

* * * * *
* ~~SECRET~~ *
* By Authority of *
* CG, 82d A/B Div *
* Initials: 1/3 *
* Date: 3 May 44 *
* * * * *

Page No. 1 of 4 Pages.
Copy No. 76 of 100 Copies.
Registry No. 1095

UNCLASSIFIED

75-3244

Hq, 82d A/B Div,
APO 469, U. S. Army,
3 May 1944

ANNEX 1 b (2)

to

F. O. 6.

Classification changed to

~~CONFIDENTIAL~~

10 OCT 1944

by authority of AC of S, G-2, WDGS

by [Signature] STENSON

Colonel, Infantry
CUSTODIAN

ENEMY ORDER OF BATTLE

1. GENERAL. a. With the situation on the Russian front growing daily more critical, with Allied air power approaching supremacy, the enemy relies on the WEST for the one hope of a positive military victory, or, barring that, a stalemate. Since 1941 he has been engaged in methodically preparing the ATLANTIC wall for invasion. Of his 300 odd divisions, 200 odd are engaged in RUSSIA, 53 in the WEST. The remainder are in SCANDINAVIA, the BALKANS, ITALY and GERMANY.

b. Despite the seriousness of the Russian situation, the total number of divisions in the WEST has never dropped below 40. On 21 December 1943 it was 42 divisions. On 24 March 1944 it had risen to 56 divisions. On 1 May 1944, the number of divisions had dropped to 53.

c. On 1 May 1944 the 53 divisions in the WEST were classified as follows:

MECHANIZED (PZ, PZG, MOTORIZED)

SS Pz	2
SS Pz Gren	1
Army Pz	2
Pz Tng	3

INFANTRY DIVISIONS

Field	5
Static (incl. GAF)	29
Training	10
Parachute	1
<u>TOTAL</u>	<u>53</u>

d. To maintain the number of his divisions the enemy has:

(1) Increased the percentage of foreigners and prisoners of war serving in combat units. In many units, particularly static divisions, AA and Coastal Artillery, this may run as high as 33 1/3%.

(2) Drastically reduced the T/Os of many classes of divisions. T/Os for most of his field and static divisions have been cut from 17,000 to 12,000.

e. Morale throughout the German Army is now definitely high. See Par. 7, Annex 1 a.

UNCLASSIFIED

UNCLASSIFIED

2. COMBAT EFFICIENCY OF GERMAN DIVISIONS.

a. Quality and quantity of men and equipment assigned to a particular division or class of divisions is dependent upon its intended combat mission. The only divisions in the WEST with combat experience are the 2 Pz and the SS REICH.

b. SS Divisions. These, plus a certain number of Army divisions, are at full T/O and T/E. The troops are young, ardent Nazis or loyal supporters thereof, physically fit and well trained. Equipment is in good condition and late model.

c. Army Panzer Divisions. Much the same as the SS divisions, though not quite as favored for allocation of troops and equipment.

d. Field Divisions. These will vary widely. None in the WEST are up to full T/O and probably none in the WEST up to full T/E.

e. Static Divisions. Composed of older men and men unfit for arduous field duty. High percentage of foreigners and prisoners of war. Immobile and intended for coastal defense. Many of these divisions are short one regiment or one battalion per regiment. Some have only one or two battalions of artillery.

f. Training Divisions. Recruits with cadres of experienced officers and men. Equipment not up to T/E in quantity or quality. Can put one or two regiments or battle groups into action immediately.

3. PLAN OF DEFENSE.

a. The entire coastal line from NORWAY to SPAIN is heavily fortified with concrete emplacements, strong points, underwater obstacles, etc. These defenses are manned by static divisions. At some points these static divisions are closely backed up by a second line of static and field divisions. Behind these, from 50 to 200 miles from the coast, are the mobile reserves (mechanized and training).

b. The key to the German scheme of defense is the rapid counterattack commitment of reserves.

4. ANTI-PARACHUTE UNITS. Every division can be expected to have a definite anti-parachute plan. Particular companies, battalions or battalion combat teams will have been designated and allotted appropriate transportation and equipment. If the unit designated for an anti-parachute role is as large as a battalion it will probably have artillery attached. The unit at ST. SAUVEUR LE VICOMTE, believed to be a Schnelle Abteilung (mobile Bn) (approximately 600 mtz Inf and Arty) is well suited for anti-parachute or similar missions. Battalions of the 3rd Parachute Division, now at HUELGOAT, W. BRITAIN, if brought closer to the coast and provided with armored personnel carriers and artillery, would make excellent anti-parachute units.

5. INFORMATION CONCERNING DIVISIONS OF PARTICULAR CONCERN TO 82D AIRBORNE DIVISION.

a. See "GERMAN ORDER OF BATTLE NO. ONE", Headquarters 82d

Airborne Division, 4 March 1944.

b. 243 Infantry Division (3 regt static).

(1) Commander: Not known.

(2) Composition: Assigned regt numbers are 920, 921, 922; probably only 2 battalions of FA; unidentified Division special troops.

(3) T/O and T/E: Below T/O and T/E. Estimated present strength between 6,000 and 7,000. Only 2 combat teams.

(4) History: Reported as "newly formed division"; arrived in 23 trains from VANNES—REDON—MONITOR, 8—10 January 1944, with a "few tanks, some AT or light artillery, both horse drawn and motor transport". Detrained at ST. SAUVEUR, LA HAYE DU PUITTS, LESSAY, PERIERS, COUTANCES and CARENTAN. Hq at PERIERS.

(5) Quality: Personnel has been variously reported from "fairly young to age 30—40, mostly Austrian and Bavarian and many Russian front veterans".

c. 709 Infantry Division (3 regt static).

(1) Commander: Gen. SCHEFOLD believed to be still in command (poss. Genit. THUMM).

(2) Composition: 719, 729, 739, and a Georgian Inf Regt; believed to have FA Regt with 2 Bns; 709 Engr Bn or Co; 709 Sig Bn or Co.

(3) T/O and T/E: Reported not up to T/O or T/E but extent of deficiencies not known. One or more of the 4 regts may lack a bn. Present strength should be approximately 14,000.

(4) History: Formed in April, 1941. In its present location since late 1942. CP and Hq 1 mile N of VALOGNES.

(5) Quality: Contains 25 to 33 1/3% of foreigners, mostly Georgians. Personnel are older men and men not physically fit for extended field duty. Morale not too high, but these people can be expected to fight well, at least as long as they are manning guns and positions.

d. 352 Infantry Division (3 regt "field").

