

1042  
REPORT ON DIEPPE RAID

Capt. A.L. MacLaurin - 1 R.H.C.

Appendix 11

was given my orders, as 5 CIB Mortar officer on the Friday before the raid. The security on our part was excellent, as one of my men knew what we were to do except myself until we embarked.

My orders were as follows: My fire detachments from the Black Watch were to come under comd. of the 4 CIB. 4 Dets. to land on Red Beach and one dets. under Sgt. Oxley A, to go to the R.R.C. Their task was to fire smoke and H.E. on the headland to the right of Blue Beach from a boat equipped to mount the mortar. The task of the 4 dets. with me, was to land near the right hand jetty on Red Beach, and fire a mixture of H.E. and smoke at the A/A and searchlight btys. on the headland on the left of the harbor entrance from 0520hrs until 0558hrs unless advised by Doug (R.R.C) to continue to fire on that target.

We were embarked on 17/8/42 at 1200hrs at Portsmouth in T.L.C.2. There were with me twenty two all ranks. The craft contained besides ourselves three Churchill tanks and a recce car from the 14th Calgary Tank Bn under command of Lieut. Cornet. This officer was in charge of the party on T.L.C. 2. Also included was a party of F.M.R., approx 30 men under Capt. Lajoie, a party of R.C.E. under Major Sharackoff(?) There was also a R.N. Beach party and stretcher party of about 10 all ranks. The space in the hold was very cramped as there was 640rds of 3" Mortar ammo. all still in the tin boxes, large quantities of demolition charges piled in the forward part belonging to the R.C.E., other stores, rations etc., There was just room to move beside the tanks.

We sailed from Portsmouth at 1415hrs and after an uneventful trip arrived off Dieppe at around 0518hrs. We had with us a sec. of two guns from the Toronto Scottish. These were mounted on either side of the bow as we approached the beach we commenced firing from our Vickers and 2 lb pom-poms, there was a considerable bombardment taking place on shore, and a lot of enemy A/A fire. We arrived at the beach a few yards from the right hand jetty. Up to that time we had not experienced much enemy fire. As soon as we lowered our drawbridge on the beach, we were subjected to very heavy fire, M.G. Mortar 2" and light artillery firing about 2 2 lb explosive shell. It was day light at this time, and fire could be seen coming from practically every window on the waterfront. There was a French tank parked on the Mole, we had already identified it by air photographs this was also firing at us. Our M.G. gunners, were hit and wounded. S.A.A. fire was entering the hold through the canvas tarp and through the door. The time was 0522hrs. As our first tank commenced to leave the vessel it was hit repeatedly on the way, not only by S.A.A. but by larger rounds. It fired at the enemy tank knocking it out, also a naval gun on the waterfront. The tanks got off as well as the recce car. Some difficulty was experienced by the tanks, as they appeared to stall frequently on the way out, it was suggested that this might have been caused by the explosive charges behind their waterproofing being too strong. I saw no visible damage done to the tanks. Last seen they had crossed the wire and were headed up the Blvd. Foch. As the last tank left we received a direct hit by a shell on our drawbridge severely damaging it. It was then 0559hrs to 0600hrs approx. and past our zero hour. My signaller had been trying to get contact either with the R.R.C. or 4 CIB for orders, contact could not be established with any station, as some internal damage must have occurred to the set.

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The order of departure from our ship was as follows: Tanks, R.C.E., F.M.R., R.N. Beach Party, Black Watch.

we were ready to move out, with part of our ammo as the last tank left, but due to damages received to the craft during the half hour on the beach the skipper ordered her to be withdrawn to effect necessary repairs. As a result no one left the ship. It would in my estimation have been impossible for anyone to have left the ship, as the cross fire, and direct fire on the ship was so intense we could not have reached the beach.

We were shelled from astern by an enemy craft, and received direct hits on the ship's magazine blowing in the door and scattering the ammo in all directions by some freak this failed to explode. The bridge was hit several times by explosive shell and 2" mortar fire, knocking out the gun crews engineer, and signalman. A direct hit was registered on the 2 lb ammo locker on our bridge, between the 2 lbs, blowing off the cover and scattering the pom-pom shells, which again did not explode. The ship's water tank behind the stack was blown to pieces, and the righthand pom-pom put out of action. A shot penetrated the stern on the waterline damaging the engine room and causing the craft to take water. We were also hit on the right hand side near the stern which also did damage in the engine room below the bow. We repaired as much of the damage as possible, it was found impossible to repair the drawbridge and this prevented our attempt at a second landing.

