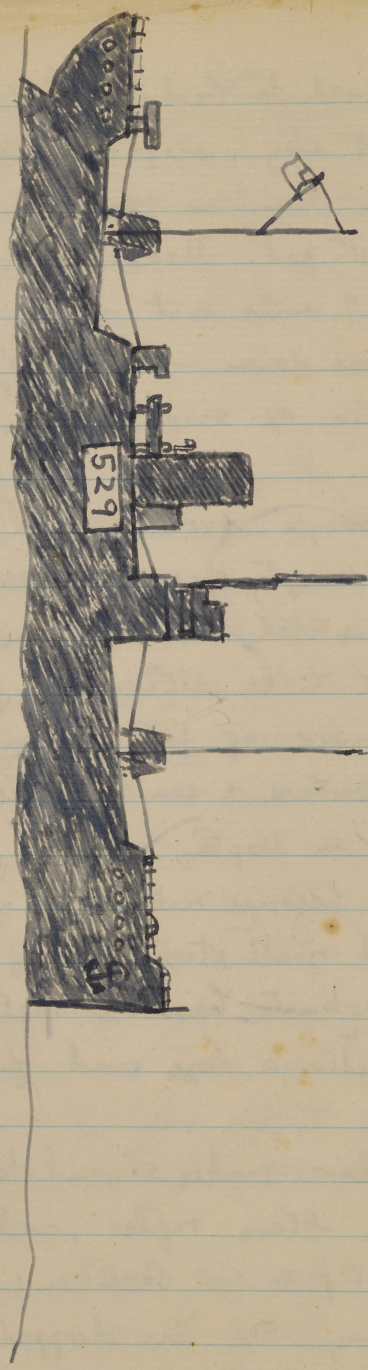
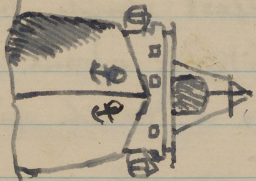
^{2nd JUNE.}
0300. Wake after a doze and find sea calmer. Rough still slight swell.

0830. Commodore makes signal to test all guns. We fire 40 m. 20 H.M. Brens & Lewis rifles, and I even pot at lines with a broken extractor tip on one Berlikon: replace it. Now opposite Wicklow and Caratton Bay. 512 has dropped behind convoy.

1110. Sight Bardsey Island, at north tip of Carlingford Bay. Sky dull, but sea moderate and visibility quite good.

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SAILING LOG (cont'd)

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2nd June (cont'd.)

1700. Signal from Commodore Rat destination port is
 Red and convoy will proceed to Poole. 512 catches up again.
 with clear and blue again but strong breeze and very heavy
 M. Read Henry IV Pt. II. Gooseberry Gazette No 2 on display.
 2030. Sight Re Smalls Lighthouse off Milford Haven.

3rd June. (Saturday) D-3

0800. Heading up Bristol Channel. Passed by Ros-Built Ree-
 Channelled gluck. ship flying no ensign. Sea pretty calm. but
 sky dullish. Hear firing from Mansbrier on port quarter.

1000-1300 Reach Helwick Light off Worms Head and turn sharp
 to starboard to cross Bristol Channel. See Lundy on starboard bow.
 Main coast of Devon ahead and on port bow.

1600. Right-abreast of Re Hangmen, Combe Martin and Ilfracombe.
 with thought of Kate: make one of the last four Sobranies in her
 honor. Hope she spots our convoy: it's big enough, anyway.
 We wrote on telegraphic message to her that I am here. Draw
 catch of Ilfracombe as I see it through the binoculars.

1800 Opposite Bull Head, about to cross the mouth of Barnstaple

1800 Remainder of convoy come in sight, having taken short-
 cut across Bristol Channel.

2130 Battle Squadron (2 Yankee Heavy cruisers [or battle-
 cruisers], 1 Yankee Battleship, 2 French Heavy cruisers, with
 destroyer screen) overtakes and passes us.

2200. Cruiser Squadron of 5 British cruisers with destroyer
 flotilla and fast Canadian minesweepers come next.

2230 Battle Squadron of Ravishes class (one ship) and

(4) Four-masted Conquer passes us on landward side; was she surprised! (75)

1 Battle-Cruiser of Revenge class, with escort of very modern destroyers. Very heavy sea. Escort water shipping water at every wave, and plunging like a submarine!

4th June. (Sunday.) D-2

0800 Opposite St. Ives. Heavy gale and high seas.

1030 Passing Longships lighthouse. Ship rolling a good 15°.

Many of my men down and out: feel fine myself, surprisingly enough. Light Battle squadrons again, steaming across our bows

1200. Pass between Lands End and Wolf lighthouse.

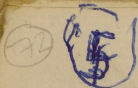
Spitfire escorts roaring overhead - and two Avengers.

Battle squadrons are moving round us again, providing vicinity protection. The old ship is rolling like hell, and taking water on deck. Every time one Rink she's going right over. But the excitement of the whole thing begins to grip, as one expected.

1230. Out of tidal whirlpools now, and sea much calmer. Heading for the Lizard.

1600. Reach Lizard and form two columns. Narrowly avoid ramming by 328! Very poor piece of seamanship. Coastal convoys of Liberty ships begins to pass us. At turning point the view is one confused mass of shipping for miles around - all at dead slow and turning in different directions. Spitfires roar low overhead on patrol. Running before wind, so ship much steadier.

1845. Moving steadily in two columns. Visibility restricted by thick mist. Opposite Talmouth, and leading across to Eddystone lighthouse.



Sailing log (cont'd)

4th June (cont'd)

2230 Pass between Plymouth Sound and Eddystone Lighthouse.
Sky dark and thunderous: bright lemon sunset, turning to pink,
with pink clouds. Change course and head for Start Point.
No navigation lights and full manning of all guns.

5th June (Monday) D-1

0800. Opposite the middle of Lyme Bay, heading for Portland
Bill. Clear day and moderate sea. Passed by convoy of motor
mine-sweepers (about 20) and three destroyers. Later by convoy
of nine destroyers — all heading east.

1100 Off Portland Bill. Minesweepers are now leading our
convoy. Fortresses passing overhead. Changing course and speed
very frequently. Reading G.K. Chesterton's "Fancies Versus Fads."
Only 50 miles from Cherbourg here.