(1) Commander: Not known.

(2) Composition: Assigned regt numbers are 914, 915 and 916; remaining units unidentified.

(3) T/O and T/E: Below T/O and T/E. Equipment said to include many horse drawn and some motor transport. Estimated present strength, 9,000 to 10,000; 3 combat teams.

(4) History: Arrived in present area in 30 trains, Nov/Dec, 1943. One report states it came from a year's front line service at GOMEL, RUSSIA. But it is carried as having no battle experience. The troops may contain some veterans of the Russian front as a nucleus of the 352nd. Present location believed to be ST. LO—VIRE area.

(5) Quality: Troops said to be of all arms and ages, including many foreigners (Russians and Mongols).

~~SECRET~~
UNCLASSIFIED

e. 21 Panzer Division.

(1) Commander: Unknown.

(2) Composition: 5 Pz Regiment; Mtz. Inf Brigade; 192nd (?) and 492nd (?) Pz Gren Repts; 155 Arty Regt including a bn of SP Assault Guns; 200 Pz Engr Bn; 200 Pz Sig Bn; 21 Pz Ren Bn (2 Cos); 39 AT Bn.

(3) T/O and T/E: Reported up to full T/O and T/E, with full complement of 160 Mark IV, Tiger and Panther Tanks. Divisional strength should be about 17,000.

(4) History: This Div was formed after the French campaign from units of the 3rd Pz Div. It was first known as the 5th Light Div. In summer 1941 it was reorganized as a Pz Div in AFRICA; entered TUNISIA early 1943. It was destroyed in May, and reformed in summer 1943 in NORMANDY. It was reported August 1943 in the RHEIMS area, in November 43 moved to ORLEANS. In February 1944 this Div was reported at MANTES, believed to be completely reformed and reequipped and up to full T/O strength. Beginning of April the 21 Pz Div was ordered EAST, but upon reaching GERMANY the order was countermanded and the Div returned to the former area of the 155 and 179 Pz Tng Divisions; roughly: ST. MALO—PONTORSON—RENNES—PLOERMEL—JUGON.

(5) Quality: The Div has had no battle experience except possible survivors of the African campaign. Troops are young and contain considerable non-German elements.

f. 3 Parachute Division.

(1) Commander: Not known.

(2) Composition: Identifications not known.

(3) T/O and T/E: Should be at full T/O strength and full T/E. 2 Regts located in BRITTANY, a third regt possibly in PAS DE CALAIS area. 3 Bns per Regt.

(4) History: First identified in the WEST at RHEIMS in January, 1944. Then located at MELUN, S of PARIS. Present location: HUELGOAT—SIZUN area BRITTANY.

(5) Quality: All young troops in good condition and morale.

RIDGWAY
Commanding

OFFICIAL:

Jack
JACK
G-2

DISTRIBUTION:

Same as Annex 1.

UNCLASSIFIED

Page No. 1 of 8 Pages,
Copy No. 76 of 100 Copies,
Registry No. 1051

* * * * *
By Authority of
CG, 82d A/B Div
*Initials: *[Signature]**
Date: 1 May 44
* * * * *

TS-3244

UNCLASSIFIED

Hq 82d A/B Div.,
APO 469, U.S. Army,
May 1944.

ANNEX 1c
to
F. O. 6.

Classification changed to

10 OCT 1944

by authority of AC of S, G-2, WDGS

TACTICAL TERRAIN STUDY

by *[Signature]*

E. S. JOHNSTON
Colonel, Infantry
CUSTODIAN

MAPS: GSGS 4250, 1/50,000.
GSGS 1347, 1/25,000.

1. LIMITATIONS.

a. This study is generally limited on the N to E-W grid 05, on the S to EW grid 70, on the E to N-S grid 45, and on the W to the W Coast.

b. For general geographical and climatic information on COTENTIN Peninsula, see Annex 1 a.

2. GENERAL TOPOGRAPHY.

a. General Nature of Terrain. North of BRICQUEBEC and VALOGNES a mass of steep hills of 300-500 ft. elevation, in which there are frequent bare rock outcroppings and flat bottomed valleys, reaches from the east to the west coast. South from BRICQUEBEC to JESSAY and west of the DOUVE River, the terrain is more undulating with an irregular pattern of hills which attain 450 ft. elevation only in a few isolated localities. This terrain is partitioned into small rectangular fields by hedgerows and stone walls, and consists of poor pastureland, some orchards, and some sparse woods. South of JESSAY is a heathland with scattered pine plantations. The southeastern COTENTIN (east and south of the DOUVE) is a flat marshy plain, little of which is above 100 ft. elevation. Here the fields are much larger than in the west and cultivation is much more extensive.

b. Drainage System.

(1) See Annex 1 c (2) for overlay showing bridges and the width and depth of principal streams.

(2) R. DOUVE flows from the North Central COTENTIN through ST. SAUVEUR LE VICOMTE and N. of CARENTAN. Average width and depths are:

<u>Sector</u>	<u>Average Width</u>	<u>Average Depth</u>
L'ES ADAMS (1510) to BAUDRY (1608)	20 feet	2-3 feet
BAUDRY TO ETIENVILLE (2692)	30 feet	3-4 feet
ETIENVILLE TO CARENTAN (3984)	40 feet	4-6 feet

The DOUVE by manipulation of locks and barrage at CARENTAN has been kept at a navigable minimum depth of 3 feet, 3 inches, upstream to ST. SAUVEUR LE VICOMTE. The average width of its valley from ST. SAUVEUR LE VICOMTE to CARENTAN is 1.5-2 miles. The current does not exceed 2 m.p.h.

UNCLASSIFIED

6 OCT 1944

A.C.S.# LD-12762

(3) SEYE R. rises in the hills within a mile of the W Coast in the vicinity of SURTAINVILLE (0903) and flows E to join the DOUVE at 1601. Its maximum width is approximately 15 feet and maximum depth 2-2.5 feet.

(4) BABEUF R. rises E of BARNEVILLE (0394) and flows E to join the DOUVE approximately 2 miles N of ST. SAUVEUR LE VICOMTE. It is comparable to the SEYE.

(5) Two unnamed tributaries of the DOUVE drain the PRAIRIES MARECAGEUSES. At their junction with the DOUVE, they average 10 feet in width.

(6) MERDRET R. flows from VALOGNES SE to its junction with the DOUVE at 3191. From YVETOT BOCAGE (2206) to URVILLE (2602) it is 10-20 feet wide. Below URVILLE it is 20-30 feet wide and 2-3 feet deep.