During the action I saw some soldiers lying near the sea wall, and I judged them to be the first wave of Essex Scottish. We were the only craft of our flight to land to the best of my knowledge, and I saw none of the others return. I saw one from the second flight in NEWHAVEN, and understood that she was the only one in her flight to land her tanks and return. Several of them were blown up before they reached the beach. We all expected to be blown up by S.A.A fire striking the R.C.E. stores while we were under fire.

As we left the beach my men evacuated casualties from the bridge to the hold which was then a foot deep in water. A party of my men manned the one servicable pom-pom, on the bridge. We made the wounded as comfortable as possible, and the work of the Naval stretcher party was magnificent. The performance of the Tor.Scots M.G. party was also one of great courage, and all the gunners on duty were wounded.

The ship withdrew to beyond the smoke screen and there we remained, circling, until about 1430hrs when we put back to this country by ourselves, due to the condition of the craft. Later we were overtaken and passed by the rest of the convoy.

While we lay off the town, a very heavy bombardment was in progress, whether air or artillery was hard to judge, several craft near us were hit, we evacuated our wounded to an M.L. and later the walking cases and Major Sharakoff(?) who accompanied them were also evacuated to another M.L.

Our return trip was very slow, we could only do about 3-3½ knots due to engine trouble and the trailing drawbridge. We expected an air attack all the time, but fortunately this never developed, We put into Newhaven just at nightfall. I am not sure of the exact time.

All the men aboard our craft acted with the greatest coolness and efficiency under fire. The ship's crew were in my opinion outstanding.

I am certain that provided the tanks had reached shore on time, and we had been able to disembark we could never have got beyond the enemy wire on the beach with our mortars and 640rds of ammo. and under the conditions encountered our roll was impossible as we would have had to cross the wire and 250yds of open beach to get a mortar posn. The ammo alone would have

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meant at least three trips for everyone, and would under normal conditions with no fire taken about half an hour, provided we had got up to the town it would have been impossible to use the mortars as we would have had no local protection as we were in the first wave to land.

STATEMENT OF SGT. J.W. MARSH

As our craft drew close to the French coast a tremendous amount of fire could be seen to be coming from the beach and from the buildings above the beach. I could see a regular wall of tracer fire, which in my mind seemed to be all aimed at us. Meanwhile our Bofors and Vickers guns were firing like mad and the din was terrific. I looked around and saw that all my men were calm and ready for what might come. We seemed to go right through the fire but there was a big explosion from the boat on our right and that is the last I saw of it. At approx 0522hrs our craft grounded on the beach, the steel doors were opened and the men on the winch began to let the ramp down. Letting the ramp down seemed to be a signal for all Hell to let loose, Enemy mortar and shell fire seemed to hit us on all sides and tracer and explosives bullets were sweeping the decks and coming in around us. It seemed ages until the ramp was finally lowered onto the beach. I had a clear view of the tanks as they left the craft. The first tank was hit three or four times but kept going. It went through the wire, but much to my surprise the wire seemed to spring into place again after the weight of the tank had passed over it. After receiving a couple of shots from the French tank which, was standing close to the mole alongside of which we landed, our tank opened fire and must have scored a direct hit as the French tank seemed to explode into the air. While this was going on our second tank CHEETA was on the way out and headed for an enemy pill box slightly to our left. The Jerries immediately ran from the pill box and were promptly moved down by our two Vickers guns which were being coolly handled by Tor.Scottish. Our third tank CAVELL which was towing the scout car HECTOR seemed to get stuck half on the beach and half on the ramp. Our Captain reversed and so pulled the ramp from under the tank but at the same moment a shell burst on the ramp and broke both winch cables. The tank now released rapidly pulled the scout car through the wire and also tore through the wall. The last I saw of the scout car it was tearing like Hell up Foch Bld. Although our craft was badly hit, the skipper tried to land again but the ramp which was now hanging straight down in the water, prevented the craft from coming close enough to shore. While trying to manouvre the craft four or five shells seemed to hit us at once and we began to take water rapidly. The skipper backed off shore and sent a call for men to man the Bofors. The shells had wiped out both gun crews. By this time we had suffered about 20 casualties. My men took over the Bofor guns and helped to carry down, and look after the wounded, while the balance of the crew plugged up a few holes below the water line and began to work on the crippled engines. We lay off shore until approx 1330hrs during which time our wounded were transferred to two M.L. craft and one engine was put in working order. Dog fights were going on all around us and the shore was almost obscured by smoke and the bursting of ~~anti~~ bombs. Our Air Force were doing a grand job and although there seemed to be quite a few enemy planes overhead, we were not fired upon. We started back but with only one engine working it was very slow going and other ships were passing us all the time. After an hour or so another engine started and we made much better time

