

31 May 1943.

The following information has been received from Force 141:

Appn/615/43/M.I.3.b.

MOST SECRET

APP "A"

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Estimated STRENGTH OF GROUND FORCES employed at certain Aerodromes in Sicily

A. General

- (1) As the four aerodromes in question are in the concentration areas of first line divisions it is likely that considerable outside assistance will be available for their defence in addition to the A.A and static defence troops already employed.
- (2) Mobile Defence Groups ("Nuclei Colori") improvised* to suit local requirements, but consisting generally of 600-800 men (lorry-borne) well equipped with A/Tk guns, H and L.M.Gs and some A.F.Vs (probably L.3 tanks or armoured cars) will be stationed where they can best be employed as Reserve Striking Forces in the event of enemy air or sea-borne landings in their proximity. An Order of Battle for these groups is given on page 32 of Sicily Order of Battle dated 18th April 1943.
- (3) German Air Force personnel are known to man some of the A.A defences. In estimating the strength of A.A personnel no difference has been made between Italian and German batteries.
- (4) The estimates for A.A guns etc, are based largely on C.I.U. Report XY.36 of 13th April 1943 after allowance has been made for a certain number of emplacements being empty or dummy. This report should be of considerable assistance in showing the extent of wiring, position of pill boxes etc. in the perimeter of the aerodromes under consideration.
- (5) It should be remembered that in many cases the A.A batteries are sited for ground as well as A.A defence, and will therefore be of some value in a dual purpose role.
- (6) Anti-Parachutist Groups (Nuclei Antiparacardutisti) - small units of 25-50 men, specially trained in anti-parachutist warfare and working under command of the Coastal Battalions may be expected in the vicinity of aerodromes. A list of these units with their location will be found in the Sicily Order of Battle of 18th April 1943.

B. SOUTHERN SICILY

The two aerodromes under consideration are in the area covered by 54 and possibly by 4 Inf. Div. BISCARI aerodrome is probably within the boundary of 207 Coastal Div. and the defences of COMISO are probably in 206 Coastal Div. area.

(1) BISCARI AERODROME

	Hy. A.A.	Lt. A.A.	M.G. A/Tk	Mor- tar	L.M.Gs	Personnel
A.A. Defences	12	48	8	-	-	1,600
Mobile Forces (Probably includes 250 Cav. and 16 Lt. tks.)	-	-	12	8	6	24
Static Defence Tps. (C.Bns.Militia and elements 54 Div.)	-	-	8	4	9	60

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1,500

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(1) Biscari Aerodromo (cont)

	<u>Hy.</u> A.A.	<u>Lt.</u> A.A.	<u>M.G.</u>	<u>A/Tk</u>	<u>Mor-</u> tars	<u>L.M.Gs</u>	<u>Personnel</u>
Servicos etc. (Carabinieri, Medical, MT Supply)	2	-	-	-	-	-	300
TOTAL:	12	48	38	12	15	84	4,300

(2) COMISO AERODROME

	<u>Hy.</u> A.A.	<u>Lt.</u> A.A.	<u>M.G.</u>	<u>A/Tk</u>	<u>Mor-</u> tars	<u>L.M.Gs</u>	<u>Personnel</u>
A.A. Defences	20	24	6	-	-	-	1,500
Mobile Forces	?						
Static Defence Tps. (exclusive 1st line elements)	-	-	24	8	9	80	2,300
Servicos etc. (Carabinieri, Medical, MT Supply)	-	-	-	-	-	-	500
TOTAL:	20	24	30	8	9	80	4,300

C. EASTERN SICILY

GERBINE, its 8-9 satellite landing grounds, and the aerodrome at CATANIA come within the area of 54 Inf Div and 213 Coastal Div. At SCORDIA is a Battalion of R.35 (11 ton) French Tanks,* Coys of which have probably been allocated to the local Mobile Groups. The large number of MT units in the CATANIA area suggests that a considerable part of the defence troops may be lorry-borne. These mobile forces in the CATANIA area will be available as reinforcements or reserves to the static aerodrome defence troops.

(1) CATANIA AERODROME

	<u>Hy.</u> A.A.	<u>Lt.</u> A.A.	<u>M.G.</u>	<u>A/Tk</u>	<u>Mor-</u> tars	<u>L.M.Gs</u>	<u>Personnel</u>
A.A. Defences (some of these may be for the defence of the town)	42	34	12	-	-	-	3,500
Mobile Defence (probably includes 16 L-5 tks, Mot. M.G. Coy. etc.)	4 x 75 mm		12	16	9	24	900
Static Defence Tps.	-	--	24	8	9	40	2,000
Services	-	-	-	-	-	-	300
TOTAL:	42	34	48	24	18	64	6,700
	(4 4 x 75 mm guns)						

* Described in FM 30-42 - p. 50-51.

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(2) GERBINI AERODROME (incl. satellites)
 (Some of the defence troops may be employed at CATANIA)

	<u>Hvy.</u>	<u>Lt.</u>			<u>Mor-</u>			
	<u>A.A.</u>	<u>A.A.</u>	<u>M.Gs</u>	<u>A/Tk.</u>	<u>tars</u>	<u>L.M.Gs</u>	<u>Personnel</u>	
A.A. Defences	24	48	-	-	-	-	-	2,000
Mobile Defence (probably includes tks. Mot. M.G Coys etc)	-	-	12	8	9	24	-	800
Static Defence Tps ? 12 guns (Div Arty)	24	8	9	40				2,500
Services	-	-	-	-	-	-	-	300
<u>TOTAL:</u>	24	48	36	16	18	64		5,600
	(+ 12 Fd guns)							

M.I.3.b.
1st May 1943

APP "B"

LIGHT FLAK TOWERS

German Air Ministry Orders dated March 1942 refer to two types of Flak Tower, one for mounting the single-barrelled 2 cm Flak Gun and the other, more substantial for mounting the four-barrelled 2 cm. 3.7 cm. or 5 cm. guns or the 150 cm searchlight. No details of the lighter tower are given, but the heavier type is described as being capable of being taken to pieces and as designed to provide a good and quickly-constructed platform in wooded country for light Flak guns or searchlights; it is of steel construction, the component parts being fastened together by means of nuts and bolts, and may be built up to 8 or 10 metres (26 or 33 ft) in height according to requirements.

