

HIEXXXX H VX235 / WNO5RAVVVXXXXA

WRM V MWP NRMWP1/9 OP
FROM 10 GROUP INTELLIGENCE
TO MIDDLE WALLOP
INFO WARMWELL
SERIAL 190/A1/9/10/43

(A) 263 SQDN (B) 6 WHIRLI-BOMBERS (C) 70 WARMWELL 2200 - DOWN
TANGEMERE 2335 (D) TO ATTACK SHIPPING IN CAP DE LA HAGUE
AREA (E) S/LDR BAKER 2255 HOURS F S/LDR BAKER ATTACKED A A
SHIP BELIEVED A SPEERBRECHER BUT RESULTS UNOBSERVED G 1 WHIRLI-
BOMBER CAT E PILOT P/O SIMPSON KILLED (NOT DUE TO ENEMY ACTION)

C.O ✓
Proc ✓
Tuff ✓
Beau ✓
Simpson ✓
Mercer ✓
Ross ✓

GENERAL REPORT

(1) S/LDR BAKER 2220-2330 WHEN FLYING OFF TRACK SIGHTED VESSEL
BETWEEN CAP DE LA HAGUE AND LXXXXX AND ALDERNEY ISLAND. HE
WENT INTO ATTACK FROM 50 FT IN FACE OF A VERY CONCENTRATED
LIGHT FLAK FROM SHIP ACCURATE FOR HEIGHT. 2 EXPLOSIONS SEEN
WHEN THE 2 X 250 GP 3 SECONDS DELAY BOMBS DROPPED BUT RESULTS
UNOBSERVED. FLAK ALSO EXPERIENCED FROM ALDERNEY ISLAND AND CAP
DE LA HAGUE SO S/LDR BAKER DID NOT STAY TO INVESTIGATE RESULTS
BUT RECALLED ALL OTHER A/C OWING TO UNSUITABLE WEATHER IN TARGET
AREA. WEATHER NO CLOUD VERY HAZY LOW DOWN VISIBILITY GOOD IN
TO MOON BUT POOR OTHERWISE.

(2) F/SGT PROCTOR 2225-2315 (3) P/O TUFF 2220-2325(R) (4) F/SGT
BEAUMONT 2230-2330 (5) F/O MERCER 2230-2335 (6) P/O SIMPSON
2220-CRASHED 2315 HOURS. NOS 2 AND 3 BROUGHT THEIR BOMBS BACK
TO 4 JETTISONED 5 MILES S OF SELSEY NO 5 JETTISONED 40 MILES
S. OF WARMWELL. NO 5 - GIVEN SEARCHLIGHT HOMING. NO 6 P/O SIMPSON
WITH ONE ENGINE U/S AND THE OTHER PACKING UP NEAR S BARRIER
AND BURSTING INTO FLAMES. BELIEVE BOMBS JETTISONED.

BT

AS

CC ATTACKED A SHIP

WFD B K

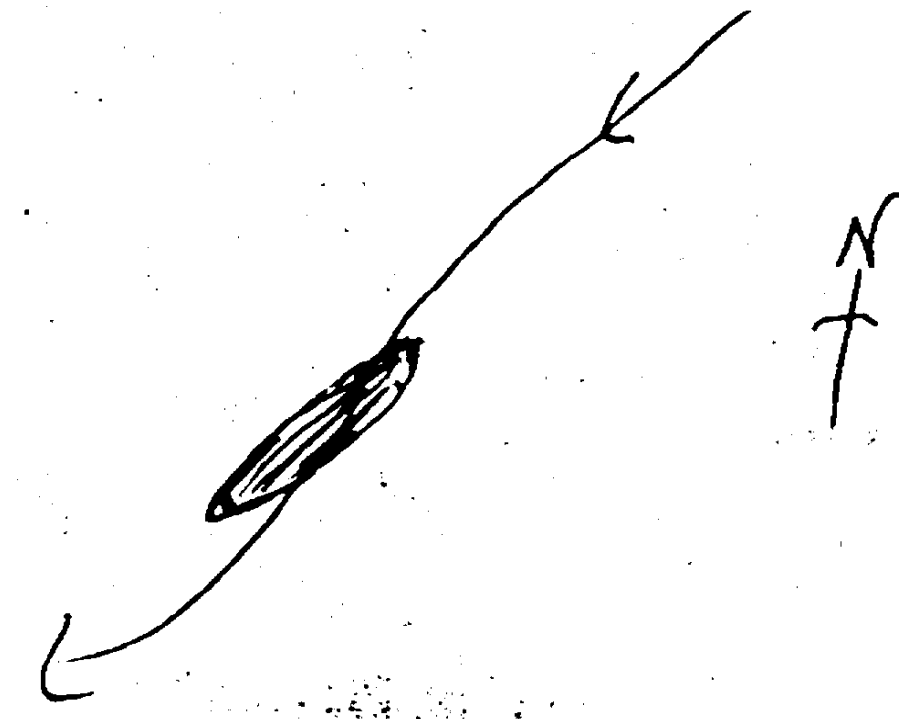
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MWP. R 0545 PMO K