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although the ramp which was dragging in the water reduced our speed. At approx 2200hrs we landed at Newhaven.

Remarks

Being a Mrtr. Sgt. for two years, it is my opinion that our weapons could have been used to advantage if certain arrangements had been made whereby we could have fired from the craft, even while approaching the beach. From 0520hrs which was zero hour until 0558 which was our cease fire time, allowed only 38 mins. We had to wait until the tanks had cleared before we were able to unload our ammo. The last tank cleared at approx. 0551 and even if we had of been able to land it was impossible to manhandle 4 mortars and 64Ords of ammo one hundred and fifth yards through wire to our posn in the 7 mins left. I can not speak too highly of the courage and coolness of all my men and only hope we will get another chance at Jerry.

STATEMENT OF SGT HUNTER, G.R.

About 200yds from Dieppe we were met with heavy fire but luckily enough we were not hit. As soon as we hit the beach the drawbridge fell and the 3 tanks which were on board rolled off into France, followed closely by their scout car. The first tank was hit three or four times but kept on going to put an enemy tank out of action, the other two engaged a pill box on the beach also destroyed land mines. The scout car was last seen going like hell along Foch Blvd. As soon as the scout car left the ship our drawbridge was hit with a mortar bomb another one landed outside the port hatch and a shell hit the magazine putting the gun crew out of action, which we had to replace with our own men (who did not know the first thing about a Bofor gun) Less than five mins. after landing, we had seventeen casualties none fatal. On board our ship we had quite a load of T.N.T. which we expected to go up any minute but the good lord was still on our side. After we pulled away from the shore we dumped the stuff TNT overboard. The reason for us not landing, the skipper not knowing that the drawbridge was hit pulled out to make a landing elsewhere with the result the drawbridge hung down into the sea and we couldn't make the shore again. The journey back to England was uneventful although we came home on one engine travelling at four or five knots an hour.

Remarks

Being that I am a mortar man I am not very much in favor of the way in which we had to do our task. My detachment had 16Ords of ammo weighing 10 lbs a rd. we couldn't prepare that until the tanks had left the ship as there was no room. Instead of half an hour it would have taken us an hour to get into action. I think our mortar Pl. could have been of more help if there could have been some arrangement for us to have a battery shoot from the ship. We could have opened up at 1000yds from the beach and as we kept getting nearer reduce our range. I am sure we could have played hell with anything on the beach, as it was we came back without having fired a shot much to the disappointment of the men, whose moral was of the highest standard. They are all anxious to get another crack at Jerry.

STATEMENT OF PTE. McLAREN, G.C.

We were about two hundred yards from shore when they first opened up on us with machine guns fire, while the tanks that were in our T.L.C. and scout car were warming their engines we had to hug the side of the T.L.C. to avoid

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getting in the way of the tanks, when they moved off. We hit the beach and the door opened and the first tank who's name was CAVELL started off and went for its target on the left side and in the meantime they let us have it with everything they had, the second tank "CAT" moved straight ahead and I seen it go over the barbed wire and as soon as it was over the wire sprang right up into its original form again., the third tank CHEETA started off slowly as it was pulling a scout car HECTOR behind it but she got off okay and th n we started to take over mortar bomb carriers out of the tin boxes, while we were doing this CHEETA had met some oppostion and I think a shell that bounced off the last tank broke ourr two chains thqt held the landing door, about the same time there was an awful rolling of the ship and then a hit by some sort of shell on the small life boat that was just above our heads on the deck, then the boat moved off again to try and make another landing and then I think the skipper noticed the door had fallen under the bow. The skipper came and yelled into the hold for a few men to help the wounded men, who had be n knocked out on the Pom-pom guns. A few of our lads went up and helped to take them down, the bullets were still wizzing over our heads. I think the second mate was hit but he was up and giving orders and he made us open up a hatch to see if the lads in the engine room were okay. They were. Then we noticed that we had a hit in our magazine and the skipper put a guard on it. Then we pulled away. further from the shore and all the while we were still bring the wounded down from the deck. A Polish destroyer pulled up alongside of us and then later a hospital ship to take off our wounded, after that I dont remember much as I was kept busy most of the time.