(7) TAUTE R. flows from 2563 NE to 4178 and N 4 miles to its junction with the CARENTAN Channel. It becomes 10 ft. wide at 273689, 20 ft. wide and 4-6 ft. deep at 302724, and 30-40 feet wide at its mouth.

(8) SEVES R. flows from 2570 NE through the PRAIRIES MARECAGEUSES DE GORGES to the DOUVE at 363872. It becomes 20 ft. wide at 314851 and 40 ft. wide at its confluence.

(9) OLLONDE R. rises about 3 1/2 miles NE of ST LO D'OURVILLE (0989), flows in a semi-circle to ST. LO D'OURVILLE where it enters its estuary. This river is negligible in depth. At the point where it enters its estuary it is approximately 20 feet wide. At 095894 it becomes 10 ft. wide. The estuary is 200 yards wide at its narrowest point. It fills and drains with the 29 foot tide of the W Coast.

(10) AY R. flows from 219637 N about 7.5 miles to 216754, thence W to its mouth in a tidal estuary at 172764. It becomes 20 feet wide at 215756 and is 30 feet wide at its mouth.

c. Ridge System.

(1) See Par. 2 a above.

(2) Four substantially parallel ridges W of the DOUVE, listed from S to N:

(a) A ridge running SE from LES MOITIERS D'ALLONE (0197) to DENNEVILLE (0986) with elevations from NW to SE of 90-80-55-35-50-33 meters.

(b) Ridge running E from BARNEVILLE (0394) to FORET DE SAUVEUR (1593) with elevations from W to E of 55-75-80-69-50 meters.

(c) Ridge running E from LES MOITIERS D'ALLONE to vicinity of NEHOU (1998) with elevations from W to E of 90-122-145-121-82-70-33 meters.

(d) Ridge running E from LES BLONDS (0203) to BRICQUEBEC with elevations W to E of 87-112-121-144 meters.

(3) High ground approaching closely the W bank of the DOUVE from 2193 N to BRICQUEBEC.

(4) High ground N and E of LA HAYE DU PUIITS, particularly HILLS 121, 131, and 122 (FORET DE MONT-CASTRE).

(5) Low ridge east of the DOUVE from 2005 S to ST. SAUVEUR LE VICOMTE, with elevations of 30 to nearly 40 meters.

(6) Three ridges, generally 30-50 meters high, trending N, NNE, and NE from FORET DE MONT-CASTRE toward the DOUVE, with 30 meter elevations extending to 242915, 260920, and 306900 respectively.

(7) Ridge running from VALOGNES E to QUEDEVILLE (3607), with elevations from W to E of 63-110-117-69-10 meters.

d. Routes.(1) Highways and Bridges.**UNCLASSIFIED**

(a) See Annex 1 c (3).

(b) The following "German Priority Routes" are likely to be in the best condition of repair of any roads in the area and are believed capable of carrying tracked vehicles of 50 tons:

(i) CARENTAN-STE MERE EGLISE-MONTEBOURG-VALOGNES-CHERBOURG; German roadside marker "V"; French number N13; bridge over DOUVE at 384862 to 384864 possibly less than 50-ton capacity.

(ii) CARENTAN-LA HAYE DU PUIITS-ST. LO D'OURVILLE-CARTERET; French number N803.

(iii) PERIERS-CARENTAN; French number N171.

(iv) PERIERS-LESSAY-ST. SAUVEUR LE VICOMTE (N800), ST. SAUVEUR LE VICOMTE-VALOGNES (GC2); French numbers as indicated.

(c) There are three principal roads into the CHERBOURG Peninsula:

(i) CARENTAN-STE MERE EGLISE-MONTEBOURG-VALOGNES-CHERBOURG; French number N13; paved and 20-26 ft. wide.

(ii) LESSAY-LA HAYE DU PUIITS (N800), LA HAYE DU PUIITS-RJ 0792 (N803), RJ 0792-BRICQUEBEC (GC50), BRICQUEBEC-CHERBOURG (N800); French numbers as indicated; paved and 20-26 ft. wide.

(iii) PERIERS-ST. JORES-PONT L'ABBE-VALOGNES; French number GC24; paved and 10-20 ft. wide.

(d) Other N-S crossings of the DOUVE, besides those mentioned in (c) (i) and (iii) above, are as follows:

(i) At BEUZEVILLE LA BASTILLE (309910) on the secondary road from BAUPTÉ (8531) to RJ 9230; French number GC 138.

(ii) At LE MOULIN (417872) on an unnamed secondary route which by-passes CARENTAN on the east.

(e) There are two E-W roads across the neck of the Peninsula:

(i) CARENTAN-LA HAYE DU PUIITS; French number N803; paved and 10-20 ft. wide.

(ii) RJ 3693-CHEF DU PONT-PONT L'ABBE (GC70), PONT L'ABBE-ST. SAUVEUR LE VICOMTE (GC 15); French number as indicated; paved and 10-20 ft. wide.

(f) For roads inland from the UTAH beaches to Road N13, see Annex 1 c (3).

(g) The following towns are important highway communication centers: CARENTAN, MONTEBOURG, PERIERS, LESSAY, LA HAYE DU PUIITS, ST. JORES, ST. SAUVEUR LE VICOMTE, PONT L'ABBE, BARNEVILLE, BRICQUEBEC, and VALOGNES.

(h) Marginal notes on CGCS Map 4250 (1/50,000), giving widths and surfaces of roads, are generally reliable.

(i) Many of the roads, especially the secondary ones, are bordered by hedges and ditches that would hinder deployment of vehicles.

UNCLASSIFIED

(j) The bridge at ST. SAUVEUR LE VICOMTE is a reinforced concrete 2-span masonry balustrade structure with piers 6-8 feet thick. It is 100 feet long by 30 feet wide. Under the bridge the water is 55 feet wide and 14-15 feet deep.

(k) The earthen causeway across the PRAIRIES MARECAGEUSES at 1890 is approximately 1400 yards long.

(2) Railroads.

(a) See Annex 1 c (3).

(b) The two railroads across the neck of the COTENTIN are the double-track PARIS-CHERBOURG line through CARENTAN, and the single track line through COUTANCES, LESSAY, LA HAYE DU PUIITS, and ST. SAUVEUR LE VICOMTE to CHERBOURG. An E-W single-track line runs from CARENTAN to CARTERET via LA HAYE DU PUIITS.