These details of what is apparently a standard type of light Flak tower are of interest as showing its mobility and ease of construction; towers of a similar kind, thought to be issued to Light Flak units as required, were referred to in M.I. 14 Periodical A.A.I.S. No. 3, Sec IV (1). As mentioned in the same summary, light Flak towers up to 20 or 25 metres (66 or 82 ft) are also frequently reported from photographic and other sources in many parts of Germany and German-occupied countries.

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APP "C"

FLAK TOWERS

An anti-aircraft gun site naturally requires a clear field of view in every direction down to as low an angle of sight as possible. In order to fulfil this requirement in built-up areas the Germans often mount light guns on roof tops, either on buildings constituting a V.P. or on neighboring buildings. In addition, when circumstances demand it, use is made of special constructions, varying from relatively simple Flak towers to massive concrete buildings.

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(1) Light Flak Towers. Light towers up to 20 or 25 metres in height, probably mounting 20 mm. (.79 in) guns, have been reported in many parts of Germany and German-occupied countries. They are found not only in built-up areas, but also in woods in the vicinity of aerodromes and other isolated V.P.'s such as the DORTMUND-EIS aqueduct, 7 miles North of MUNSTER. An incidental advantage derived from their location amongst trees is that camouflage is facilitated and the usual tell-tale tracks leading to the position cannot be seen from the air.

Detailed constructional particulars which have been taken from one unconfirmed but probably reliable report describing one type of tower erected in Belgium are as follows :-

Four concrete blocks are first set for the foundations. These are usually 2 metres square and vary in depth from 1 to 2 metres. Three or four iron uprights are set in the concrete. The main structure consists of four poles of Norwegian pine, 18-25 metres high, measuring 30-35 cm. in diameter at the bottom and 15-18 cm. at the top. These are placed in the concrete blocks, the iron uprights maintaining them in place. The poles are connected at the sides by cross-pieces which are bolted to them.

Two platforms are placed at the top of the tower. The lower platform is open at the sides and serves as a munitions store. The upper platform is provided with a wall about 7" thick made up of two wooden fences, each about 1" thick, between which is a filling of bricks and sand. The wall is one metre high.

The floor of the platform is constructed as follows:- Two wooden double supports, i.e. one support outside and one inside, are bolted to the main poles. Iron girders, about 15 cm. high are then placed across the supports and fixed to them. The girders carry a set of rafters on which the floor is finally laid.

A moveable type of light tower has also been reported; it is 8 metres high and is constructed of 20 mm. Mannheim steel tubes. It is thought that these tubes are of standard pattern and can be issued to light Flak units as required.

More heavily constructed towers include provision for accommodation for the gun crews, and another type is said to incorporate in addition a public air-raid shelter at its base.

(2) Reinforced concrete "towers". Many reports have been received recently of the construction of massive armoured "towers", on which are mounted not only light, but also heavy Flak guns. One of these "towers" in the Tiergarten in BERLIN, is described as a six-storeyed steel and concrete building, 50 metres square, 30/35 metres high and with walls 1 metre thick. At each corner is a tower on which is mounted at least one 10.5 cm. gun and a number of light guns; there are also M.G. posts at various elevations. The building is said to provide accommodation for a staff of high rank, possibly part of the Air Ministry.

Other reports of Flak towers being constructed on disused factory chimneys cut down to half their size, and on churches whose steeples have been broken off for the purpose, should obviously be discounted.

It is clear, however, that many types of towers have been constructed and improvisation to meet the needs of particular localities is a net unnatural manifestation of the characteristic German thoroughness.

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26 May 1943.

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GERMAN COAST DEFENSES

The following is a summary of German defense works in FRANCE (NORTH SEA and ATLANTIC Coasts only), BELGIUM and HOLLAND, as at present known, with particular reference to obstacles of all types, personnel shelters, magazines, and emplacements for M.G.'s and light guns. Emplacements for field and coastal guns are also discussed briefly, and a note on Petroleum Warfare and Smoke is added at Section XII.

I. WIRE OBSTACLES.

1. Wire on Beaches.

In general there are two or more continuous belts of wire along all open beaches. They are normally sited between high-water mark and the foot of the dunes. The following types are found:

(a) Knife rests, consisting of a wire entanglement on close-spaced wooden trestles. Recent photographs show that in some cases such fences are made of units with four trestles with a central cross-bar, the units being bound together end to end.

Height of obstacle	about 4 ft.
Width of obstacle	about 4 ft.
Distance between trestles	about 4 - 5 ft.
Length of 4-trestle unit	about 16 - 20 ft.

(b) Apron-fences, single or double, supported on 6 ft. 6 in. L section or screw steel pickets, usually embedded in concrete blocks to a depth of about 18 ins. There is often a single coil of dannert-type wire under the "apron" of the double-apron fence, and sometimes another coil along the top of the fence.

Height of obstacle	4 - 5 ft.
Height of obstacle (with coil on top)	7 - 8 ft.
Width of obstacle	up to 9 ft.

(c) Simple 5 or 6 strand "cattle" fences. Two or three of these fences will always be found together, from 4 to 8 ft. apart. It is probable that the interval between them is in many cases filled in with a wire entanglement. Such fences are also supported on 6 ft. 6 in. L-section or screw steel pickets.

Height of obstacle	4 - 5 ft.
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(d) Coiled dannert-type wire, in single, double or triple coil. L-section or screw steel pickets are mostly used. Cases are known, however, of single-coil being supported on short concrete bollards in front of beach pillboxes. Coiled wire fences are most favored along the top of a seawall or promenade, especially at coastal towns.

(e) Trip-wire is often laid in front of the main wire obstacle. It is laid in a diamond pattern between the high-water mark and the first continuous wire fence.