STATEMENT OF CPL NEILSON, J.

As the T.L.C. approached within two hundred yds from shore, the gun crew of the craft, opened up a terrific barrage with their machine guns. The blast of the Royal Navy's guns going off somewhere to the flank of us made a terrific din, every craft inthe vicinity opened up fire at the same time, we could see the planes of the Royal Air Force flying over our craft, and heard the thud of the bombs unloadded by them. As the TDC let down her drawbridge to allow the tanks to roll off, it seemed to me, that was the moment the Germans got their signal to open fire, they opened up at point blank range with tracer bullets from machine guns, placed on the shore in pill boxes, from houses and factories around the shore front and on the slope of the left of our craft. The reason for them using tracer bullets in my opinion, is that they must have had some idea each craft was loaded with dynamite. As the last tank reached the drawbridge four or five shells or bombs of some description seemed to explode all round it, and damaged the drawbridge. The tanks kept on going and the skipper of the TLC decided to pull off shore and try to land on another part of the beach, it was then that he found it impossible to get his drawbridge back up, out of the water to make another landing. As the craft was trying to make shore again, the gun crew, was knocked out of action, by shrapnel armor piercing shell, which ended up striking the crafts magazine. Another shell knocked out one of the crafts engines leaving only one engine running, so it had to pull out of range of all guns, quite a bit from shore. During the time this was taking place, morale of all on board was ~~was~~ magnificent, the wounded were attended to

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by capable medical orderlies of the Royal Navy, helped by the men who escaped injury. The Ack Ack guns, were manned by the Canadians to protect the ship from enemy planes, The journey back to England was uneventful as the R.A.F. did a fine job.

Remarks

Zero was 0520hrs the tanks took until approx. 0550hrs to get off the draw-bridge. Mortars role was to unload 640 rds of ammo. after the tanks had left to allow the TLC to get off beach as soon as possible. Mortars time to cease fire was 0558hrs which gave them approx 8 mins. to unload ammo. from craft, proceed up the beach 150yds or so, under terrific fire, to do their task.

STATEMENT BY CPL. MCOUAN

Our zero hour to land was 0520hrs. As barge approached the shore it was hit several times by machine gun fire but Jerry seemed to hold his heavier fire for the moment the doors opened.

The tanks did not actually land until approx. 0522 and as our cease firing was at 0558 it would have left us with approx. 8 mins. to fire. Between the 4 mortar dets. there were some 640rds besides the mortars, to carry out of the barge. Then mortar posns would have to be picked out. It would mean several trips back to the barge for the rest of the ammo and in the time we would have had to fire, it would have been almost impossible to do. Even without the heavy enemy fire and the landing being made on time, it would have meant a rush to set up and bring any kind of effective fire to bear in the short time we had, under the conditions above stated.

Our ship was hit several times by shell and bullets and the landing door was hit, falling into the water, This prevented the barge getting in close enough to land us and the skipper had to back off shore a little way and wait for the rest of the convoy. The door was hit after our tanks had landed.

In backing off shore a shell hit the magazine for the 2 Bofor guns and put the 6 men of the ship's crew manning them out of action. Our boys brought them down below deck for medical care and took their place on the guns. Some of the men below deck were hit and wounded. Two Tor. Scottish Vickers gunners, got hit but their place was quickly taken by their spare men. They did a very good job and showed great courage under terrific fire. In fact every man on board showed the same spirit.

The Germans were surprised to see the tanks and ran from their first lines of defense. The gunners on board took their toll. The tanks were hit but not stopped and last we saw of them they were doing well.

The Air Force did a wonderful job of protection for the boats, etc. but I think we should have dive bombers in numbers as the beach could have perhaps been bombed more and better, before we landed.

It seemed to several of us that the Jerry was well prepared and in readiness for us. At least when we landed they were.

In all, I think the raid showed that a very effective landing could take place in much greater a scale, namely a second front.