(3) Airfields. There are three airfields in the COTENTIN:

(a) SE of LESSAY, a landing-ground at 203741, with a rough but possibly serviceable NE/SW strip 1800 x 350 yds.

(b) CHERBOURG-QUEBREVILLE, an airfield at 097267, dimensions about 1050 yds. NSW/ENE and 900 yds. NNW/SSE.

(c) CHERBOURG-MAUPERTUS, an airfield at 252236, roughly circular, with a diameter of 1100 yds.

3. MILITARY ASPECTS OF THE TERRAIN.

a. Avenues of Approach and Communications.

(1) See Par. 2 d above.

(2) Highways into the neck of the Peninsula are as follows:

(a) From the S by N800 via LESSAY, by GC24 via PERIERS, by GC 138 via BAUPTE (3185), and by NL3 via CARENTAN.

(b) From the N by N803 via BARNEVILLE, by GC50 via BRICQUEBEC, by N800 via BRICQUEBEC, by GC 2 via VALOGNES, by NL3 via VALOGNES, and by GC 14 via QUETIEHOU.

(3) Highways E to W across the neck and central COTENTIN are as follows:

(a) N803 via ST. JRES.

(b) GC 70 via CHEE DU PONT and PONT L'ABBE, and GC 15 via STE. MERE EGLISE and PONT L'ABBE.

(c) GC 42 via MONTEBOURG AND STE. COLOMBE.

(d) N802 via VALOGNES and BRICQUEBEC.

(4) Rail entrances into the area are from CARENTAN and LESSAY on the S, and from VALOGNES and BRICQUEBEC on the N.

(5) The W-E course of the DOUVE extends westward by the PRAIRIES MARECAGEUSES, is an obstacle to cross-country movement of wheels or tracks as far W as ST. SAUVEUR DE PIERRE-PONT (1288). The estuary of the OLLONDE R. is an obstacle as far E as 0889. This leaves an entrance corridor 7,000 yds. wide into

UNCLASSIFIED

Page No. 5
Of 8 Pages

the upper peninsula, likewise, the PRAIRIES MARECAGEUSES DE GORGES is an obstacle to cross-country movement of wheels or tracks as far W as GORGES (2779), and the estuary and E-W course of the AY R. are an obstacle as far E as 2175. These latter obstacles form a second constriction—about 8000 yds. wide—of the western avenue into the Peninsula. See Par. 3 b (1) for discussion of obstacles.

b. Obstacles.

(1) Natural.

(a) See Annex 1 c (1).

(b) The estuary of the OLLONDE R. is tidal to the mouth of the river. Its bottom is covered with a 2-3 ft. layer of slimy sand silt. The tide ranges up to 30 feet. When the tide is in, the estuary is an impassable barrier to wheels or tracks. When the tide is out it is impassable to wheels, but tracks may be able to negotiate it with difficulty.

(c) The OLLONDE R. is 20 feet wide where it enters its estuary. At 095894 it becomes 10 feet wide. From its mouth to this point it is an obstacle but not a barrier to wheels or tracks. Up to this point depth is 2-4 feet and banks 4-8 feet high. Higher than this point the stream is negligible.

(d) The estuary of the AY R. is tidal to the mouth of the river, and 700-1800 yds. wide. Its bottom is covered with sand and silt, and probably with mud on either side of the main channel. The range of the tide here is 20-30 feet. Its passability to wheels and tracks is probably similar to that of the OLLONDE estuary.

(e) The AY R. is 30 feet wide at its mouth at 172764 and 20 feet wide at 215756. The depth of its E-W course is about 2-4 feet; the height of its banks here about 4-6 feet. The E-W course is through a low, flat, marshy valley, 900-1000 yds. wide, and is an obstacle to tracks and probably a barrier to wheels. The S-N course is not over 15 ft. wide, and is not an obstacle to foot or mechanized troops.

(f) The DOUVE R. (considering its channel proper and not its valley) has a bed of sand silt on a hard bottom. The sand silt is about 7 ft. deep at LE HAU DE HAUT (2491), and thins out to 2-3 ft. at NEGREVILLE (1806). This silt is only slightly compressible and affords a relatively firm bearing. The banks of the DOUVE are steep, and vary from 4 to 8 ft. in height. From NEGREVILLE to 1601, the River itself is probably impassable by wheels; from 1601 to LE HAU DE HAUT, it certainly is. From NEGREVILLE to 1601, it is probably passable with difficulty by tracks; from 1601 to AUREVILLE (1996), it is very nearly impassable by them; from AUREVILLE to ST. SAUVEUR LE VICOMTE, it is probably passable with difficulty by certain types of tracks; from ST. SAUVEUR to LE HAU DE HAUT, it is impassable by tracks.

(g) The lower 1-2 mi. of the SEYE and the BABEUF may be impassable to wheels. Above that wheels can probably cross with varying degrees of difficulty. These two rivers are only slight tank obstacles.

(h) Inundations are extensive in the Peninsula—in the valleys of the DOUVE, MERDERET, TAUTE, and SEVES Rivers, in the PRAIRIES MARECAGEUSES and the PRAIRIES MARECAGEUSES DE GORGES, and in the background of the UTAH beaches. See Annex 1 c (1). Consequently, the importance of the MERDERET, TAUTE and SEVES as obstacles in themselves—all of them being comparatively small streams with hard bottoms—is overridden by the importance of the extent and effect of the inundations. Inundations are controlled in the DOUVE watershed by manipulation of LA BARQUETTE lock and dam (398869); in the TAUTE watershed by manipulation of the HAUT DICK lock and dam (410860); in the East Coast areas by manipulation of numerous dams on the SINOPE River and the frequent drainage canals. Extent of inundated and saturated areas is as follows:

UNCLASSIFIED

(i) PRAIRIES MARECAGEUSES and E-W Course of DOUVE—
1/2-3/4 mi. belt, mostly inundated or saturated, reaching generally from the
LA BARQUETTE lock to the vicinity of ST. SAUVEUR DE PIERRE PONT (1488); crossed
by a causeway at 1890; the nature of the soil inundated or subject to inundation
is that of a black carbonaceous sand silt, much like Texas "gumbo"—10-30 ft. deep,
and when saturated, so highly compressible as to afford very poor bearing and be
impassable by wheels and tracks; much of the previously inundated belt east of the
causeway (1890) now has a dry surface which may be passable by light tracks and
light wheels. See Annex 1 (c)(1).

(ii) MERDERET Valley—inundated, at a minimum width of one
mile, upstream to 3293; saturated to 3294 at least; and may be subject to inunda-
tion N to PORT BREHAY (3099).