Height of obstacle	4 - 6 in.
Length of Diagonal of diamond-shaped section	74 - 6 ft.
Width of obstacle	12 - 20 ft.

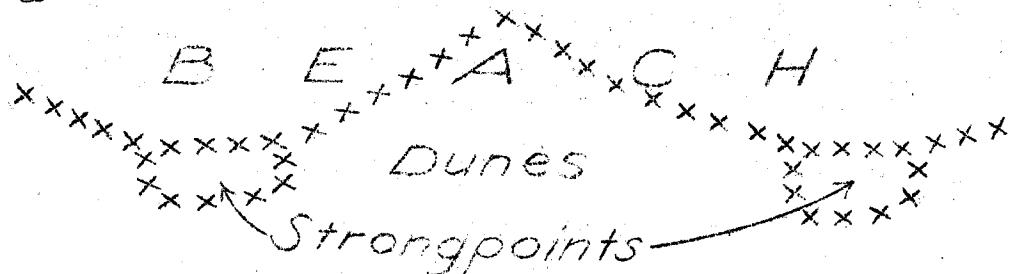
(f) Electrified wire (Starkstromhindernis). This type of obstacle definitely exists and has occasionally been reported by reliable sources.

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as in use in BELGIUM and FRANCE. Presumably the outer wire fence is electrified by means of an insulated H.T. cable. Electrification can of course serve both as an obstacle in itself and as a warning device.

(g) Combination of the above types. Any two or more of the above obstacles may be sited parallel to each other. A typical example of recent date consists of trip-wire, immediately behind it a trestle fence, and some 10 to 20 yards further back an apron fence; the total depth of the wired area may be about 30 to 60 yards. In some areas fences erected early in 1942 consisted of two or three belts of wire, often all of the same type, very close to each other and in all constituting an obstacle 25 ft. wide or more. On the sea-front of towns there is generally an apron or trestle fence on the beach and a coiled-wire (or apron) fence on top of the sea-wall.

(h) Siting of wire on beaches. Wire seldom runs in a straight line for any considerable distance along a beach but generally follows a dogleg course. In front of strongpoints the wire generally runs parallel to the shore along the entire length of the strongpoint area, either straight or in short zig-zags. Between strongpoints it juts out from the line of the dunes towards the sea; the length of the arms of one 'dog-leg' may be over 100 yards (see sketch). Thus a considerable stretch of wire can be enfiladed from each strongpoint.



(i) Depth of wire round strongpoints. The distance between the outer and inner wire perimeter of a strongpoint varies according to the topography of the area and the importance of the installation. In some places it is as small as 30 to 60 yards, in others it may be between 70 and 130 yards, or even as much as 200 yards.

(j) Wire below high water mark has been reported. This is certainly not common and is not likely to form a serious obstacle on the ATLANTIC or NORTH SEA Coasts.

(k) Anti-personnel mines and booby-traps may be expected in wire fences and between parallel belts of wire.

2. Wire round defended localities.

Similar to wire on beaches. Individual posts within a position are often separated by wire. In general, the distance from the outer edge of the wire perimeter to the nearest pillboxes or other firing posts is not less than 30 yards.

3. Wire round fortified towns.

In the case of towns provided with perimeter defenses a single or double belt of wire surrounds the entire town and strongpoints are generally surrounded by a double belt of wire. The types used are as above (para. 1). Such wire sometimes follows the line of hedges, ditches, etc., but is more often laid in zig-zags in open country.

4. Wire in gullies and on cliffs.

Gullies, "chimneys", etc., providing a beach exit are barred by a dense entanglement of wire, 20 ft. deep or more. The wire is often continued as a single fence along the cliff-top on either side of such a feature.

5. Wire associated with ditches, minefields, walls, road blocks, and other kinds of obstacle.

See below Sections II, III, IV, V.

6. Types of wire used. Apart from ordinary barbed wire the enemy uses in some areas limited amounts of a special type of wire with a hard steel core which can only be cut by standard British wire-cutters with great difficulty. In addition, P.W. have spoken of the use of wire made of soft non-corrosive metal, rectangular in section and thicker than ordinary wire. The barbs are longer and more closely spaced than usual.

II. MINEFIELDS.

1. The use of anti-personnel and anti-tank mines is now general along the coasts of FRANCE, BELGIUM and HOLLAND. Minefields are usually fenced off and posted with "Danger" signs. There is evidence that these notices are sometimes put up as a decoy in places where there are in fact no mines.

2. Anti-personnel mines.

The only type of mine so far known to be in use is the German S-mine, but standard German types of buried charge are also used especially at beach exits. Minefields of this type are normally found:

(a) Round the perimeter of defended localities. Mines are normally laid in 3 or 4 rows between two parallel belts of wire. As many as 6 rows may be found. The distance between mines in any direction is 9 to 15 ft; so that the depth of the minefield will normally vary between 18 ft. and 75 ft. Scattered mines may also be found under wire fences and outside the wire perimeter along likely lines of approach.

(b) At infantry exits from beaches. Minefields are likely to be found in turf and in dunes in the rear of beaches, also in gullies and on cliff-tops near any infantry exit. Spacing of mines is probably at 9 to 15 ft. intervals of 3 ft. Mines are normally laid in belts of 3 or 4 rows, with a total length of 50 yards or more. It is reasonable to suppose that large minefields in open country include several staggered belts.

(c) Booby traps. There is little doubt that booby traps are used. No details are known. For mined buildings see below Section II, para. 3.

3. Anti-tank mines.

There have been many reports of German T-mines, and recently a few reports of French anti-tank mines with fuze type 36. The German "Brettstickmine" is also used. This consists of a metal case containing 1 Kg. of explosive, with boards fixed above and below it by means of wire. The mine is detonated by pressure on the upper board. Anti-tank mines are normally found.

(a) At A.F.V. exits from beaches. Small groups of mines will be laid on the road or track and also on either side of it. In many cases the mines

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will be associated with road blocks (ditches or walls) on the road itself.