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STATEMENT OF L/SGT MAYO, N.W.

We came in sight of the French coast around 0500hrs in direct line with our landing place RED BEACH, on the night of the mole, as our zero hour on the TLC craft was 0520hrs all last preparations were made and everyone stood ready for the job to come, our craft steamed straight for the beach, we could see flares lighting up the sky and hear bombs dropping inland, these were only signs of activity on the shore.

Our craft steamed in slowly and without incident (I remember thinking that the commandos had done a good job in silencing the shore batteries so thoroughly), we just struck the shore when all hell seemed to break loose, the din was terrific our ship was getting hit repeatedly how often and bad we did not know till later, each man in our detachment had his load in preparation for going ashore and I wondered how we were going to move our ammo. and to be inaction in the short time we had allotted to us. the ramp was being lowered while our Vickers machine guns manned by the Tor. Scots. and the Bofors manned by the ships crew kept firing at the beach, the two Bofors went silent very suddenly a little later we knew the reason why, a heavy shell had made a direct hit on the bridge knocking out both gun crews, as the ramp gradually lowered a veritable hail of machine gun bullets entered the ship, mostly tracers and explosives ricocheting around and made life more unpleasant. The ramp being now down, the tanks immediately started forward the first tank to emerge received four or five hits but kept going its turrets swinging and both its 6 pdr and Besa machine guns in action, the last tank towing off a scout car stuck halfway off the ramp our craft backed off slightly to clear it as soon as it started forward with the scout car the ramp received a direct hit, from what I took to be a heavy mortar shell, breaking both cables used to operate it, our boat continued backing out slowly, being steadily hit and near misses sending up geysers of water which sometimes obscured our view, I observed one tank cross the wire entanglements and to my amazement as soon as it passed over it the wire came back to its normal position, how I do not know, the ramp by this time had dropped straight down making another landing impossible and in spite of all our efforts we could not raise it, we remained near the shore some time under a constant bombardment and finally pulled off shore during all this time machine guns never stopped their hellish chatter.

In the early afternoon we started home on one engine, air craft were in continual dogfights and I saw many fall into the sea both ours and the enemy's. our ship was leaking badly and was scarred and torn, one shot entering the magazine did not explode, the bridge was a wreck and one Bofor gun was totally out of commission, the discipline and morale of all concerned was of the highest, and I'll never forget the joking and banter being passed by the tank crews before they closed their turrets. most of them for the last time, we arrived back in Newhaven around nine thirty tired but hoping only our chance would come again soon, we still have that same feeling we are all sure we can lick Jerry anytime we have the opportunity.

STATEMENT OF PTE. CHAMPAGNE, J.

The uppermost thought in my mind, as I try to write what I saw in Dieppe is as we neared the shore and the RAF started pounding, how pleasant a blitz can be when the enemy is doing the catching, then, as the landing door opened, and the tanks started to roll out, a tense feeling of eagerness as before a fight, afterwards when the landing door had been hit and out

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out of action, and we could do nothing but watch and feel, so much action in front, around, and over us and awful feeling of helplessness until we got very busy, taking the wounded gunners, downstairs, and for the next few hours we were all busy enough to forget ourselves.

The waiting for the convoy, to form up, for the voyage back, with the din of battle going on, above us, was also quite full of anxiety and nothing ever looked as good to me as BeachyHead that we sighted that evening.

STATEMENT OF PTE. HUNTER, K. J.

As far, and as much as the laws of memory will allow me to look back on our little fray at Dieppe there is not much to say of any military importance, except the following which stands uppermost in my mind.

First of these seemed to me, to be a great lack of organization among the tps aboard the almost overcrowded TLC. The members of the adjoining troops aboard, who were there to assist the Engineers, were in our way in an unorganized mass.

Second: the task to which we were allotted was impossible as far as the time element was concerned.

We hit the beach at 0522 had to wait until three tanks plus one scout car got ashore before we could bring our arms and ammo into a favorable position.

I noticed also that the Engineers could not unpack their TNT until the tanks had left giving them room. Our cease fire was to come at 0558 giving us 38 mins to complete our task. The cables which held the ramp the front of the boat gave way and broke under fire making it impossible for our craft to come close enough to the beach, to take back those which we had room for. I believe it would be to advantage if every craft could drop these ramps free from the hinges once the cables had broken making it possible for the craft to hit shore again.