(iii) PRAIRIES MARECAGEUSES DE GORGES—an inundated belt
from the DOUVE Valley SW, about one mile in width, extending to 3180, but crossed
by a causeway at BAUPTÉ (3185); the saturated area is much broader and extends to
2782.

(iv) SEVES Valley—a narrow arm reaching south from the
PRAIRIES MARECAGEUSES DE GORGES, saturated to 2675.

(v) TAUTE Valley—inundated, in a mile wide belt from
CARENTAN S to 3975, and saturated from there SW to 3072.

(vi) Eastern Beaches—backed by an inundated area from
360119 to 425978, the area being $\frac{1}{2}$ mile wide in the North and $1\frac{1}{2}$ miles wide south
of QUINEVILLE.

(i) None of the above takes into consideration underwater capa-
bilities of enemy tanks.

(j) The numerous orchards, patches of forest, hedges, earth
embankments, etc., constitute obstacles of varying degree to cross country move-
ment of wheels. They will slow but not stop track movement. Many of the roads
are so lined with ditches, earth embankments and hedges that it will be slow and
difficult work to get wheels off onto fields. The most favorable terrain for
mechanized operations is the Plateau LANDE DE LESSAY south of LESSAY at 1970
where the only obstacles are small walls and wooded copses.

(2) Artificial Obstacles. Fixed concrete obstacles and moveable
obstacles of concrete, wood and wire are now present on the approaches to several
towns in the operational area:

<u>VICINITY</u>	<u>TYPE</u>	<u>COORDINATES</u>	<u>DIRECTION FROM TOWN</u>
VALOGNES	Fixed	244074	S
"	"	250083	E
"	"	238084	W
"	"	239082	W
"	Moveable	249074	SE
"	"	247088	NE
"	"	248085	NE
"	"	236076	SW
"	"	177076	W
BRERICQUEBEC	Moveable	128044	E
"	"	121041	S
"	"	118038	S
"	"	121028	S
CARTERET	Moveable	004951	N
"	"	002946	W
"	Fixed	998942	W
"	"	999942	W
"	"	000942	W
CARENTAN	Moveable	383864	NW
"	"	384862	NW
"	"	386857	NW
LA HAYE DU PUIITS	Fixed	183841	E
"	"	177845	N
LESSAY	Moveable	182766	N

c. Concealment and Cover. Along the coastline from CARTERET S to the AY estuary, inland for a depth of 1-3 miles, the only cover and concealment from ground observation are the sand dunes and earth embanked fields. No cover or concealment from the air exists here. Elsewhere, W of the DOUVE, cover and concealment from the air and ground vary from fair to good, depending upon the frequency of woods, orchards, uneven topography, houses, hedges, ditches and earth embankments. Such features are less common E of the DOUVE, and very scarce E of the MERDERET, and in the plateau S of LESSAY.

d. Observation. Except for the high points listed below, ground observation is limited by the many tree and hedge rows, earth embankments and patches of woods and orchards.

- | | |
|-------------------|-------------------|
| HILL 121 (166879) | HILL 133 (063977) |
| HILL 131 (198877) | HILL 145 (067985) |
| HILL 99 (020965) | HILL at 300075 |
| HILL 90 (015972) | HILL at 091985 |
| HILL 122 (035975) | HILL 121 (107978) |
| HILL at 154937 | *HILL at 135940 |
| HILL at 052980 | HILL 117 (299073) |

*The 110 meter height of this hill on 1/25,000 is considered more reliable than the 70 meters on the 1/50,000 map.

e. Fields of Fire. W of the DOUVE, except for stretches of beach along the W Coast, the inundated lowlands and the estuary of the OLLONDE, fields of fire for small arms and automatic weapons are short and broken because of the prevalence of small fields, patches of woods, orchards, buildings, hedges, earth embankments, tree rows, undulating terrain and hills. Artillery and mortar should have no trouble finding defiladed positions anywhere in this area. E of the DOUVE and especially E of the MERDERET and of the FORET DE MONT-CASTRE fields are larger, obstructions fewer, and the terrain flat.

4. CRITICAL TERRAIN FEATURES.

a. The lowlands of the DOUVE, MERDERET, and FORET DE MONT-CASTRE

UNCLASSIFIED

UNCLASSIFIED
BIGOT

Page No. 8
Of 8 Pages

MARECAGEUSES DE GORGES, and behind the UTAH Beaches.

- b. The 7000 yard wide corridor between ST. SAUVEUR DE PIERRE-PONT and the OLLONDE estuary.
- c. The 8000 yard wide corridor between the E-W course of the AY and the PRAIRIES MARECAGEUSES DE GORGES.
- d. HILLS 121 and 131 S of PRAIRIES MARECAGEUSES.
- e. The other 12 hills referred to in Paragraph 3 d above.
- f. The ridges described in Paragraph 2 c (2) (a-c) above.
- g. The high ground along the W bank of the DOUVE which commands the opposite bank of the river.
- h. The N-S course of the DOUVE River.
- i. The "bowl" of low ground with ST. SAUVEUR LE VICOMTE at the center and low point.
- j. The estuary of the OLLONDE R.
- k. The estuary and E-W course of the AY R.

5. GLIDER AND PARACHUTE LANDING AREAS AND ZONES. Because the area is broken up into numerous small tree and hedge-lined fields, it is difficult to find areas west of the DOUVE suitable for glider landings in force. Parachute drop zones are not so restricted. East of the DOUVE, glider landing areas are much more numerous and satisfactory.

6. TACTICAL EFFECT OF THE TERRAIN.

- a. To move troops up the western or central COTENTIN the enemy must (1) seize and hold the 7000 yard corridor between the estuary of the OLLONDE R. and ST. SAUVEUR DE PIERRE-PONT; (2) or cross the PRAIRIES MARECAGEUSE, (3) or hold the crossings of the DOUVE at PONT L'ABBE (2692) and BEUZEVILLE LA BASTILLE (3091).
- b. The corridor is commanded by HILL 121 (166879) and the three more southerly ridges described in Par. 2 c (2) (a), (b) and (c).
- c. The PRAIRIES MARECAGEUSES is commanded by HILLS 121 and 131 (1987), and by the ridge described in Par. 2 c (2) (b).
- d. The crossings at PONT L'ABBE and BEUZEVILLE LA BASTILLE are to some extent commanded by low hills S of the DOUVE.
- e. The ridge VALOGNES-QUINEVILLE, described in Par. 2 c (7), commands substantially all ground E of the DOUVE.