1200. Hear on news that 6th Army has occupied Rome.

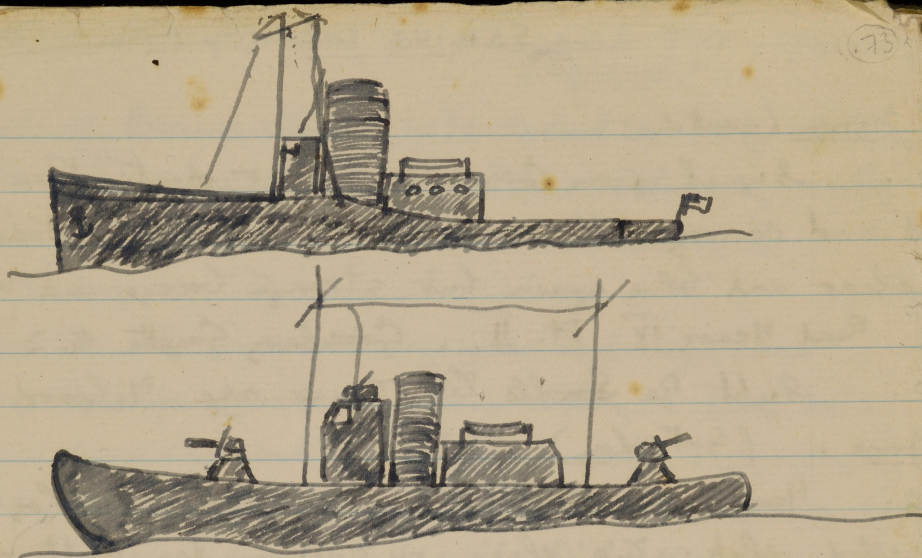
1600 Round St. Albans H^l & Durdstone H^l and head for Poole.
Write letters to home and to Kate. Collect in letters from the men for
censorship. Their security discretion is good except for the gossip
Poulter.

1830 Drop Anchor about 2 miles off Bournemouth. The bay is full
of craft of all shapes & sizes, right up to the Needles. What a
target for an air attack! Can see our old gun-positions and
H^ls quite clearly, likewise the position, the various L^ls, the
repulsive San Remo block of flats, and two places associated with
Kate — Beacon Hill, behind Poole, and Christchurch.

2000. First rum issue to celebrate our safe arrival. Liberty
ships in second convoy have joined us in anchorage. Tent

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5th June (cont'd)

no sign of Sumatra and Ter convoy. Patrol takes up position across mouth of Poole Bay. Signal from Major But can't hold any communication with store, so no mail can go. All ships at 6 hours notice to get steam up.

6th June (Tuesday) D Day.

0300 Invasion begins. Notice to sail at 1600 hrs. Ships 0700 and aircraft everywhere. Get all kits & stores lifted on 1400 Boat deck and bridges. In early afternoon ransack ships food stores and cover the bridge with tins, butter, eggs and joints! Expect to arrive off French coast tomorrow morning (D+1). Probably will be placed before dark, by RN officer. Deck may be 2 feet awash. Ships officers plot the course through minesweep channels. The Curbet arrives from Plymouth and is followed by Sumatra with remainder of gooseberry ships (5 gooseberries in all - 3 British, 2 American). Sail at 1600 hrs.

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7th June (Wednesday D+1)

Follow Gale of night to point opposite Portsmouth, then
convey s.p.s into gooseberry groups, each of which passes
through a mine-swept channel ^{marked by buoys} cleared ^{24 hrs. ago} before
the first assault. Dreadful night ^{of suspense}, ^{face black with} ^{Gibb's humming} ^{dark & noisy}
expecting air-attack, U-boat attack, or mines. No sleep.
See masses of ships of all shapes and sizes, from 18,000
ton P.E.O. cruis carrying troops, down to tiny assault landing
craft. A solid stream of boats across the channel. See one
L.C.T. capsize and others ^{Neap, got rammed ourselves!} strike mines, destroyers etc. patrolling
on skirts of convey route. Broken-down craft and drifting
pontoons, and as we sit nearer salvage in sea. From dawn
tremendous fighter cover - Beaufighters, Mosquitoes, Typhoons,
Lightnings, Thunderbolts & Spitfires. About 25 miles off, we sight
French coast and can see battleship shelling coast. Strong destroyer
screens out on both sides of bay, setting off mines etc.
Move in to main anchorage, which is absolutely crammed with
shipping & craft of all shapes and sizes running into thousands.
Directed by naval launch to our waiting position & anchor.
No sign of fighting on beaches four miles off, but can hear
infantry & tanks talking on wireless. Continuous fighter cover
overhead & day bombing by Marauders. Steady flow of craft in
and out.

8th June (Thursday D+2)

As soon as fighter cover disappears - at midnight -
the fun begins. Enemy a/c over beaches, and terrific Bofors
barrage goes up. Red chains of floating lights covering the sky

for miles like a Brock's Benefit display. We open on a F.W.
an Mc. which come our way, & score a hit on F.W. After
guns then open on it too, and it finally crashes. Day shows
two or three LCTs sunk, one with broken ends sticking out of
water 1/2 mile away. One destroyer badly hit - funnel gone.
We are untouched. Cruiser of 1943 class leads in convoy of
big troopships & commences to bombard shore targets again. We
move in closer to shore & R.N. officer begins to plant Re
gooseberry. An assault landing craft mysteriously blows up
a few hundred yards from us & disappears with all hands.
Late in afternoon heavy explosions on beaches - shelling seems
to have begun at last. Once again no Luftwaffe. Shelling turns
out to be detonation of land-mines on beaches by R.E.S.
Thank God for that! At 2130 we weigh anchor and move
into position for Gooseberry 4. At 2200 Re merchant crew
is taken off in Yankee tug; we stay on & Re blow us all up.
Ship settles smoothly, but main deck almost entirely awash
life is to be very uncomfortable. Sleep in crowded wireless
cabin; M.N. tiddle on bridge, very nervous and irritable, wishing
to be taken off. Another terrific barrage & we put up a
noisesome smokescreen. Rich chokes TSM Phillips
9th June (Friday D+3).

Another early morning sneak raid by F.W.s. M.N. very scared.
Row with M.N.s Marines about Reft of rations from Re store.
Eventually they depart in LCI. 2nd Kate (Wilson) promises to
wire Kate & Louie about me. Our Gooseberry begins to malfunction
& landing-craft tiddle round us for shelter. What a target!

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9th June (cont'd)

All landing craft carry big notice with type of load on it. Board a launch & learn that Monty is due over soon & Admiral Bertram Ramsay is on Scylla - the bombardment cruiser nearby. See a map at last and find our exact position 1½ miles off Courmoules & Bernicess. There were groceries on beach at 8⁰⁰. Aubin when we arrived on D+1. Batches of prisoners pass us in TLCs on way to Troopships & England. Visit from Bob Ballantine & Leggett. Am now very comfortable in Master's Cabin, but great blow all day to make dry passage along ship. 308 comes alongside to be blown at midnight. Arrange to send mail ^{to} her ^{& crew} & collect food from her stores. They use her gully if she sinks dry. Great efforts to get a wireless going to hear BBC news. Write letters to home & Kate. Great panic because guns on beach are seen to open up on church tower ¼ mile inland. Destroyed it - must have been snipers. 308 blows.

10th June (D+4) Saturday.