(b) In open country in dunes or grassland in rear of beaches. Several large minefields are known to have been laid varying in length between 50 yds and 500 yds. The greatest depth of any minefield known is about 150 yds. The greatest depth of any minefield known is about 150 yds. Anti-tank mines are laid about 5 yds apart in any direction, and normally in belts of 4 rows, each belt at least 50 yds long. A large minefield may consist of several staggered belts. As in the case of anti-personnel minefields, there is usually wire along the front and rear edges of the mined area.

(c) At road junctions and road defiles up to 5 miles inland, especially at approaches to strongpoints and in conjunction with road blocks. Groups of 5 to 8 mines are reported to be used at such positions either in 2 or 3 staggered rows, or in line diagonally across the road. Other mines may be laid in adjacent fields.

(d) Anti-tank minefields of the type described in (b) above are occasionally found in fields and meadows on the landward approaches to strongly defended coast towns.

III. PREPARED DEMOLITIONS.

1. Cratering of Roads.

See below Section IV, para. 9.

2. Mining of Bridges.

Most bridges in coastal areas are prepared for demolition, and charges can be inserted at short notice.

3. Mining of buildings on the sea-front.

It is confirmed that mines or explosive charges have been placed in many houses on the sea-front, especially in North FRANCE and BELGIUM. It is not always clear in particular cases whether this is done (a) in connection with the extensive clearance of buildings in and around defended localities (to clear a field of fire or deprive an attacking enemy of covered approach to the position) or (b) as a form of booby trap.

4. Port Installations.

Quays, jetties and moles at all important ports, including some inland ports, are prepared for demolition. Excavations 6 ft, 6 in, deep and 2 ft. 7 in. in diameter have been made at 11 yard intervals along quays 2 to 3 ft from the edge. On moles, jetties etc., similar excavations are made in 2 or 3 staggered rows across the landward end of the structure (generally about 9 excavations in all). Nothing is known of the charges used. It is probable that in some cases buildings in the port area are also prepared for demolition in the same way and cranes are certainly so. Port demolitions are believed to be controlled electrically from the naval port authority headquarters, which is generally situated in a defended locality in the town.

IV. ROAD BLOCKS.

1. Concrete Walls.

This is the commonest type of road block in all strongly defended areas.



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Walls are used to block streets and roads leading from a beach or harbor, streets inside the town at the approaches to key points, and streets and roads on the outskirts of the town on the landward side; also well defined exits from open beaches. Road-blocks of this type together with existing buildings will often form a continuous obstacle along the entire sea-front of a town.

The following types of wall are found:

(a) Continuous walls at right angles to the line of the street, across roadway and sidewalks. The thickness of the wall may be as little as 6 ft but is more often between 8 ft and 11 ft. The height varies between 6 ft and 8 ft 6 in. The top of the wall is either flat or curved. The foundations may be about 6 ft 6 in. below ground level. Details of reinforcement are not known, but it does not appear to be very strong. Reinforcement bars often project along the top of the wall and are used to support a wire obstacle. The face of the wall may be vertical or may have an overhang. The back of the wall is generally sloping and may have a fire-step for an anti-tank gun built into it.

(b) V-shaped walls are now being built across beach exits, especially on open beaches outside towns. They are V-shaped in plan with the point of the V to the front. Dimensions of this type of wall are similar to those described in para. (a) above.

(c) Walls with gaps. In the interior and on the landward side of towns there is generally a gap in the wall sufficient for one vehicle to pass at a time. This also applies to one or two roads leading from the sea-front in each town, which the enemy require for their own use. In road-blocks of this kind the two sections of wall may be sited:

(i) Directly opposite each other so that the gap can be closed by girders, rails or gates fitted into sockets in the end of each section (see also para. 6 below); or

(ii) "en chicane", i.e. one section on one side of the road, so that any vehicle passing through must slow down and zig-zag. The distance between the two walls may be from 16 ft. upwards.

NOTE: (1) There is often a ditch in front of continuous walls of types (a) and (b) above, or a tank-trap in the form of a pit covered with planks or netting.

(2) In BRITTANY wall road blocks are often made of stone (principally granite).

2. Anti-tank ditches are found blocking roads, especially along coast roads and country roads. There may be two ditches within a few yds of each other. At present a gap in the ditch for single traffic is left.

Width of ditch 10 - 12 ft.

Depth of ditch ? 6 - 8 ft.

The ditch is generally revetted (at the back) with concrete and sometimes entirely lined with concrete. Steel rails projecting about 3 ft are often embedded in the concrete.

3. Dragons' teeth are used to block streets and exits from quays, also well-defined beach exits, such as beach ramps. Known instances of this type of obstacle consist of 3 or 4 staggered rows, 6 to 8 ft apart. The distance

between teeth in one row is also about 6 to 8 ft. All dragons' teeth so far seen on air photographs appear to be regular pyramids between 2 ft. 6 in. and 3 ft. high.

4. Concrete pillars are used in the same way as dragons' teeth, but are also found across hollows in dunes which might provide an exit for vehicles. They are used in one, two and possibly sometimes in three rows, not always staggered. In dune country they are generally on a forward slope near a crest. The pillars are sometimes rectangular about 3 ft. in side and 4 ft. high, and sometimes cylindrical, about 3 to 4 ft. in diameter and 4 ft. high.

5. Rail Tetrahedra ("Pyramids") made of steel rails or L-section irons are used to block beach exits, ramas, beach promenades and streets leading from the beach. They consist of three or four pieces of rail in the form of a cone with the ends embedded in concrete and bolted together at the top. There appear to be two types:

- (i) 3 ft. 3 in. high, with the ends bolted together.
- (ii) 4 ft. 6 in. high, bolted 3 ft. 3 in. above ground-level, with the ends projecting above the join.

6. Vertical rails are occasionally used in two or three rows to form blocks across streets or well-defined exits on open beaches. The rails are about 4 ft. high and are embedded in concrete blocks.

7. Wire blocks (timber and iron gates, chevaux de frise, knife rests).

Road blocks consisting of a wire entanglement or fence at each side of the road with the gap between closed by movable gates of various types, were common in 1942 but are steadily becoming rarer as the use of concrete walls and other types of obstacle described above increases. They may all be still in use, however, to close gaps in concrete road-blocks (see para. 1(c) above). Belgian Elements "C" are also used for this purpose (see below Section V, para. 3 (iv)).