RIDGWAY
Commanding.

OFFICIAL:

Jack
JACK
G-2

DISTRIBUTION:
Same as Annex 1.

UNCLASSIFIED

UNCLASSIFIED

BEIGOT

NEPTUNE

Page 1 of 5 Pages

Copy No. 76 of 100 Copies

Registry No. 700e,

UNCLASSIFIED

* * * * *
* * * * *
By Authority of
CG, 82d A/B Div
Initials: WJ
Date: 1 Apr 44
* * * * *

-3244

Hq, 82d A/B Div.,
469, U. S. Army,
April 1944.

Annex 1e

to

F. O. 6

changed to
10 OCT 1944
by authority of AC of S, G-2, WDGS

by *E. S. Johnston*
E. S. JOHNSTON
Colonel, Infantry
CUSTODIAN

MAPS AND AERIAL PHOTOGRAPHS

1. AERIAL PHOTOGRAPHY.

a. General cover of 1:20,000 - 1:30,000, Coastal, IZ, DZ, and Merton gridded obliques, and 1:10,000 operational study cover will be made available to units through Assistant Chief of Staff, G-2, as received, subject to briefing levels to be announced.

b. Lithographic aerial mosaics will be made available for issue on basis of one per parachute and two per glider.

2. MAPS.

a. Planning Purposes. To be issued in limited quantities subject to briefing levels to be announced.

b. Troop Issue.

(1) In sealed packages of 20 or 50 sheets each, direct to units down to include battalions and separate companies.

(2) Issue will be made from advance map depots in or near marshalling areas.

(3) Units will keep maps under armed guards and issue same subject to briefing levels to be announced.

(4) 1:100,000 maps will include one set (4 sheets) per parachute and two sets per glider. These sheets may be pasted together and then cut out to meet requirements.

(5) Allotment to Units. The following sheets will be issued in quantities set out in Paragraph 2 b (8) below.

(a) GSGS 2957, Scale 1/4,000,000, Sheet No. 19.

(b) GSGS 2758, Scale 1/1,000,000, Sheet M30&PtM31.

(c) GSGS 4072, Scale 1/500,000 (air), Sheet No. 48/2.

(d) GSGS 4238, Scale 1/200,000 (Road), Sheet Nos. 5E, 5F, 59.

(e) GSGS 2738, Scale 1/250,000, Sheet No. 48/8.

(f) GSGS 4249, Scale 1/100,000, Sheet Nos. 5E, 6E, 5F, 6F.

(g) GSGS 4250, Scale 1/50,000, Sheet Nos. 5E2, 6E1, 5E4, 6E3&4.

UNCLASSIFIED

UNCLASSIFIED

Page No. 2
Of 5 pages.

5E6, 6E5, 5F2&6F1, 6F3, and 5F6&6F5.

(h) GSGS 4347, Scale 1/25,000, Sheet Nos. 28/20, SE; 31/20, SE, SW; 28/18, NE, SE; 31/18, NE, SE, SW, NW; 31/16, NE, SE, SW, NW.

(i) Photomaps, Scale 1/25,000, Sheet Nos. as listed in Paragraph 2c (1) (h) above.

(j) Town maps, Scale 1/10,000, of LA HAYE DU PUIITS, COUTANCES, GRANVILLE.

(k) Defense Overprints, GSGS 4347, Scale 1/25,000, Sheet Nos. as listed in Paragraph 2 c (1) (h) above.

(l) Town sketch maps of ST SAUVEUR LE VICOMTE, IESSAY, BRICQUEBEC, CARTERET, and BARNEVILLE-SUR-MER, if available.

(m) Trig Station Data maps, route maps, map indices.

(6) FOLLOWING SPECIAL MAPS WILL BE ISSUED TO UNITS IN THE QUANTITIES SHOWN BELOW:

(a) One set of Trig Station Data Maps to Headquarters, Division Artillery.

(b) Assault maps and tactical overprints, if available, in same quantities and to same units as 1/25,000 defense overprints.

(7) Units will report to Assistant Chief of Staff, G-2, their map breakdown requirements for parachute, glider, and water echelons on basis of total allotments set forth in Paragraph 2 b (8).

UNCLASSIFIED

(8) MAP SCALES AND QUANTITIES TO BE ISSUED TO UNITS ARE AS FOLLOWS:

UNIT	GS/GS 2957 1/4M	GS/GS 2758 1/4M	GS/GS 4072 1/500T	GS/GS 4238 1/200T (ROAD)	GS/GS 2738 1/250T	GS/GS 4219 1/100T	GS/GS 4250 1/50T	GS/GS 4347 1/25T	PHOTO- MAP 1/25T	TOWN MAPS 1/10T	DEF O'PRINTS 1/25T	TOWN SKETCH MAPS	ROUTE MAPS *	MAP INDICATORS
Div. Hq.	2	10	10	80	25	200	25	5	5	20	5	20	80	5
325 GI. Inf.	1	5	4	50	35	560	170	170	35	30	170	30	50	5
Hq., Hq. Co., Sv. Co.	(1)	(2)	(1)	(20)	(5)	(140)	(20)	(20)	(5)	(30)	(20)	(30)	(20)	(2)
1st Bn.		(1)	(1)	(10)	(10)	(140)	(50)	(50)	(10)		(50)		(10)	(1)
2d Bn.		(1)	(1)	(10)	(10)	(140)	(50)	(50)	(10)		(50)		(10)	(1)
2d Bn., 401st GI Inf (L)		(1)	(1)	(10)	(10)	(140)	(50)	(50)	(10)		(50)		(10)	(1)
505 Precht Inf	1	5	4	50	35	2200	170	170	35	30	170	30	50	5
Hq., Hq. Co., Sv. Co.	(1)	(2)	(1)	(20)	(5)	(400)	(20)	(20)	(5)	(30)	(20)	(30)	(20)	(2)
1st Bn.		(1)	(1)	(10)	(10)	(600)	(50)	(50)	(10)		(50)		(10)	(1)
2d Bn.		(1)	(1)	(10)	(10)	(600)	(50)	(50)	(10)		(50)		(10)	(1)
3d Bn.		(1)	(1)	(10)	(10)	(600)	(50)	(50)	(10)		(50)		(10)	(1)
Hq., 2d A/B Inf Brig.	2	10	10	80	25	200	25	5	5	20	5	20	80	5
507 Precht Inf	1	5	4	50	35	2200	170	170	35	30	170	30	50	5
Hq., Hq. Co., Sv. Co.	(1)	(2)	(1)	(20)	(5)	(400)	(20)	(20)	(5)	(30)	(20)	(30)	(20)	(2)
1st Bn.		(1)	(1)	(10)	(10)	(600)	(50)	(50)	(10)		(50)		(10)	(1)

*If available.