Heavy air-raids early in morning for 3 hrs continuously.
Town or coast set on fire & Grog bombed us. ^{Manned Charleston myself} to fight off it.
Bombs within yards of us all round. Two planes down - we
clear a shape in one of them. Flak absolutely incredible. Horrid
explosions all night. In morning board 308 & remove food &
boarded stores - Thousands of cigarettes etc. Fix up endless rope
from the next ship on Gooseberry, for communication with 324
(Capt. Ballantine). Launch motor lifeboat (the seaport) with
Bern Goodman as skipper, chief engineer & deckhand. Airfield

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established on crest of hill opposite Re Beachhead. Spitfires land here in morning. In afternoon go out in motor lifeboat. Broken down landing craft asks for tow. Give it. Break helm and have to use oar. Get back safely - just - and then run over to 324 for conference with Bob. Decide to cut down on night firing: will issue orders to all landing craft to same effect. Our best protection is concealment. On to 205 (Ken) and collect a new log. Back for tea.

Weather changes to sunny & calm sea. More planes visible today than yesterday, which was very quiet. Monitor arrives.

11th June (D+5.) Hear Rat job is expected to last - together with beach-heads - until D+90! Quiet period of darkness with no raid on us at all - rough explosions & flashes towards Cherbourg. ^{First air-raidless night.} Start to get ship tied up in morning. All good & stores in place. 40 H.M. left Curragh at 20 H.M. forward.

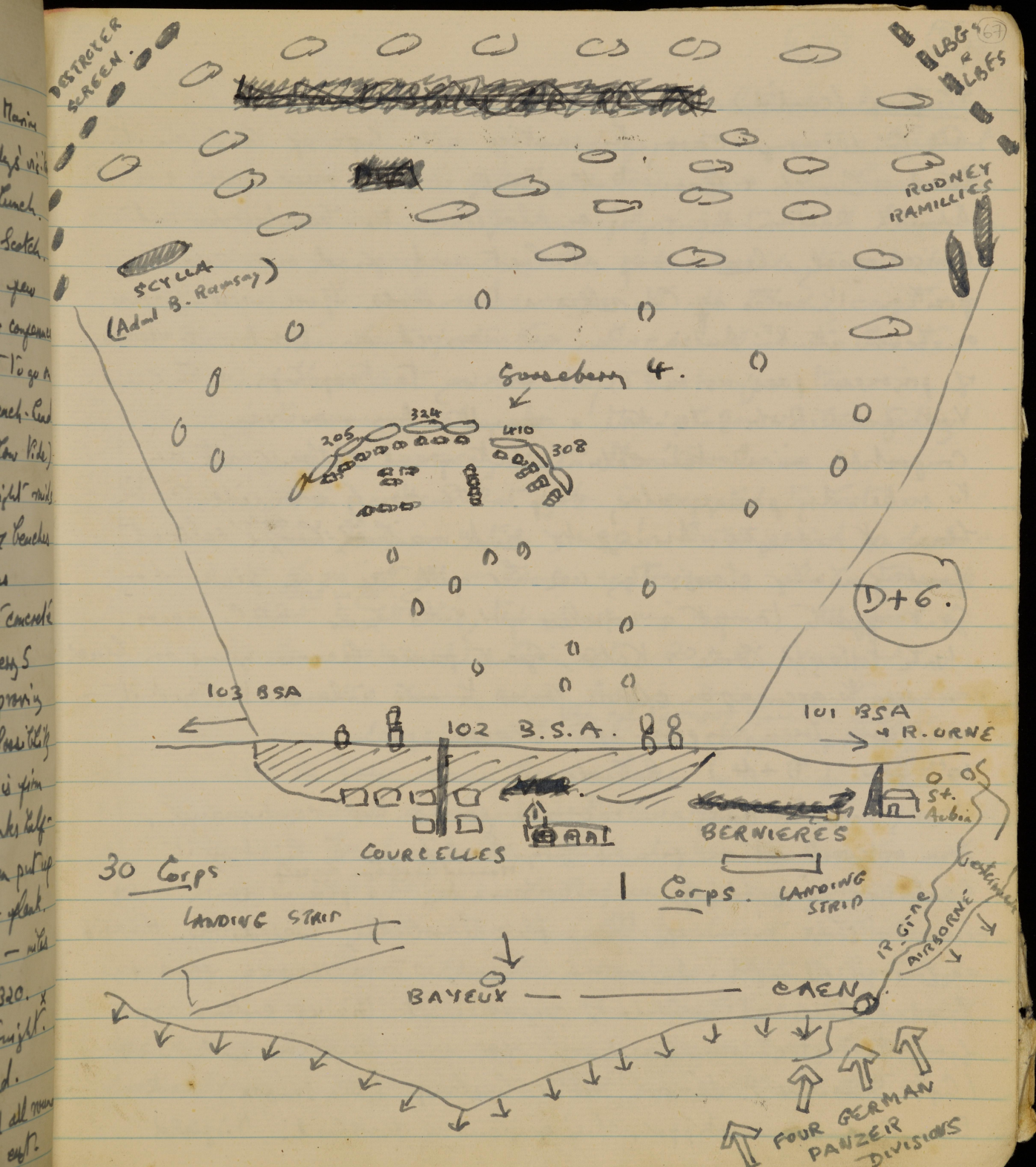
Issue new engagement & manning orders. Bring in 20 H.M. & stores from 308. LCBs come alongside & I meet the skipper of one. He takes me over to have some beer & lunch with him. Visit Bob to arrange about mail: it is to be arranged through 114 CAH Regt. Fix about bread with Ken. Back to 410 to have tea with Lieut. R.N. (LCB skipper). Visit from Maj. Dave, Willie & Paddy from 101 BSA. More heavy bombardment in direction of direction from Rodney, Ramillies & cruisers. Start to lay telephone line from 324. All night heavy low cloud cover. Ideal night for air-raid. Nothing comes, rough flashes & explosions from direction of Cherbourg. ^{Second} ~~first~~ air-raidless night.

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12th June (D+6) Monday.

(ONE WEEK)

Beautiful sunny morning & calm sea. Visit from Marine officer off another LCG (put wise to us by Oldfield, yesterday's visitor) Give him a few fairs & Camps & get an invitation to lunch. Don't lunch, but have some sherry & get a bottle of Scotch. Churchill, Eisenhower & Montgomery pass in a duck a few hundred yards away & go ashore. Go over to 324 for conference to write war diary of first four days. Make arrangements to go on beaches tomorrow. Record quantities of supplies brought beach-land today. Back with Bob & Carl. to 410 & up oily ladder (low tide) to drink some Scotch together. Authorities expect heavier night raids in future - 350 planes in each night. See photographs of beaches used by assault troops & diagrams of defences. Marvelous preparations. Hear accounts of D.D. Tanks knocking out concrete pill-boxes. John Bernard & 2 E.T. gunners on Gooseberry 5 wounded by shellfire. Caesar (at our end of line) is proving stickiest point in bridgehead (3 Panzer Div. here). Possibility of LCGs going up canal to it. Everywhere else line is firm & pretty deep now (12-15 miles in most places). Tanks half-way across Cherbourg peninsula. Heavy smoke-screen put up at 2315: Heavy bombardment from battleships on our flank. Can see Re shells glowing as they travel - very slowly - miles away. Air-raid warning from command ship at 2320. Flak & bombs all round. Can't expect much sleep tonight. Roger Kay produces first-bake of Lane-made bread. Very heavy activity on land & in air at night. Flares dropped all round us & some ^{opened fire again. Handed Colinton myself} bombs. Heavy coast bombardment further east. * after two nights almost without trouble.