8. Brick walls are of two kinds:

(a) Perimeter walls surrounding the harbor area at a few ports. These are about 10 ft. high and not more than 3 ft. thick. There are loopholes for small arms at intervals along the wall.

(b) Street-blocks in towns, also about 10 ft. high and 3 ft. thick. These are probably now being replaced to a large extent by concrete walls, and are not likely to be found at beach exits.

9. Cratering of Roads.

Preparation of roads for cratering has been reliably reported, and in a very few cases beach roads have already been blocked in this way. Nothing is known of the charges used.

V. CONTINUOUS ANTI-TANK OBSTACLES (walls, ditches, scaffolding, inundations).

1. Concrete Anti-tank walls are found along the rear edge of beaches especially on the edge of a sea-wall. They are also found across the estuaries of small streams, with a gap in the middle to allow the water to flow out. They are similar in structure and dimensions to wall road-blocks (see above Section IV, para. 1(a)). In addition to the type with vertical

face and rounded top, however, occasionally a type is found with vertical face curving outwards to overhang the beach; in this case the top of the wall is flat.

NOTE: (a) Where possible an existing sea-wall is adapted to form an anti-tank wall, by clearing away sand and gravel in front of it so as to increase the height of the wall and make an additional ditch obstacle. On many beaches this work requires constant renewal, owing to the effect of storms and tides.

(b) Tank traps, in the form of camouflaged pits, are often placed in the vicinity of anti-tank walls. The Germans consider this a very useful form of obstacle.

(c) On the sea-front of towns it is more common to build concrete anti-tank walls across streets leading from the beaches and to brick up the front of buildings between the streets or build a brick wall against the front of the buildings, than to build a continuous wall along the seaward edge of the promenade.

(d) Pillboxes may be built into a continuous anti-tank wall at intervals along its length, and anti-tank guns may be mounted on firesteps built into the back of the wall. There is generally wire along the top of the wall.

2. Continuous anti-tank ditches are of two main types:

(a) Round strongly defended ports. Ditches of this type, found principally in HOLLAND but also at a few places in FRANCE and BELGIUM, are all water-obstacles. In general the width of the ditch varies between 20 and 40 ft.; the depth is unknown, but has been reported to be as much as 15 - 20 ft. Most ditches follow a zig-zag course with single stretches some hundreds of yards long. Near ST MALO there is a recently constructed canal some 300 ft wide which is of course a water-obstacle; the main function of this ambitious work is however unknown. North of FLUSHING there are two ditches, roughly parallel to each other and about two miles apart. There is generally a thin belt of wire on the outside of the ditch. Behind the ditch there are strongpoints and isolated pillboxes at intervals, generally sited to enfilade the zig-zag arms of the ditch; these defended localities are also protected by wire, which may be sited as much as 50 yds back from the ditch.

(b) In front of or round defended localities. Such ditches are usually about 9 to 12 ft wide and possibly about 8 ft deep. On sandy beaches the ditch is generally revetted or lined with concrete or brick. They are commonly found:

(i) Completely surrounding strongpoints containing R.D.F. or other wireless installations. There is generally a thin belt of wire some 10 to 20 yards in front of the ditch, and a thicker belt some 50 yds behind it.

(ii) In front of beach strongpoints of all types (infantry, C.D. artillery, A.A. artillery) at the foot of the dunes and behind the beach wire.

(iii) Along the sea-front of towns, especially in front of an anti-tank wall or sea-wall. A ditch of this kind is sometimes a hollow scooped out in the beach some 10 or 20 yards in front of the wall, without revetment; or it may be immediately in front of the wall.

3. Steel Scaffolding.

The nearest approach to the British steel scaffolding obstacle used by the Germans is the Belgian or French "Elements C". The Belgian "Elements C" consist of sections of steel framework, 10 ft long and 10 ft high with bracing to the rear; the sections are moved into line on rollers and then bolted together to form a continuous line, fixed but with a small degree of elasticity. The French "Elements C" consist of smaller units 2 ft 6 in. long and 6 ft 6 in. high with bracing to the front. Thus, whereas the Belgian type presents a vertical face to the enemy, the French type presents a sloping face, the object being apparently to make the tank run up the obstacle and expose its underside to anti-tank fire. Obstacles of these two types are found:

- (i) Along open beaches, occasionally in stretches over a mile long, sometimes across the estuaries of small streams. The obstacle either follows a straight line along the top of the beach, or, if sited some distance in front of the dunes on a broad beach, runs in a zigzag course, as in the case of beach wire (see above Section I, para 1 (h)).
- (ii) In front of and at flank approaches to defended localities.
- (iii) Along quays and jetties (generally as a stop-gap while concrete walls or other street blocks are being built).
- (iv) In single elements of the Belgian type as movable barriers for streets, bridges and possibly also railway lines (see above Section IV, para. 6).

4. Inundations.

In areas where there are small rivers or streams with narrow estuaries and a fairly wide flat valley behind, the practice of damming up the estuary, usually at a bridge, and controlling the flow of water by some sort of sluice is fairly common. In this way areas up to three miles inland and up to one mile broad can be flooded in emergency so as to form a barrier to troops and vehicles.

VI. PERSONNEL SHELTERS AND MAGAZINES.

Concrete shelters and magazines are installed at all strongly defended localities. In less important sectors of the coast, dugouts, sandbagged shelters and brick or concrete shelters without reinforcement are still found. Where it is impossible to build shelters completely underground, the portion above ground-level is covered with earth. Generally to a depth of 3 ft. Access is by steps or sloping corridor, revetted with brick or concrete. Moreover, shelters and magazines are generally connected with firing positions by a trench, revetted with brick or concrete and often covered in; these trenches are linked up to provide a continuous communication system throughout the strongpoint. All shelters are of standard types. The strength of reinforcement varies with the type, and is described below where known. The entrances to all known shelters are zig-zag and are protected by fire from one or more loopholes. In addition, most types may have one or two Tobruk-type cupolas built into the roof for small arms or signals purposes. (See below Section VIII B.(a)).