Night Surf Report No. 2 for 8th - 9th October.
Warmwell.

263 Whirlibombers
Squadron Leader E.R. Baker, D.F.C. & Bar.

1. (a) 263/17 (b) 8th - 9th October, 1943 (c) 7 Whirlibombers. (d) 263.
2. (a) Easterly Light (b) not observed, believed intermittent cloud.
(c) poor in haze (d) slight (e) dim moonlight.
3. (a) 2221 (b) 42° 43' N, 2° 3' W. (c) 1 M/V or sperrbrecher 2500
tons going S.W. between Cap de la Hague and Alderney at 8-10
knots.
(d) 10° starboard astern.
(e) not known.
4. (a) 2x250 (b) 250 lb G.P. (c) 3 seconds (d) 21 feet lateral.
(e) 75 feet (f) eyesight.
5. (a) Believed two (b) apparently alongside starboard side of ship.
(c) not seen.
6. and 7. None.
8. (a) (i) 1 M/V or sperrbrecher 2500 tons Cat 4.
(b) (i) 1 Whirlibomber Cat E.
(ii) P/O J.I. Simpson, D.F.M. Killed.



10. P/O Heaton of 263 Squadron asked for a practice homing at 2130 hours from the Cap de la Hague area and on landing at Warmwell reported an M.V of about 2000 tons going west from Cap de la Hague. The first he had seen of this ship was flak coming from a down moon position ahead of him. He dived to attack but could not get his nose down for enough for a ~~XXXX~~ bombing run. He felt his aircraft hit by flak and then found his steering sloppy. After orbiting into range of the Alderney flak he decided not to attack again and returned to make his report. His aircraft had damage to the steering pivot from an explosive shell, probably of 20 m.m. calibre.

Accordingly, a shipping strike of seven aircraft of 263 Squadron was laid on. S/Ldr Baker was the first to take off at 22.20 hours. He flew fast at 230 ASI at 300 feet. Having briefly reconnoitred the Cap de la Hague area, he flew S.W. towards Alderney and saw the ship 300 yards ahead of him going on the same course. He attacked immediately up moon from 10° starboard astern releasing his bombs from 75 feet and passing over the ship. Intense light flak was returned throughout the attack in double or quadruple streams from bow, bridge and stern positions. From this and from a brief view of the ship in which individual features were not identified, S/Ldr Baker judges that this vessel was probably a sperrbrecker of 2500 tons or more. As he jinked after the attack he thought he saw two explosions of the starboard side but he is not sufficiently sure of this to claim more than "Probable Damage" Cat 4. Alderney then opened up with flak and searchlights and flak also came from Cap de la Hague, so S/Ldr Baker cut short his investigation and in view of the poor visibility in sea haze, decided that this heavily armed ship should not be again attacked in this doubly defended area. Accordingly he called to the other 6 aircraft which were following him to return to base. Shortly after this, all our aircraft were ordered to return to Tangmere as fog had covered Warmwell aerodrome.

Unfortunately P/O J.I. Simpson, D.F.M. who was, next to S/Ldr Baker, the squadron's most experienced pilot, had a failure of his starboard engine (probably not due to enemy action) and his port engine seems to have overheated and cut while he was making his approach at Tangmere, so that he undershot, striking an anti-landing post just off the aerodrome and crashed fatally at 25.15 hours. S/Ldr Baker landed at Tangmere at 23.30 hours.

Andrew Wordsworth

.....F/O
Intelligence. 263 Sqd.

ADDENDUM

Pilot Officer Heaton thought that from the volume of flak fired at him there might have been other escort vessels. S/Ldr Baker did not see other ships but considers that he might not have observed them in such poor visibility.