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13th June (D+7) Tuesday.

Give Marine Offr. from LCF an Oerlikon from our spares.
 Prepare engagement report for last night. Morning news announces
 Churchill's visit yesterday. Open large tin of tomato juice —
 delicious stuff. At 1330. set off in motor lifeboat with
 Goodman & Myers: pick up Ken & Carl. & Sgt. Clark, and
 go to beach. Met. Sgt. 139 Regt. officer who is our supply chap.
 He takes us along beach road & up through Graze-sur. Mer to
 114 LAA Regt. H.Q., where we see latest situation at the front.
 See where assault inf. broke through — slight impression of
 heavy shells on concrete casemates, wreck of two D.D. tanks
 which broke through a tank obstacle but came unstuck in
 a ditch beyond. Road built over one of them with bodies of
 crew still inside. See a few French civilians — looking vaguely
 hostile. Tremendous wreckage in houses, largely due to
 activity of snipers (German & French) for three days after the
 landing. Return to inspect broken landing craft on beach &
 hear story of Canadians assault on this beach. Back to
 410 in very choppy sea, with rain. Not much going ashore
 today. Deeper penetration is near Bayeux — up to 25
 miles, by 7 Armored Div. Caen expected to fall within
 two days, in spite of 3 Panz. divs. Here... 51 Div. not
 yet in action. Forward divs. are 3rd Canadian, 3rd
 British & 7 Armored. 50 now resting. Weather improves in
 evening: sun out & sea calmer. 10,000 prisoners have been
 taken. Quiet night — for us but 5 searchlights seem to be
 having a margin time.

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14th June (D+8) Wednesday.

Breeze fairly calm morning. Motor-launch gone astern in the night. Bob sends Bdr Jones (W/T.) back to England suffering from nervous breakdown. May have to send Tim Gibb. Speak to him across stern of next ship. Maj. Darg expected this afternoon. Our forces begin to encircle Caen. Yanks 17 miles from Cherbourg. Tomato-juice party with two marine officers from LCFs. Write letters in afternoon & await Maj. Darg & 139 Regt. Admin. Offr. Quiet afternoon, mostly sleeping in anticipation of the usual fun & games at night. Hear Emperor Concerto with Gibb on 109 set (Schnabel's records). Maj. Darg calls on Bob but not on me. Very clear evening & fun expected. Heavy raid on de Harve & some bombs on the beaches but nothing on us. 40 H.H. ops on one plane over beach, diving. General de Gaulle lands in Courceilles.

15th June (D+9) Thursday.

Bunny calm day. Gibb goes to 324. Attempts to construct bridge to next ship continue. Call for nominal roll of next of kin. See 12 Dakotas land on air-strip opposite. Lots of Cornies (all soft) coming off self-aiding landing strips on beach. Warning to Denmark & Holland to expect landing on morning news. Sunshine becomes warmer. Acquire a Lancaster from Marine offr. Bridge successfully constructed at last - a pentious swaying structure of ropes & planks 30 ft. long. Bob crosses & tells me that Capt. & several men have gone to reinforce 5 Greenberry. We have been having a rough time. Large quantity of stuff being unloaded. Everybody sunbathing. Exciting night again. Bombs and flares. 3 perfect S.C. interceptions

(62) of Jv 88 all round ship³ good engagements. Could do with more H.A.A.
2 men wounded on next ship. One a slight; one !

16th June (D+10) Friday.

Dull, windy, rainy day with choppy sea. Bud for landing stuff. Party to collect 3.7 ammo. arrives. King George comes past in duck flying Royal Standard. Sun tries to break through. Hear on news that super-Torpedoes have raided Tokyo, & Jerry is using pilotless aircraft against S. England. In afternoon it finally decides to be sunny. Skip & clean my Lancaster - new toy! Weather breaks again, so retire to my cabin & write a lot of letters. The Harbour informed by the gooseberry is really in full swing now; buoys are out and masses of small craft moved to them. At night the biggest danger is from the AA weapons which they fire indiscriminately in all directions*. Some Bren stuff missed me by inches last night. Large number of landing ships move in to beach again at about 2200 hrs. as usual. The beach is idle all day & warms up in late evening. The usual heavy smoke-screen goes up at 2230. First engagement - 2345. Subsequently nothing very much in our direction, so retire to bed as usual at about 0130. | * By day the biggest danger is from crossing perilous tadders & gangways between ships!

17th June (D+11) Saturday.

V. rough sea & wind. Visits from Ken & Bob. 114 Reps. are claiming five possibilities for the whole beach area, including us. Authorities very pleased with this gooseberry, & with the beach-head which is apparently the most successful of the lot. Mail can now be dated. LGS & LCSs have disappeared. When the hell will we get some mail? Weather clears again later. 14 landing-ships Nelson & families all here tonight so big raid expected. Smoke-screen goes up at 2300. Flares dropped 2330 - General activity all night.

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18th June (D+12) Sunday.

Days dull & rough, as usual. Unloading of tanks & guns in morning, which is unusual. Hear that Junkers have broken through to coast on Cherbourg peninsula in five places. Weather improves slightly — sea calmer in afternoon. Hear on news that total of German prisoners is now over 15,000. Only six miles from S. to S.E. Junkers have corridor 4 miles wide across Cherbourg peninsula ^{cutting off 3 German divisions} to Cherbourg. More than 14 of the big landing ships in again tonight. First raid — and smoke-screen — at 2345 hrs. General activity all night.

19th June (D+13) Monday.

TWO WEEKS.

Wake to really dirty day & the roughest sea I have seen. The ship is moving very considerably on the bottom — slipping & skidding — which is very unpleasant. Our decks are completely encrusted & the waves are terrific. At least this should get rid of the filthy oil that has been on our decks for two weeks. All the small craft rush to our shelter, but Captain's two launchers & the destroyer off when they see how we are slipping. Our stern is banging against bows of 308 & plates on both ships are buckled. We drift quite a way apart from next ship towards Bob, and the bridge is shattered. Cooks' compartment in warehouse. Langdon's det. quarters aft. completely ruined: fix them up in superstructure. At low tide we lay launchers to neighbouring ships to try & hold us steady in the night. Wind still blowing gale force in evening. What a bloody life! As tide rises again in evening storm grows in

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19th June (D+13) Cont'd (Monday.)

pervert, & Cashes water over boat-deck, rearing up the decking & flying bridge. Steel Lumber holding us to next ship parts. Water comes lashing up round bridge. Nasty moments. We huddle up on top bridge & wait for events. Number of landing craft in great distress. Danger of our breaking loose & smashing all craft in our lee. Only 3 ropes holding us forward now & terrific strain coming on them in snatches with the waves. Iron in at midnight.