The conduct of our Officer, and NCOs in charge of us under fire, has won my admiration. Every man was eager and willing to do his part, and I'm sure that with men like those that accompanied me, we could prove the German held coast to be pregnable.

STATEMENT OF PTE. MILLER, H

We were fired on at about 200yds from the shore. We were cramped for space until the tanks left the TLC the result being we had to start preparing our ammo after the tanks had landed, and just then we had a hit on the bow of the TLC and also on the bridge wounding a lot of men. I then volunteered for stretcher bearer with other men and was too busy to see what happened after that.

STATEMENT OF L/SGT WRAY, E. R

Our Mrtr Pl. consisting of 4 detachments was onboard the TLC No. 2 which was carrying three tanks 1 scout car a party of RCEs one coy of FMR and Naval Beach Signals. The craft was to beach at 0520hrs as the commandos were supposed to have landed at 0430hrs to neutralize the beach and coastal batteries

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The task set for the Mrtrs was to neutralize the area on the cliff at the left of the Red Beach. Ammo to be used was 100rds smoke and 60 rds H.E. per mrtr. We had to cease fire at 0558hrs giving us 38 mins to carry the mortar (distance being approx. 150yds) select a posn and carry and prepare ammo.

At 0500hrs everybody was ready waiting with their first loads to follow behind the RCEs. who were to land after the tanks. When the craft was about to beach at 0520hrs machine gun fire opened up from the beach while the 2 vichers (manned by the Tor Scots) and the 2 Bofor guns on the bridge kept up incessant fire. The ramp was lowered at 0525hrs and the first tank rolled out then it seemed as tho every kind of German armament was turned on us, heavy machine guns, mortars and artillery. Tracer and exploding ammo, was used in abundance. I was surprised to see the wire spring back into posn after our tanks had gone over it. At 0548hrs as the last tank (towing the scoub car) rolled on the ramp the craft received a direct hit on the cables of the ramp. The craft then eased off shore about 50yds to allow the last tank to get off as it was stopped half way out. On trying to get in again we heard two explosions from the rear, which afterwards proved to be a direct hit on the magazine and bridge knocking out one Bofor gun and severely wounding both crews. After trying to beach again for about one hour the skipper found it impossible as the ramp had stuck underneath the craft. so he drifted half a mile from shore. During this time our pl. manned the one Bofor gun, helped with the casualties and dumped the RCEs explosives overboard. The craft had to wait till approx. 1400hrs before proceeding back with the convoy. We docked at NewHaven at approx. 2130hrs limping home on one engine.

I might add even if we had met little opposition on the beach I doubt very much whether we could have fired all our ammo because of the long carry which would have taken up at least 15 mins. of our allotted time to unload stores, etc., also we could not unpack our ammo. before zero as we hadn't enough room when the tanks were on board. To my estimation I don't think we had enough fire power on our craft and it would have been a good thing if we could have mounted the mortars on board and helped neutralize the beach whilst coming in. I was proud to be a member of our pl. for the condut under fire was marvelous.

STATEMENT OF Pte. EVANS, J.B.

We were only a few yards off the coast when Jerry opened up with machine guns fire and when our barge did land and the doors opened, mortar fire was played on us. While the tanks were going off the barge we had ~~to~~ to keep close to the side in order to let them have room. All our men were ready with their equipment to go ashore when the order was to be given, but I was wondering how we were going to get into posn with all the ammo. we weresupposed to, as we only had a short time to complete the ~~whole~~ task. While the last tank was going off the barge was hit on our door and the chains were broken, several hits were scored elsewhere on the boat. 2 being on the bridge which put our pom-pom crew out of action. and when the boat withdrew from the shore some of our men replaced the crew on the pom-pom. I think the skipper of the boat had intentions on trying to land at another spot but the broken door prevented it so we pulled out several hundred yds and waited till the withdrawal hour. The air support was very good both while we waited there and on our way back to England

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STATEMENT OF PTE. QUINNELL, G.F.

When we hit the beach our ramp was let down and our tanks and scout car went off onto the beach.

One of the tanks went through the barbed wire and after it had passed over, the wire seemed to spring back up into posn. again.

The scout car was towed off the barge and seemed to have difficulty in the shale of the beach. I noticed that it seemed to brush the pilings of the mole as it went off.