~~UNCLASSIFIED~~ ~~SECRET~~

UNIT	CSGS 2957 1/4M	CSGS 2758 1/1M	CSGS 4072 1/500T	CSGS 4238 1/200T	CSGS 2738 1/250T	CSGS 4249 1/100T	CSGS 4250 1/50T	CSGS 4347 1/25T	PHOTO- MAP	TOWN MAPS	DEF O'PRINTS	TOWN SKETCH MAPS	ROUTE MAPS	MAP INDICES
Hq, Hq Co, Sv Co	(1)	(2)	(1)	(20)	(5)	(400)	(20)	(20)	(5)	(30)	(20)	(30)	(20)	(2)
1st Bn	(1)	(1)	(1)	(10)	(10)	(600)	(50)	(50)	(10)		(50)		(10)	(1)
2d Bn	(1)	(1)	(1)	(10)	(10)	(600)	(50)	(50)	(10)		(50)		(10)	(1)
3d Bn	(1)	(1)	(1)	(10)	(10)	(600)	(50)	(50)	(10)		(50)		(10)	(1)
DIV. ARMY.	1	4	7	160	50	1160	175	175	35	10	175	10	160	4
Hq./Hq. Btry, Div Arty(1)	(1)	(1)	(4)	(10)	(20)	(140)	(25)	(25)	(5)	(10)	(25)	(10)	(40)	(1)
B19 GI, FA Bn	(1)	(1)	(1)	(40)	(10)	(250)	(50)	(50)	(10)		(50)		(40)	(1)
B20 GI, FA Bn	(1)	(1)	(1)	(40)	(10)	(250)	(50)	(50)	(10)		(50)		(40)	(1)
456 Precht FA Bn	(1)	(1)	(1)	(40)	(10)	(520)	(50)	(50)	(10)		(50)		(40)	(1)
B7 FA Bn (Atchd)	1	1	5	165	10	45	45	15	5	2	15	2	165	1
B0 A/B AA Bn	1	1	1	40	10	200	40	20	20				40	1
B07 A/B Engr. Bn.	1	1	1	40	10	450	40	40	10	2		2	40	1

~~UNCLASSIFIED~~ ~~SECRET~~

UNIT	GS GS 2957 1/4M	GS GS 2758 1/1M	GS GS 4072 1/500T	GS GS 4238 1/200T (ROAD)	GS GS 2738 1/250T	GS GS 4249 1/100T	GS GS 4250 1/50T	GS GS 4347 1/25T	PHOTO- MAP 1/25T	TOWN MAPS 1/10T	DEF OI PRINTS 1/25T	TOWN SKETCH MAPS	ROUTE MAPS *	MAP INDICES
Hq Co, 82d A/B Div		1		20	5	60	5						20	1
307 A/B Med Co.				40	10	80	10					2	40	1
782 A/B Ord M Co.				20	2	40	5						20	1
407 A/B Ord Co.				60	2	50	5						60	1
82 A/B Sig Co.				40	5	100	5						40	1
Div Rcn Plat				20	10	60	10			1		1	20	1
MP Plat.				10	5	40	5			5		5	10	1
A.S.F.				2	2	10	2						2	1
Print. Maint.				20	2	200							20	1
3809 Ord Trk Co (Atchd)		1		60	1	1	5						60	1
3810 Ord Trk Co (Atchd)		1		60	1	1	5						60	1
Graves Reg Plat (Atchd)				5	1	1	2			1		1	5	1
Med Co (Atchd)		1		20	1		5			1		1	20	1
Light Tank Co (Atchd)		1		45	5	5	15	5	1	1	5	1	45	1
Tr B, 4th Rcn Sqdn (Atchd)		1		45	5	5	15	5	1	1	5	1	45	1
DIVISION RESERVE	4	5	8	158	47	80	63	50	15	20	10	20	158	9

UNCLASSIFIED
RIGOT

RIDGWAY
Commanding

OFFICIAL
JACK
G-2

[REDACTED]

[REDACTED] -BIGOT

NEPTUNE

Page No. 1 of 4 pages.
Copy No. 70 of 100 copies.
Registry No. 700f.

By Authority of
CG, 82d A/B Div
Initials: WJ
Date: 1 Apr 44

Classification changed to
10 OCT 1944

Hq. 82d A/B Div.,
APO 469, U. S. Army,
1 April 1944.

by authority of AC of S, G-2, WDGs

ANNEX 1f
to
F. O. 6.

by E. S. JOHNSTON
Colonel, Infantry
CUSTODIAN

UNCLASSIFIED

COUNTERINTELLIGENCE

(In addition to the provisions of Par. 7, Memo. No. 4, "82d Airborne Division, SOP, INTELLIGENCE", this Headquarters, 24 February 1944).

- SECTION I -- GENERAL
- SECTION II -- CENSORSHIP
- SECTION III -- SECURITY PRIOR TO D-DAY
- SECTION IV -- SECURITY IN ZONE OF OPERATIONS
- SECTION V -- C.I.C. OPERATIONS

SECTION I -- GENERAL

1. COUNTERINTELLIGENCE PLANS:

a. See Annex 1f(1), Division Counterintelligence Plan.

b. Regimental and battalion headquarters will prepare written counterintelligence plans for the concentration and take-off period with written check list furnished to company commanders. Special attention will be given to attached and supporting units. In cases where Divisional units are working in close cooperation with TCC, SOS or British Command and Regional Security Officers, every precaution will be taken to coordinate security and counterintelligence plans and activities.

2. COVER PLAN: Cover plans may be formulated but executed only upon order of higher headquarters.

3. ESPIONAGE:

a. See Par. 8, Memo. No. 4, "82d Airborne Division, SOP, INTELLIGENCE", this Headquarters, 24 February 1944.

b. Espionage will be conducted only as directed by higher headquarters.

SECTION II - CENSORSHIP

4. See Par. 7a, Memo. No. 4, "82d Airborne Division, SOP, INTELLIGENCE", this Headquarters, 24 February 1944.

5. Current censorship regulations remain in effect.

6. Letters written in marshaling areas will be unclassified and placed in

UNCLASSIFIED

[REDACTED]

[REDACTED] -BIGOT

NEPTUNE

UNCLASSIFIED

~~SECRET~~ - RIGOT

Page No. 2
of 4 pages.

bags in accordance with instructions to be issued by this Headquarters. All letters will be collected prior to enplaning or embarking. Personnel will not write letters after embarkation unless there are provisions for collection of such mail prior to debarkation.