20th June (D+14) Tuesday.

No air activity in the night. Storm continues, if anything, worse than before. Only one rope holding now. Morning tide brings water up to end of boat deck & just below my cabin. Flying bridge completely smashed, broken in two in a second of time. Half the planking of the boat-deck gone. Water half-way up main superstructure. Warmer but wind stronger. Rocking & surging of ship all morning. Cooks in foist so no food. Our penalti's got becoming bored! Det. on gun cut off on duty for 6 hours. Eventually we all get lunch at 3 p.m. New moon tonight. Tide comes very high indeed & enters my cabin. Also enters foist and wireless cabin. Men in foist get on forepeak where they are drowned in waves & spray & huddle miserably together clinging to rails to avoid being swept away. Wireless operators climb on top of wireless cabin & are half-drowned & buffeted bare. We get on top of bridge. Power of sea simply terrific - slowly smashing the boat to pieces. Send S.O.S to 324 & barge picked up men from foist.

Wireless ops. can't be rescued & they spend a bloody night soaked to skin & in considerable danger of being swept away.

(17) 21st June (D+15) Wednesday. Air raids during night ⁽⁶⁾
~~but we are cut off from our gun!~~
~~and the ship is in danger of sinking.~~ Most of
party on Bridge from in in Wheelhouse, but I prowled around
waiting for the tide to go down. Do a lightning kit pack
in middle of night & cast valise & boxes up to Bridge.
Tide goes down eventually at about 3.30 a.m. Find
wireless ops soaked through & all sleepers in one bed at
back of cabin. Rest of cabin completely wrecked, including
wireless sets. Ask Bob to have us taken off in
morning. American tug comes alongside at 8.30 &
takes off selves & some kit. No time for stores. Our
only meal for 17 hrs. has been a few biscuits & a lot of
rum. We get across to 324, & I go on board. Kit is
taken over to 205, & in process my box is dropped in
water. Goodbye to 600 cigarettes and all my changes of
clothing. Soaking wet & have only what I stand up in!
Cast my valise across assault course from 205 to 324;
it is completely soaked too. Nye saved by cup of tea on
324, and excellent lunch (fresh meat!) & bed made
up by the resourceful Biddle. Men's accommodation on
324, 205 & intermediate ship - very poor, sleeping on floors
of saloons etc. Ships are all packed with Marines whose
landing craft have sunk or gone adrift. Gale continues
unabated. Several Landing ship tanks go in, but all
smaller stuff has been held up for 48 hrs! Position
becoming serious; when will the ruddy gale die down?
Send back party of 3 with Sgt. Longden to 410 to
guard kit & bring it over eventually. Excellent tea again

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21st June (D+15) Wednesday (continued.)

Weather still as rough as ever. Talk to RASC Capt. and HAA Lieut. from a "rhino" which was adrift for 13 hours & has been waiting 2 days to unload. Talks of the golden life in Cairo's European Hotels & bars from RASC Capt.

Visit men on all ships & find them in much better humour - living rough but glad to be off U10. Bullock them about replying of NAACP pack. Turn in early - delicious to be on a firm dry ship!

22nd June (D+16) Thursday

Storm has subsided a bit, rough sea still choppy. Sun & blue sky. Go ashore with Gnr Williams & mail in L.C.V.P. Land at Connelles Harbour, which is now full of craft & full of workmen putting it in order. Walk to H4 RHE at Goose - sur. Meet C.O. & Maj. Carline, whom I knew on Spartan. Have lunch with them, get some maps, and leave note of supplies required. No mail for us still!

Walk back to Goose & after some delay find an LCVP returning to Gooseberry. Dusty roads in sunshine - roses in garden where we had lunch, quite a few children about - including a girl or two. Back in very choppy sea (wreckage of craft all along beach) & knock job getting from ML back on to Gooseberry. Mark up latest front line positions on map acquired.

Phillips has brought back condensed party with stores from 410 & reports extensive additional damage. Plan to remove to H.H. & gun-stores. Weather breaks at last: calm sea & sunshine in evening. Terrific unloading activity. See Re

Two-day-old moon for first time against pleasant sunset. Smoke-screen & two snap raids by F.W., trying to get the Rodney. Pretty heavy general activity at night - and several engagements.

23rd June (D+17) Friday.

Morning opens calm but dull. Get my cabin fully organised & make arrangements with Bob & Ken about where my men are to eat, sleep, and man their guns. Extremely exchanging, dashing about between three ships. H.A.A. people on shore are likely to leave at last, together with RASC Captain. Bit of trouble with Ken who is trying to organise Phillips & Frisk a bit more than I like. But I can't get all my chaps together again on one ship under my control. However they are pretty cheerful. Most of their kit has been retrieved & is now drying. They are dry, safe-ish, & fairly well fed. They have seen the dreadful conditions in which the Marines & sailors on small craft have had to live during the last few days & realise that they are pretty well off. In afternoon go over to 410 with Bob & salvage party to retrieve stores. Get completely filthy from head to foot in oil. ^{Pilots plane comes over: start at it.} Not much stuff left. Return, and continue work on my map of the beach-head. Visit from Preston (our supply officer) at last. He brings food, paraffin & white spirit, & says we are to draw water & petrol from barges. Asks them to provide me new battle-dress. Large unloading activity on beaches - over 20 LSTs on beach at once. 3-7 Apr. & RASC Capt. depart at night, after Carter had told us interesting stories about supply work to Turkey & life in Middle East generally. Complete my map & retire to bed very tired.

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24th June (D+18) Saturday.

Heat-wave at last. Beautiful sunny & calm day with blue sky. Finally fix up large intelligence map all over one wall of saloon. Bob gets 40 H.M. off 410. News that mail has arrived at 114 RHQ! Williams goes to get it. Visit Iris & Phillips and find them in good order, comfortable & manning 20 H.M. In afternoon Bob sets out to put 40 H.M. on 427. By 1600 all the parts of the gun are on the platform, awaiting fixture. Only ammo. & spare barrel to come. Maj. Davey & Willie comes over from Gooseberry Fire. Capt. Guild & John Bernard have had to abandon ship through storm & are now on shore. Their men are helping to relieve other LHA detts. The gooseberry has had quite a lot of shelling. All BHQ records lost & a lot of kit & stores. The Lave had no mail. Williams returns with about 20 letters, all dated June 18th; none for me. One engagement at about 2330 hrs. Probably pitkan t/c - 5000 yd. Russian offensive opens round Vitebsk.

25th June (D+19) Sunday.