We had an almost impossible task to perform, carrying our mortars and 160rds of ammo up onto the beach and completing our task in 38 mins. The rounds weigh 10lbs each and one man would have been able to carry only 2 carriers or 6 rds at one trip.

The Toronto Scottish MG.s up on the fore deck had no protection whatever from the enemy fire, but put on a magnificent show.

We were not able to land as our bridge had been hit by the guns on the cliff to our left supposedly put out of action by the Lovat Scouts.

We were also hit in the stern, through the engine room, and in the ships magazine.

STATEMENT OF PTE. GRAHAM, J.M.

I was on one of the first TLCs to approach the main beach at Dieppe. The first impression I gathered was we were about to engage a well prepared enemy owing to the intensity of the fire encountered. This was mostly small arms fire and shells, the latter on examination of hits suffered by ship and in conversation with crew later on seemed to be explosive anti tank shells. We were counting on the smoke screen laid by RAD to hide our own landing on the beach but this had cleared and we were visible for all buildings along the water front and judging by the increasing fire power of the enemy must have been a regular hornets nest of machine guns as the beach was swept by this fire it was out of question for our infantry landing at this point as our only covering fire was two Vickers guns and the ships ACK ACK guns. The former was operating without any protection whatsoever and the latter was soon put out of action. The tanks then landed and we withdrew with our landing door damaged making further landing impossible. On the tanks passing over the barbed wire the wire assumed the original posn this was to stop the infantry following up. For future raids I suggest the following:

1. the weak point on a TEC is the suspension cables on the loading door this is easily broken and prevents further landing on the beach of the craft. I noticed this door broken down on two other ships besides ourselves.
2. The armoured plating protection for gun crews in the forward part of the ship so as to supply covering fire.
3. The firing of the 3" mortar from the ship so as to lay a smoke screen and increase the covering fire both of which is necessary for a successful landing.

STATEMENT OF PTE. SOREL, R

First saw 2 flares from the coast about 20 mins before we landed, and then heard a lot of firing, but could see nothing.

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Our TLC beached itself on RED BEACH at the exact time allotted. Our pom-pom were going strong and so were our Vickers in the front manned by The Toronto Scottish the door was lowered and the tanks rolled out. I saw the first one get hit but it kept on going, it mounted straight on the Esplanade. and went in the direction of the French tank firing all the time. I also saw the 3rd tank get a hit but it kept on firing pulling the scout car away also during the 3 or 4 mins we were on the beach our pom pom were put off of action by a direct hit in the ammo box between the guns. two of the Toronto Scottish lads were wounded one hit was scored on our front door disabling us.. I guess the skipper thought things to hot because he pu led off shore before we could get off. Jerry really had the range on us, he scored many direct hits as we pulled away including one in the magazine below, but it didn't explode from then on, I passed part of my time tending to the wounded, they were evacuated later to a hospital ship. There were about 12 of them, I don't think that we could have accomplished our task if we had landed. Our boat landed at 0520hrs and our shooting had to be over by 0558 during that time we had to wait for the tanks to get off. then rush off ourselves with our stores which included over 500rds of ammo. set up the mortar range if possible and get the whole thing done by 0558hrs. a very hard task. I'm sure. We had a very quiet trip back.

STATEMENT OF PTE. LARRIE, J.

Dwan was breaking and we could see the shore in the distant mist, we had 3 tanks and a scout car in our barge, as we were drawing closer to shore, we started getting ready for our task up the beach, so we couldn't see very much until we were just about at the shore, but the boys in the tank crew were telling us how things were going. It seemed to be heavy guns firing at first until the machine guns began to fire. Then our guns began to fire which was 2 vickers manned by Toronto Scots. boys who done a job, hard too match, as they were up at the front end of the barge, with very little protection and were taking quite a toll, a couple of these gunners were hit but their places were filled up pretty fast. As we hit the shore our ramp was dropped and ~~were~~ our tanks got off to a good start, the first one was hit by a tank which was made into a pill box, but it turned its turret and fired two shots and that took care of the pill box, but by the way the stuff was hitting our tub the whole beach was a pill box. The last tank was pulling the scout car off but it got stuck in some way, the skipper of our barge seen this and took the barge off a bit so that the car could get off, but as we were coming back in the chains got hit and the ramp fell underneath the barge and we couldn't get onto shore again, it was a shot, one in a million we tried to land again but it was no use, and our magazine had been hit a few times but didn't blow up, so I guess the captain thought it would be better if we pulled out a bit, as I guess all we were then was a good target, and quite a few men were hit, before we left we seen the tanks to over the barbed wire then it seemd to spring up again. They must have got quite a scare when they seen the tanks coming as some jumbed out of a slit trench and ran like hell but were stopped in their tracks by a burst of machine gun fire from one of the boys. The last we seen of the scout car it was going up Marshal Foch Blvd. at a hell of a clip. after the tanks left we started to take our bombs out of the tin boxes as we had no room to get them out while the tanks were there in the barge. If we had of landed we would have been a bit late, before we could of got any of our bombs. The Navy and Air force did a fine job, but if they had of gunned and bombed