The following types are known (measurements given of length, width and height are exterior measurements):

(i) Type 1a (magazine, 1 compartment).

Length 27 ft.
Width 19 ft. 6 in.
Thickness of wall 3 ft. or more
Thickness of roof 3 ft. or more.

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(ii) Type 2a (magazine, 2 compartments)

Length 34 ft. 6 in.
Width 31 ft.
Thickness of wall 6 ft. 6 in. (possibly only 4'6")
Thickness of roof 6 ft. 6 in. (possibly only 4'6")

(iii) Type 501 (personnel shelter, 1 compartment)

Length 40 ft. approx.
Width 31 ft. 3 in.
Thickness of wall 6 ft. 6 in.
Thickness of roof 6 ft. 6 in.

The reinforcement is probably similar to that used in type 608 shelter. There are probably 8 rows of reinforcement in the walls. There is also good evidence that steel girders or rails are used to reinforce the roof.

(iv) Type 502 (personnel shelter, 2 compartments).

Length 47 ft. 6 in.
Width 31 ft. 3 in.
Thickness of wall 6 ft. 6 in.
Thickness of roof 6 ft. 6 in.

For reinforcement see above - type 501.

(v) Type V.F.7. (generally magazine, also used for kitchens, first aid posts, etc.)

Length 36 ft.
Width 33 ft.
Thickness of wall ?
Thickness of roof ?

NOTE: There is also a Type V.F.7.B. which probably is essentially the same as the V.F.7.

(vi) Type V.F.2. This is a small shelter, mostly underground but with the front face exposed. It is probable that it is in fact a pillbox with a loophole in front.

(vii) Type 608 (Battalion, or Brigade or equivalent HQ. shelter, 8 compartments).

Length 50 ft.
Width 45 ft. 3 in.
Height (Incl floor) 16 ft. 6 in.
Thickness of wall 6 ft. 6 in.
Thickness of roof 6 ft. 6 in.

Reinforcement of the roof consists of spotwelded mats (similar to our B.R.C. fabric) in 7 in. squares; the mats are 7 in. apart. The diameter of the rods used is about 15 mm. The walls are more lightly reinforced; possibly they have only 7 mats.

(viii) Type 618 (Divisional (?) or equivalent HQ. shelter: 18 (?)

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compartments.)

Length	?
Width	?
Thickness of wall	? 5 ft. 6 in.
Thickness of roof	? 6 ft. 6 in.

- (ix) Type 629 (shelter for anti-tank gun and detachment, 2 compartments.

Length	36 ft. 4 in.
Width	35 ft. 9 in.
Height (incl. floor)	5 ft. 1 in.
Thickness of wall	6 ft. 6 in.
Thickness of roof	6 ft. 6 in.

Total amount of concrete used 675 cu. meters.

- (x) Type 117A (Divisional (?) or equivalent HQ. shelter: 17 (?) compartments).

Length	70 ft. 10 in.
Width	46 ft. 6 in.
Thickness of wall	? 6 ft. 6 in.
Thickness of roof	? 6 ft. 6 in.

NOTE: This is presumably a variant of a Type 117, one possible example of which is known.

- (xi) Type "L" (i.e., Leitstand). (Coastal Battery Observation and Command Post: 9 compartments)

Maximum length	67 ft. 6 in.
Maximum width	55 ft.

Forward Observation Room

Length	15 ft.
Width	22 ft. 6 in.

Rear Bay

Length	12 ft. 6 in.
Width	17 ft. 6 in.
Thickness of wall	6 ft. 6 in.
Thickness of roof	6 ft. 6 in. (?)

- (xii) Another type of Battery Observation and Command Post similar to type "L" is known. This type is probably obsolescent but still exists in some areas.

- (xiii) One headquarters shelter measuring approximately 190 ft. by 57 ft. has been seen on air photographs. This type is otherwise unknown.

- (xiv) Sentry-boxes. Reinforced concrete sentry-boxes with steel doors are in use. They are cylindrical in shape, pointed at the top. There are probably observation slits in the walls. It is possible that other types exist; a hexagonal type, with observation slits in all six walls has been reported. Cupolas or Tobruk posts on the roofs of shelters have also the function of sentry-posts.

VII. COMBINED SHELTERS AND GUN-EMPLACEMENTS.

The following types of shelter with a gun emplacement on the roof are known:

- (a) T-shelters, resembling a T in plan. These are partly underground;

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the part above ground is covered with earth or camouflaged with netting. On the roof over the "leg" of the T is a circular emplacement for a light coastal or A.A. gun. Inside the shelter there are two separate compartments for the gun crew and for ammunition.

(b) Light A.A. Gun-emplacements, consisting of a rectangular shelter partly underground, with an octagonal gun emplacement on the roof. The part of the shelter above ground is heaped with earth to the level of the parapet of the gun-emplacement. There is an inside stairway from the crew's quarters to the roof.

Length	14 ft. 6 in.
Width	13 ft.
Height	19 ft. 6 in.
Height above ground level	13 ft.
Height of parapet on roof	2 ft. 7½ in.
Thickness of wall	3 ft. 3 in.
Thickness of roof	4 ft. 6 in. (?)

(c) Heavy A.A. gun emplacements, consisting of a raised concrete structure subsequently heaped up with earth at the sides, have been seen on air photographs. The interior layout is not known but presumably there is a shelter for the crew under the gun-platform as in type (b) above.

VIII. PILLBOXES.

A. With firing slits in walls.

In general open emplacements for M.G.s and light weapons are preferred to pillboxes with loopholes of the ordinary type. For the Tobruk-type M.G. post and armored M.G. posts, which are much used, see below. Nevertheless pillboxes are found especially in the following positions:

- (1) Built on or into the sea-wall at towns.
- (2) Built into Anti-tank walls.
- (3) Inside towns, inland at road junctions and at the approaches to key points (e.g. post offices, port installations). These are often of unreinforced concrete, or even of brick.
- (4) On open beaches covering well-defined beach exits.