Two engagements at 0530: both pretty light. Church service 0930. Had calm sunny day again. Prepare list of kit & equipment lost. Go in to 114 RHQ on LCVP at 1400 with Cullimore & Williams. Land in Causelles Harbour & walk to Gorge-sur-Mer. Pick up mail (including first letters for me, all from home. With Kate's would come.) and "Speathead" and Intelligence Summaries etc. Chat with C.O. who promises to try to arrange a duck to come out daily. Preston has gone, so the Q.M. of 114 will take over supply for us. Hand in kit deficiency list. Return to Causelles

Labour & return by barge Rich Bashes C.H.B. as it comes
 alongside 324. Make out compensation claim for kit loss.
 Go over to our 40 H.H. and find that Bob has succeeded
 in getting it on the barge - all done with a couple of
 tools & unskilled labour. Makes Stewart & RENE look a bit
 thin. Long talk with Ken & Bob about their civilian jobs -
 estates & building (Ken) and steel & tools (Bob). Prospects
 after war and the importance of money in life, and also the
 unimportance. Some rain falls in evening, but sea calm.
 Fairly quiet night.

26th June (D+20) Monday. (THREE WEEKS)

Starts dull, but sun tries to break through later. Longden
 finishes assembling gun & starts to man at 1100. Draw maps
 of Russian & Italian fronts. Discussion with Bob & Ken about
 20 H.H. manning: decide to carry on as usual, in spite of C.O.
 114's disparaging remarks about their usefulness: one never
 knows. I am to take over War Diary, & write a readable
 record of our doings up till now. Some rain after lunch, then
 fine. Much stuff being landed. Williams, Gibbs, Allen & Jimmy
 Jones go ashore. Help Bob launch his bird - and fast - mooring
 buoy. Bob amuses himself with ropes & pulleys, I with maps and
 intelligence. Maj. & Pip arrive from Gooseberry 5: "Paddy" was
 killed this morning. The Corble, debauched old rascal had his
 ship lit by a shell that set all the ammo. on deck alight.
 He ordered all his men below & tried to put it out: a second
 shell smashed him. He was unlucky enough not to die

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26th June (0+20) Monday (cont'd)

onknight & Tued in agony only relieved by morphine for 1½ hrs. I wish it could have been a single man. His wife was charming, and a kiddie too. Willie has taken over this ship. Maj. brings B.-S. orders from Bde. and mail. My God what mail!

Nine letters — four from Kate. Greatest moment of invasion. Long chat with everybody after reading letters. Maj. & Pip stranded for night — sleep with us. Big flashes, prob. guns from inland in a wide arc. No air activity to speak of — probably because sky overclouded.

27th June (0+21) Tuesday. (28 days after setting sail from OBAN)

Starts fine but becomes windy & dull. Maj. & Pip manage to get a craft to return to 5 Greenberys. Hundreds of letters to censor, and request from Captain Q. of 114 for size roll of clothing required. Have it ready in time for Williams to take ashore, and just manage to squeeze in Red letters. Definite news Charbonny taken with elements of four German divisions. Signs of activity on British 2 Army front. Good news from Russia and Italy. Sleep in afternoon — beautifully calm evening with very sunset: — wind from inland. Large amount of official mail reaches us and a few parcels & letters — one for me. Long discussion with Bob & Ken on the future course of the war, and the cause of the Luftwaffe's comparative inactivity.

28th June (0+22) Wednesday. In to 114 RHQ via Caracelles.

Wander round Caracelles, and into market square. Watch activity round Laubar. See 70 Nurses arrive. My God, do girls look good! Three bottles of gin brought over from Greenberys, five to Pip.

29th June (D+23) Thursday.

Quiet night. Morning dull but fairly calm. Nan beach continues to break its own records — over 5,000 tons in 24 hrs yesterday. Phillips & his crew have to retire on to 205, as large naval party arrives from Gooseberry five, which is no longer handling supplies. Semi-mutiny amongst his men, as Ray and the dishy job of cleaning the ship. Camembert cheese arrives from John Davies. Absolutely delicious: drink gin (from Pip Barnett) with it and talk about the respective merits of the English countries with Bob & Ken. Bob upholds Warwick, Ken Dorset. Glorious sunset behind storm-clouds. Quiet night. Rough warning of dive. Bomb attack given to Navy. We expect trouble, as we are now the nearest functioning Gooseberry to German territory, and main source of supply for the big Caen-Tilly offensive which has now been on for three days. Arrival of clothing from 114.

30th June (D+24) Friday

Dull day again — where is the June sunshine? Visit Phillips and find things quieter amongst his men, all of whom are now comfortably settled on 205. His party are now in two groups of fifteen; one group with me on 324, the other with him on 205. The solidity of the two Army ships and policy of non-intervention with all other ships is adopted to avoid friction with Navy, especially Hutchinson on 42. Bob & Ken attend Gooseberry SNO's conference. Williams gets me a razor (75 francs!) and post-cards in Cuneilles. Two letters (Duncan & Joan). Start "Chronicle of Gooseberry" and Biddle prepares my new hut addresses.

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30th June (D+24) (Cont'd).

Maj. Davey & Carb. come over from Gr. 5 and tell us Rat-Moto has had to return to England with tank trouble — poor sod. Sgt. Evans det. are right up in the thick of the fighting with the 6th Airborne Div. east of the Rhine. Adde is at the hinge between 6 Airborne & 51 Highland, and Powell is with 51. They have all been under fire — shelling sisters as well as shells. — and been quite near tank engagements. No casualties yet. 114 Rene Capt. comes out with carbunkler for the launch "Matilda". As dusk comes the flashes of a terrific artillery bombardment, and possibly of bombing too, are seen in a wide arc from Caen to Bayeux. Considerable air activity — planes over Rodney, two engagements with Do. 217 — one a perfect S.C. interception. One Do. 217 certainly destroyed: we claim hits.

1st July (D+25) Saturday.

Make up Intelligence reports on night activity and compile final hit lists. In to beach in duck after lunch and collect mail from 114. Square up about stores & relations. Back to Gooseberry on LCPL, after a stroll through Courceilles with Hattie to look for something for Kate. Talk with natives! Order some local hand-made handkerchiefs. Shops full of troops buying cheap trash & cunning old ladies selling it. Civilians more friendly now in consequence. ~~Start~~ Start reading "Kew Gardens" in evening. Letter from Kate. Write reply. Bear from Ascanius!

2nd July (D+26) Sunday.

Considerable air activity over "Roda" & outer anchorage early in morning. Bombs & flares dropped: just out of range of our guns: naval guns in heavy action. Draw intelligence map of Far East. Bring over spare barrel & remaining ammo. from 410. Hear that Russians have nearly joined round Minsk & are only 170 miles from E. Prussia. Calm cloudy night with bright moon appearing through gaps. Tremendous artillery barrage in wide arc: seems closer tonight, perhaps because there is no wind. "Air Raid warning red" at 2330. Certain amount of air activity. ^{Today we run the first Liberty Boat.}

3rd July (D+27) Monday. (FOUR WEEKS)

Brobingers in to HQ with note of final list of stores required for Capt. Q, also to enquire about method of drawing pay.