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the beaches a little more or the houses on the water front it would have made it a lot easier to land. Then as the battle died down we headed for England but we could only go about four knots as our door was still underneath the barge. Then we had a pretty good trip back, and it was a good sight when we seen the English coast, it never looked so good before. We got to a port on the east coast, they gave us rum and tea with sandwiches.

STATEMENT OF PTE. CROZIER, J.

I was in one of the first TLCs to approach the main beach at Dieppe. My first impression was that the enemy opened fire with machine guns when we were approx two hundred yds from the beach. Our gunners returned the fire. As we came within a few feet of the beach the enemy seemed to open up with heavier weapons. The first tank to leave our ship seemed to get away safely but as the 2nd tank left it appeared to receive a number of hits from heavy shore guns. Just as the armoured car, which followed the tanks was leaving the ship there was a flash and a shell seemed to penetrate the forward part of the ship. Water poured down from the front and the order came through to close the steel doors. As the ship moved out to sea again there was a blinding flash in the rear as the magazine was hit. It was found that a second landing was impossible because the landing door was broken and hung in the water. Our ship's crew suffered heavy casualties and one boy was called upon to man the ship's guns while heavy fire was still coming from the beach. The beach appeared to be heavily manned at all points.

STATEMENT OF CPL. MORGAN, M

As we neared the French coast we were fully prepared and each man knew his job he was to do. The situation had been fully explained to us and we had a mental picture of the beach upon which we were to land.

We could hear the terrific bombardment our planes were giving Dieppe. They were doing a wonderful job and the sound of those bombs falling gave us great encouragement. We knew we had air support and realized how all important that was. We could also hear British naval guns doing their job. Jerry's ack ack guns were keeping up a steady fire, and we could see lines of tracer bullets from their small arms fire.

As we drew nearer we saw the shaly beach with its lines of barbed wire and also the buildings of Dieppe. From some of these houses as well as from the pill boxes on our right and left heavy machine gun fire was spitting. All the while the Bofor guns aboard our tank landing craft were peppering the shore with accurate fire. Unfortunately the zero hour for our mortar had long since passed and we had but 8 mins. left to complete our task. With all the mortar bombs to be carried ashore this was impossible. However we intended taking as many as we could and make the best of it.

As our bow hit shore, our large front gate which served as a bridge was dropped and the tanks began to roll off. Then the show really started. Lead came pouring in at us from all angles raking our ship forward and aft.

We could hear lead whining over our heads and hitting the decks around us, as we were waiting our turn to land. Men from the Toronto Scottish were mounting the machine guns in our bows and although fully exposed to enemy fire they kept their guns going. Some of them were hit but immediately replaced by others.

As the last tank rolled off one of Jerry's bombs hit the chain supporting our front

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gate and as it fell straight down, water began pouring in. The skipper backed his ship off with the hope of repairing it, but this was found to be impossible. We did however attempt a second landing. As we neared shore a heavy shell hit our stern putting the sailors who were manning the Bofors guns out of action. Jerry's heavy guns had our range and it looked as if we were done for, considering the fact that we had a hold full of dynamite.

Our skipper realizing now that a landing was impossible backed off again, as our boys carried the wounded below.

Things still looked bad for us as we waited a short way off shore for orders. Our own planes above us gave us wonderful protection, keeping away German planes, several of which were shot down. During this time a hospital ship took over our wounded.

As we began our journey back, we kept a sharp lookout, not knowing what minute a Jerry shell would finish us off.

However the skipper managed to get his crippled ship back in port, where we were well looked after.