7. After departure from ENGLAND and until authorized by this Headquarters, individuals will not include in private correspondence:

a. Any reference, direct or indirect, disclosing the location of the individual or his own or any other unit.

b. Any details of combat or troop movement.

SECTION III -- SECURITY PRIOR TO D-DAY

8. PREPARATORY TO MOVEMENT FROM HOME STATIONS.

a. See Par. 61 - 65, "Preparation for Overseas Movement, ETOUSA, Short Sea Voyage", dated 10 January 1944 (Short title: POM - ETO - SSV).

b. Base echelons will continue telephone connections, insofar as practicable, so that personal calls will be answered in such a way as not to disclose a permanent departure of individuals or units.

9. PRIOR TO BRIEFING. Troops will be periodically confined to camps prior to briefing, on orders from this Headquarters, in order not to arouse comment when final restrictions are put into effect.

a. Personnel sent to hospitals during this period will be strictly admonished regarding security precautions.

b. Personnel earmarked for base echelon will be subject to same restrictions as those earmarked for assault echelons.

10. BRIEFING.

a. Huts, tents or requisitioned buildings will be used for briefing. Briefing buildings or tents will be guarded when in use and when they contain classified information.

b. Briefing levels will be announced by this Headquarters.

c. Packaged operational maps for troop issue will be issued to units in marshalling areas and will be kept under armed guard.

11. AFTER BRIEFING.

a. All personnel will be confined to camp once briefing has begun. Camps will be sealed. Camp commanders will issue special passes for personnel leaving or entering camps on official duties.

b. Only official telephone calls and telegrams, approved by camp commander, will go out after briefing starts.

c. Special instructions will be issued by this Headquarters in respect to casualties evacuated to hospitals after briefing. They must be segregated from other patients until the assault is announced officially.

12. PAPERS AND DOCUMENTS.

a. No letters, diaries, Soldier's Deposit Books, or other private papers of any description will be carried on the operation. A collection of these will be made by regiments and separate units in accordance with FM 30-25.

UNCLASSIFIED

~~SECRET~~ - RIGOT

b. No orders, marked maps, or documents, other than those essential to the operation, will be carried; only such documents, or extracts, as are pertinent to the allotted task will be issued to individual officers. Maps of the UNITED KINGDOM will not be carried in the assault.

13. MEASURES AT DEPARTURE FIELDS AND CONCENTRATION AREAS.

a. Unit commanders will coordinate with TCC and SOS commanders, SOS, MPs, CIC, British Field Security Personnel and civilian police, to insure that all security measures, including the exclusion of unauthorized personnel and the restriction of troops, are strictly complied with.

b. SOS, civilian and American Red Cross personnel attached to or accompanying the Division will be subject to the same restrictions as tactical troops.

c. Assault craft commanders will prevent communication between troops in their craft and civilians or military personnel of other units.

14. RETURN AFTER EMBARKATION OR ENPLANING.

a. In event of postponement of D-Day, troops will be returned to their bivouacs or to special camps near departure fields or embarkation points where security measures prescribed above will continue.

b. In event of damage to aircraft or sea landing craft, necessitating a return to airfields or ports, troops will be held on the fields or aboard ships until H-Hour, or, if disembarked before H-Hour, they will be segregated until H-Hour.

SECTION IV -- SECURITY IN ZONE OF OPERATIONS

15. GENERAL SECURITY MEASURES AFFECTING CIVILIANS. (See Par. 7h, Memo No. 4, "82d Airborne Division, SOP, INTELLIGENCE", this Headquarters, 24 February 1944.)

a. Authority Over Civil Population. The Division Commander is the sole authority over civil population in the zone of operations of this Division.

b. Civilian Communications. Civilian mail service and telephone, telegraph, cable and radio traffic in occupied territory will be stopped without delay. Mail will be held under guard in post offices. No communication services for civilians will be resumed until ordered by this Headquarters.

c. Civilian Identity Documents, Passes and Permits.

(1) Existing system of civilian Identity Documents will remain in force. Preparation and issue of any new civilian identity documents as may be necessary is a Civil Affairs responsibility. Security conditions to be imposed on such issue of passes and permits will be recommended by Assistant Chief of Staff, G-2.

16. CIVILIAN LABOR. Should occasion arise where civilian labor is employed, the names of such employes and any available data concerning them will be forwarded to the Assistant Chief of Staff, G-2. This does not apply to casual employment involving no danger of breach of security.

17. HANDLING OF SUSPECTS - GENERAL. Local threats or subversive actions will be dealt with methodically, not only in order to apprehend dangerous persons but also to satisfy local civilians that action will be taken where justified. Except in emergency, no arrests will be made except on authority from this Headquarters. In the forward areas civilians arrested as suspects will be handed over to the Provost Marshal for detention and evacuation.

18. HANDLING OF POLITICAL SUSPECTS. Intelligence officers and CIC detach-

~~UNCLASSIFIED~~

Page No. 4
of 4 pages.

ments must be guided by the general consideration that it is not desirable for Allied military forces to intervene in purely internal political disputes and that their responsibility does not extend beyond the task of securing the Allied forces against attack by enemy agents or subversive elements.

19. The capture of German Intelligence Service documents and records will be reported to the Assistant Chief of Staff, G-2, immediately.

SECTION V -- C.I.C. OPERATIONS

20. C.I.C. personnel will operate under the direction of the Assistant Chief of Staff, G-2.

21. C.I.C. personnel will:

- a. Formulate and recommend counterintelligence plans.
- b. Investigate acts of enemy espionage or sabotage and subversive activities on the part of civilians.
- c. Search captured or abandoned enemy CPs, billets, vehicles, motor pools, etc., for documents.
- d. Assist in control of refugees to prevent enemy infiltration.
- e. Assist in interrogation of any civilian arrested or interned.
- f. Keep any civilian prisoner known or strongly believed to be an enemy agent, segregated from other civil detainees or prisoners of war.
- g. In event of withdrawal by our forces, search evacuated CPs, bivouac areas, billets, and other installations for documents which might be of value to the enemy.

RIDGWAY
Commanding

~~OFFICIAL:~~

Jacks
JACK
G-2

DISTRIBUTION:

Same as Annex 1.

UNCLASSIFIED