Visit from Naval Surgeon. He is inspector of Coastal & tells us that there is one in Courmentles running at 10 frames a customer! Bob & Ken go in on his evening's Liberty Boat. Williams returns from BHQ with request to change address to 63 Bt, BREF and news of Ken's promotion to command F.T. in event of Moko failing to return. BHQ is now on shore next to 73 RHQ. Shells pass over it frequently on way to beach. Still uncomfortable up here. Evans Acker. Powell still in front line: Pip and Betty still on Gooseberry S with three detachments: balance are living in same muddy field as BHQ. John D. sends us another Camembert with the news that O.C. is trying to get us off his job and inland. Bob & Ken return, having walked to Bernieres & back & seen the church there. Between Bernieres & one of the villages are several damaged - Lister's boys bring back wire. Bright moonlight night & air activity. Russians take Minsk.

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4th July (D+28) Tuesday.

Dull but calm again. Small arms inspection. Letter from Tony V. Ellerson. Over to 114 with Bob; get 15 cwt from Rem as up coast road - Bernieres - St. Aubin - Luc - Hermantille. Find 73 IAA R4Q, Rem 63 B4Q, in field by farmhouse. Meet Major, John Davies, Pip, Carb. & John Bernard. Hear of proposition to man 88 M.H. captured from Georg. Bob arranges to swap me & 7 Tp. on G. 4 for John & balance of E Tp. Thus sorting out the troops at a bit. Call at Ordnance depot's Rem 114 on way back - inland road this time, through Bouvres & La Delivrande. Quite near front line: still in progress. Back to G. 4 by 2030 hrs. Summon Phillips, Londer & Fritz to give Rem the news. Londer & Fritz to relieve Evans & Ardle tomorrow.

5th July (D+29) Wednesday.

Breakfast at 0800, out on RASC boat with all F Tp. 16 Courcelles Harbour: pick up 3-tonner from 114 Regt. and go to B4Q at Hermantille. Dig accommodation (foxholes!) for men in field - protection from shell & mortar fire. Fix myself up in barn of French farm, with Wilho. My four dets. are to be trained on 88 M.H.s, which will arrive tomorrow with RS4 I.G. Ardle - Evans are to be withdrawn under cover of darkness, as they are under enemy observation. D Tp. will undertake all 40 M.H. reliefs in future. Visiting unpopularity of Major in B4Q. Meet French farming people, who know in to hear the French news on our wireless. Madame wary as of French girls who used to walk out with Germans

are now doing the same with English. She was informed against as having radio to Rear BBC, by a Frenchman. But kept another hidden, & passed the news around on scraps of paper: she still does it now, as wireless have been returned but there is still no power for them. After scuttling of French fleet Germans became more hostile to French.

Shelling & mortar-firing (Sobbi; S.itors) begins at 2030 & lasts for half-an-hour. We all take cover, as it is unpleasantly near. We are about three miles from German lines ^{about 3.25 E.} Very dry, & nice to be living on shore again. At 2300 heavy night "Lute" begins and goes on until 0200 next morning. Some unpleasantly close - a whole row of counter-battery shells near misses on 3-7 positions down the road, about 200' away.

6th July (D+30) Thursday.

Another lovely day, hot and clear. Up early, receive Capt. Ardley's det. back from front line. They are very tired, look thin & black-rings round eyes. But sunburnt, happy to be back and free from tension & responsibility. They have been with 51st Div. & 6th Airborne - within sniping range of enemy, patrols. Several A.A. engagements, much digging, care of equipment which had been neglected by previous detachments, and one shell 3 yds. from gun-pit. Tales of 51st. Casualties, & German Olympic swimmer who tried to blow up Benouville bridge. Clad in black rubber suit & with spurs on his feet. Caught by Airborne Patrol. Prepare to receive 88 m.m. this morning. Evans & his det. arrive back from front line. They were on A.A. gun nearest to Ben Crean, front line.

6th July (D+30) Thursday (cont'd)

RSM Clark of 113 HAA arrives with 3 88 m.m.s at 1400. At 1500 he takes class of N.C.O.s on general description of gun, until 1700. O.C. talks to N.C.O.s on dress! Rest after tea & practice French with Willie. Stelling starts at 2130 goes on to 2230, very near indeed, as he is methodically plastering the whole of the Hermanville area: shrapnel passes me & drops at my feet in the farmyard. We all take cover. Quietens down a bit, so we turn in: sleep very well & hear nothing further. We have been warned to expect German commando raids & patrols. Our ground defence scheme has been tightened up. All H.Q.s east of us have been evacuated: we are now the nearest admin. H.Q. to enemy lines!

7th July (D+31) Friday.

BSM & RSM take classes on 88 m.m. mechanism in morning. Everyone wishes that Monty would mount his big attack: the beach-head at this end is extremely compressed, and the Boche is very annoying to everybody in it. Traffic jams on lateral roads are more frequent, as stuff pours in, & the beach-head doesn't increase in size. The Canadian attack a few days ago at Capriquet was only a nibble & when casualties on aerodrome became heavy they withdrew from it. Stelling is very frightening, much worse than bombing, so it will be pleasant to let him have a few back, especially from his own guns. Walk down with Carb. to div. sur. Mer in afternoon, & see 3.7 site down the road. shell-craters from last two nights, and Ben down to beach & see Gooseberry 5, in which the Corbet overshadows

all the other ships. The beach-head has been completely closed & smoke-screens are going up whilst we are there, but they are making preparations ready for when it can reopen. Landing-steps & duck-steps etc. Back to Hermannke & walk up through the village to buy some boot-polish. Very heavy traffic on roads & lots of dust in the hot sunny day. The gunners have done in & out of action, & breach mechanism. Hear on news that Russians have got within 30 miles of Vilna & cut Vilna-Prinsk railway. I.G. arrives to talk about 88 mm but cannot find time to stay. At about 2000 hrs 500 Lancasters fly over at a few thousand feet & bomb in Caen direction - escorted by Spitfires & Typhoons. They dropped about 3000 tons, & the smell of cordite & the roll of smoke reached us in ten minutes: we are seven miles from Caen! It was a terrifying & impressive sight - like the film-stills of the Cassino bombing. Soon afterwards a heavy artillery barrage starts & continues until 0900 hrs. next morning. Some guns are so close to us that every round fired throws dirt & stuff on to my bed.

8th July (D+32) Saturday.

Harriers come over & raid inland: then sky clouds over. We hear that 3 Divisions are attacking N.W. of Caen ^{on 6 miles front} - 3rd Brit., 3rd Canadian, & 59th Brits. They have gained their first objectives: the final objective being the railway line S. of Caen. BSA takes men on 88 m.m. again. In afternoon Maj. Davey & I visit 3-7 site & see their fire control system for gunnery, with Artillery Board No. 3 & 22 set to give O.P.

Saturday 8 July (8+32)

connections. Later on we see the four 3.7s shoot 100 rnds in salvoes at an O.P. in Caen, between 1600 & 1700 hrs — Range 13,000 yds. A/S 13° — Hence the devastating effect on our team last night, a few hundred yards away! Later we are visited by C.O. & 2 p.c. of RSM Clark's Regt. & discuss method of control with them. They are extremely pleasant & intelligent, & we decide to use transmission dials for laying, not rough scales. Error in lay. at maximum 10'; must find out if this is reasonable at 16000*. Letters from home, Duncan & wife, Tony R., & Joe F. latest sent on July 3rd: Hear on 9 p.m. news that Russians are in outskirts of Vilna, & have taken Baronowice. Our attack progresses well & we are well into Caen. Lovely sunset.