NOTE: Tank traps, in the form of pits covered with planks or netting are believed to be common at the approaches to pillboxes, both in front and in rear.

A considerable variety of types is used. The following are standard:

- (a) For 1 heavy M.G. and 6 men)
) Details unknown.
- (b) For 2 heavy M.G.s and 12 men)
- (c) For 2 heavy M.G.s mounted in the end-walls. This is a type much used in the SIEGFRIED line, and certainly found sometimes on the coast of the Occupied countries, but certainly NOT common there. The pillbox is built into the side of a hill and the M.G.s cover the slopes on either flank.
- (d) For Anti-tank guns (or heavy M.G.s), a type with a very wide firing slit along the whole of the front wall.
- (e) For Anti-tank gun and heavy M.G. coaxially mounted. The mounting

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is a tank mounting (usually with a 4.7 cm. anti-tank gun) fitted into the front wall of the pillbox.

(f) "Mushroom"-post (Pilz-stand) for one man with an automatic weapon. Little is known of this type, except that it is much used, especially along roads, and that it consists of a steel cylinder with a mushroom-like turret with wide firing slits on top. It is probably about 6 ft. 6 in. high and the cylindrical part has a diameter of about 3 ft.

B. With aperture or turret in roof.

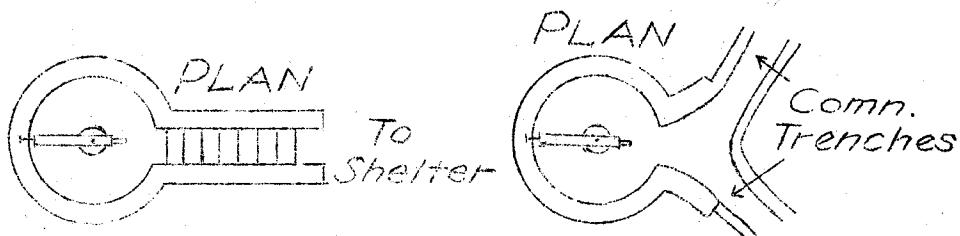
(a) A type of M.G. post much favored by the Germans in coastal strong-points is the so-called "Tobruk emplacement" (Tobruk-stellung), probably developed from a similar British type used at TOBRUK. This consists of an underground shelter connected by steps or a short passage with a hexagonal chamber, the top of which is at ground level. In the roof of this chamber is a circular aperture, 2 ft. 7 $\frac{1}{2}$ in. in diameter, in which an M.G. is mounted. The primary use of the Tobruk post is for A.A. defense. On the sea-front of towns the shelter is sometimes the fortified cellar of a house with an underground passage leading under the promenade to the M.G. post on the edge of the sea wall.

NOTE: Tobruk emplacements may also be built into the roof of practically any type of shelter, especially headquarter shelters.

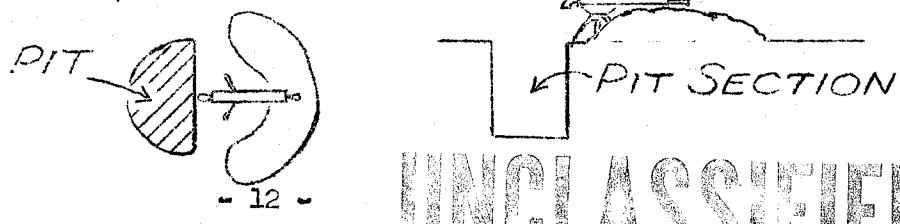
(b) The armored M.G. post (Betonstellung mit Panzerkuppel) is similar in design to the Tobruk-type, but instead of an aperture has a tank turret (generally from an old French tank) or similar cupola mounted in the roof. The armament may be an anti-tank gun (generally 4.7 cm.) or M.G., or both coaxially mounted. The turret traverses through 360°. This type of position is also much favored in coastal positions. Tank turrets, like Tobruk-posts, are also found mounted on the edge of a sea wall or on the end of a harbor mole, access to the shelter underneath being either by an underground passage from the cellar of a nearby house or by a manhole near the turret.

IX. OPEN SHELTERS, EMPLACEMENTS FOR M.G.'s ANTI-TANK GUNS AND TANKS.

(a) Open circular or horse-shoe shaped M.G. posts about 4 ft. 6 in. below ground level, and about 8 to 10 ft in diameter. The floor is of concrete, the revetting and parapet wall generally of brick. In the center is a concrete-block on which the M.G. is mounted. Access is from the rear by an open corridor (probably stepped) or underground passage. (See sketch).



(b) Dug-in M.G. posts are known, but probably exist only as temporary positions till fortified posts are available, or in lightly defended areas. They consist of a semi-circular pit of 7 ft. diameter and about 4 ft. 6 in. deep. The spoil is heaped in front in a semi-circle forming a parapet about 10 in. high. (See sketch.)



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(c) Open circular hexagonal anti-tank gun emplacements are common at all strongpoints and at road junctions and bridges. They may be from 10 to 15 ft. in diameter. They are generally connected by an underground passage, which may be roofed over, with a shelter or other covered position.

(d) "Table"-emplacements for anti-tank guns exist at a few places. They consist of a square pit covered with a concrete slab supported on four short legs (See sketch). Dimensions are not known.



Table concrete protection

(e) "Tank-bays" are constructed, especially near bridges and road-junctions but also on beaches, as firing positions for tanks in a static defense role. They usually consist of three walls, with an opening in rear for the tank to move in and out. The parapet of the wall is high enough to protect the chassis of the tank, i.e., about 4 ft. Most of the tanks used in this way are old French equipment.

X. GUN EMPLACEMENTS, SEARCHLIGHT POSITIONS.

(a) Field gun emplacements for guns and gun-howitzers of 4 in. caliber are generally circular and about 25 to 30 ft. interior diameter. They take the form of circular pits about 3 ft. deep, the spoil being used to form an earthen parapet which may be as much as 12 ft. thick. There is an opening in the parapet in rear of the gun.