Pip returns from front line sites with news that Lt. Williams has been warned to expect raid by 50 Gormacs from submarine tonight. Prisoners to be taken if possible. Heavy air activity about 0130 in morning; planes & bombs dropped on beach a few hundred yards away. Much flak.

Sunday 9 July (10+33.2)

Fine sunny morning. Hear that Russians are in Vilna, & we are in Caen. Spend morning on fire-control for 88 m.m. I work out conversion table from degrees to mils (4,000 separate mathematical calculations — work for the great brain at last!) Interesting to break ground on a new weapon like the Rig; we have a free hand to form our own fire-control methods. A/B works on det. with drill. It comes along nicely. Hope to give Jerry a few of his own wounds back soon.

Brigadier 80 Assault Bde calls on me to see how we are getting on. Everyone is extremely interested in the idea & possesses a desire to see the first shoot. The G.P. would be a packed mass of senior officers if they all came! Letter from Rosemary. Good work continues in afternoon. Maj. & I find site for guns. Rain & bad weather. In evening 73 LAA Regt. Padre takes simple service in the barn for our men - about 50 in all. Extremely well conducted & moving. Lesson from sermon on the Mount - good choice. Tent "sufficient unto the day is the evil thereof". Background of shells & aeroplanes. Afterwards we walk up to cemetery and plant on Paddy's grave an oak cross bearing his name & the inscription "who died most gallantly". The graveyard is well cared for and there are many wreaths from English friends & French people. The French girl on our farm comes with a party to put on Paddy's grave.

Hear that Caen has been taken & Russians are 80 miles from E. Prussia. Impromptu concert with Gibb at piano & French people: "Clair de lune", Liszt, Beethoven, Gounod & "La Marseillaise".
Monday 10 July (D+34) (FIVE WEEKS)

Dull wet day. Troop on C & M. Carb. gets letter from Molo saying that he is in Roctampton Hospital & hopes to be back soon. Complete 88 M.M. conversion tables - what a headache! Send them in to be typed out. Pip returns from trip to Caen on m/c. Afternoon quiet. In evening up to Caen with Maj. Pip & Willie in Jeep. See wreckage of tanks, Bren carriers, guns & equipment. Villages near Caen a complete shambles. On ridge before Caen the road is under German observation from factory chimneys in suburbs to

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Monday 10 July (D+34) Contd

South of R. Ome. We accelerate over this strip of road, as shells are dropping there a trace is a notice by the road. "Beware - Shelling in progress". Some unpleasantly close ones, but we drop down from the ridge & follow a bye-pass field track into Caen. We go as far as possible but this part of the town is a mass of rubble, many feet high, and eventually we are brought to a stop. The town is a pathetic wreck, though the towers of the two abbeys still stand. A priest & two helpers are searching among the ruins for the dead. We eventually return, speeded by more shells, & Bren fire just ahead on the river bank which is our front line. On way back we notice mine-fields (all road-edges are still mined - we were nearly caught!) Booby-traps VXP shells, & lines of Sherman tanks waiting just over the ridge - an impressive sight. There are lots of quickly-made graves along the roadside - English & German. On way back F.W. 190s seize chance of low clouds to pop out & strafe tanks a little way away. Unpleasantly close, so we take to ditch. Corps are in the fields killed by blast, with legs sticking up straight. The whole area between Bidville & Caen is the typical impression of a battlefield. Rumour issue in evening. Letter from Molo. Gai-Hi. Bird returns from 5 Gooseberry. Visit from Bde. EME.

Tuesday 11 July (D+35) ~~Contd~~

Heavy air activity in early morning & bombs a few hundred yards away. Go to bunkers in Hermerwill & have lunch &

Stungo. Talkative & witty Barber — very good for my French. I act as interpreter for a group of officers & O.R.s. Then down to HAA site & discuss problems of ballistics, meteorology & other matters connected with our 88 m.m. shooting. Our reputation is spreading & our task should be recorded in the annals of the Royal Regiment. 2 letters from Kate. Loud-speaker fixed up in orchard so that men can hear news. We are fighting hard S.W. of Gen. Americans advancing near St. de. Russians continue to make good progress. Spend afternoon with John Davies watching rehearsal of fire-control, with two guns, C.P. & O.P.. Write to Kate. Mosquito bites cover my face & it's difficult to shave in mornings; cover myself with citronella tonight. Temperamental trouble with Phillips again.

Wednesday 12 July (D+36)

Heavy air activity early in morning, & bombs quite near. Practice ground alarm at 0830: take up positions for defence of camp. Hear that Highland Div. had a nasty time in their attack on Columbellas last night — losing 10 tanks & quite a few men. Bob comes over in afternoon with men from 4 Gooseberry belonging to Fox Tp: we are now complete. Spend evening making arrangements for Longden & Prince to relieve the 1st det. Whilst Evans Andle & Fritz continue with 88 m.m. Boche starts to shell us at 2000 hrs & lands them in our farmhouse & garden — one 21st yards from me. We dive for cover. This continues spasmodically through evening — very unpleasant. Heavy air activity about 0030 hrs.

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Thursday 13 July (D+37)

Dull day again: Sgt Longens det. goes out at 0930 hrs to 220/73 IAA Rep. I go with John Davies to Field Cashier & Ram to 86 Gen. Hosp. at La Delirande to see Jack Kilpatrick. He is to be operated on this afternoon & will have to be evacuated to U.K. Some of the loads in the ward are bad. Pleasant nursing sisters. Back to camp & meet Capt. Tod who has come to arrange about Sgt. Prince's detachment. In afternoon out on light-weight motorcycle to Benerville Bridge, Rough Colville. See all the Horsa officers still lying packed into the fields where they landed on D Day - hundreds of them. The bridge bears the name Pegasus Bridge and still so, although side of the road is screened with coconut matting as it is under German observation. Take a look at the canal & then back to Hermonville. Another letter from Kate - better than a stiff dose of cognac. Men of 103 HAA arrive with Capt. Hurray to work on 88 H.M. It is a beautiful gun - a sound piece with a mobile mounting better than anything we have (15 secs. into action - weighs 7½ tons!). Good sights & fuse-setter, but very poor A.A. transmission & electrical equipment. Fortunately that needn't worry us. Russians within 36 miles of E. Prussia. Vilna falls.

Friday 14 July (D+38)

Le Quenoye Gullet. Fine day at last. Badly bitten by mosquitoes in night - lip & eye. Hang out French & English flags & Cross of Lorraine over gateway to farm & chalk "Vive la France" on all the trucks. Pilots a/c comes over at 0815, Range-finders for 88 H.M. arrive. Half-day to celebrate. Spend with Carb. down to Hermonville & go into the church and