(b) Medium and heavy howitzer emplacements are similar in design. For 12 in. hows. they are about 30 ft. in diameter, for 15 cm. hows. as much as 44 ft. Some static batteries with medium and heavy howitzers possibly have concrete gun-platforms.

(c) Army coast gun emplacements for 3 in., 4 in., and 6 in. guns (nearly always field equipment on wheels) have invariably a circular platform of strongly reinforced concrete and a surrounding concrete or brick parapet wall. The gun platform is 3 to 4 ft. below ground level; the immediate supply of ammunition is kept in niches in the parapet wall. The commonest type of mounting, especially for 6 in. guns, consists of a steel frame pivoting on a raised concrete block in the center of the emplacement. The wheels of the gun-carriage are attached to the steel frame, and the end of the trail runs on a rail round the circumference of the emplacement. For guns of lighter caliber, an ordinary platform mounting is also common. There are generally communication trenches, lined with concrete or brick, leading to the underground personnel shelter and magazine in rear of the gun.

Interior diameter of 3 in. gun emplacement ~ 18 - 20 ft.

Interior diameter of 4 in. gun emplacement ~ 27 - 30 ft.

Interior diameter of 6 in. gun emplacement - 40 - 45 ft.

(d) Naval coast guns in the case of medium and heavy guns have generally turret-mountings and an underground magazine immediately in rear of

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the emplacement. A few heavy batteries on the CHANNEL Coast have additional concrete protection for the gun-turrets in the form of casemates with walls and roof at least 10 ft thick. Light naval batteries often have field equipment, in which case the emplacements resemble those of the Army coast artillery.

(e) Railway guns are usually mounted on turntables, mostly of 75 ft. or 95 ft. diameter. A few batteries of lighter caliber have positions on spurs.

(f) Heavy A.A. gun emplacements are normally square, the internal measurement being 25 ft x 25 ft. Fortified positions on the coast have 4 ft. high parapet walls of concrete; older positions have earth parapets. (See also above Section VII(a)). Heavy A.A. guns, especially those which have a coast defense role, may have a steel shield or even, in a few cases, a complete turret.

(g) Light A.A. emplacements are also square with 10 to 15 ft. side according to the caliber of the gun. (See also above Section VII(b)). Light guns are sometimes mounted on wooden towers up to 65 ft. high, or on movable towers of tubular steel 26 ft. high.

(h) Searchlights on beaches are normally mounted in circular emplacements of concrete or brick with a low parapet wall. Searchlights of the 24 in. type have emplacements of about 15 ft. diameter. Larger searchlights used by the A.A. artillery are in 24 ft. emplacements, generally with an earth parapet, if they are sited back from the coast.

XI. ARTILLERY OBSERVATION POSTS.

As a general rule all O.P.'s are situated within a defended locality.

1. For concrete battery O.P. and Command Post see above Section VI (xi) and (xii).
2. "Fortress" observation posts are sometimes in the form of a revolving steel cupola mounted on the roof of an underground shelter. This type contains a Barr and Stroud type horizontal base range-finder.
3. Some O.P.'s are on towers or in the upper stories of civilian buildings. Field artillery O.P.'s are frequently at the top of the nearest church tower, especially in the LOW COUNTRIES.

XII. PETROLEUM WARFARE AND SMOKE.

(a) Petroleum Warfare.

It is considered probable that petroleum warfare devices are being incorporated at present into the general defense scheme in highly defended areas. Infantry positions, especially on the sea-front at towns are equipped with flame-throwers of the ordinary types. There is evidence that flame projectors are being installed in concrete pillboxes. The length of the flame emitted is not known.

Flame barrage tests are reported to have been carried out on one beach. Floats filled with petroleum were ignited electrically and a sheet of flame produced on the water. It is NOT known whether the tests were considered successful enough for the device to be adopted. To be effective, such a barrage would require large quantities of petrol and ideal climatic conditions.

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(b) Smoke.

Smoke generators similar to those used for the anti-aircraft defense of some ports have recently been reported along one section of the coast. The projectors consist of round metal containers, 70 cms. high and 40 to 50 cms. in diameter, installed at 50 yard intervals along the coast road. On top of the container there is a single filler cap and a spout ending in a diffuser rose. The smoke generated from the liquid in the containers is stated to be odorless and harmless though possessing a slightly irritant property.

(NOTE: The above is reproduced from AFHQ document, dated 28 March 1943.)

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Acate River	272/ 3223	Altioronte	249/ 3738
Aci Bonaccorsi	270/ 9589	Altolia	253/ 2643
Aci Castello	270/ 0184	Ambelia	273/ 7553
Aci Catena	270/ 0089	Ambra, Costa dell'	277/ 9388
Aci Platani	270/ 0290	Anapo River	274/ 9936
Acireale	270/ 0391	Anipro, Punta	277/ 9989
Aci S. Antonio	270/ 9990	Annunziatella	254/ 3249
Aci S. Lucia	270/ 0091	Antillo	262/ 0931
Aci S. Filippo	270/ 0188	Api, Piano d'	270/ 0093
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Agnelleria Station	269/ 8081	Avola	277/ 0112
Agnone	274/ 9757	Avola, Marina d'	277/ 0212
AGRIGENTO (Girgenti)	271/ 6357		
Aguzza, Punta	270/ 0183		
Aia Scarpaci	253/ 0551		
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Albospino	269/ 5272	Badame, Ponte	249/ 4244
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Alcamo-Calatafimi Station	257/ 0527	Badiazza	254/ 3258
Alcamo-Diramazione Station	257/ 0531	Bafforasso	272/ 3247
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Alcara li Fusi	252/ 6236	Balata di Baida	248/ 9436
Alessandria della Rocca	267/ 5286	Balata di Modica	276/ 7218
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Ali Marina	253/ 2535	Ballotta	257/ 6826
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Branco Piccolo, Punta	274/ 3906	Canicattini Bagni	274/ 9526
*Biviero	272/ 3025		

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Canneto	251/ 3434	Catenamuova	269/ 6186
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