

Appendix 'A' to Part IIALLOTMENT OF UNITS TO TRANSIT CAMPS.

<u>LOCATION</u>	<u>UNIT</u>	<u>REMARKS</u>
KEEVIL	1 Para Bde (Glider Element) 4 Para Bde (Glider Element) 7 KCSB Lt Bty, RA FOU, RA 9 Fd Coy, RE Sec 181 Air Ldg Fd Amb	
HARWELL	Lt Bty, RA 4 Para Bde	
BRIZE NORTON	HQ 1 Air Ldg Bde. 2 S.S. STAFFORDS less two coys. MDS and Sec 1 Air Ldg Fd Amb	
BURFORD	1 BORDER Sec 181 Air Ldg Fd Amb	In BILLET'S not Transit Camp.
BLAKEHILL FARM	HQ 1 Para Bde 2 Air Ldg A tk Bty, RA 9 Fd Coy, RE	
BROADWELL	21 Indep Para Coy	
DOWN AMPNEY	Div HQ HQ Lt Regt, RA Bty Lt Regt, RA	
TARRANT RUSETON	1 Para Bde (Glider Element) 4 Para Bde (Glider Element) 1 Air Ldg Bde 1 Airborne Recce Sqn 17 pr Gp, 1 and 2 A tk Btys, RA Aviation Engrs (USA)	
MANSTON	Two coys 2 S STAFFORDS Lt Bty, RA 1 Air Ldg A tk Bty, RA Sec 181 Air Ldg Fd Amb Div HQ (Air Sp Sec 4 Wacos)	

HAMILGAR LOADS.

<u>Glider No.1.</u>	75 mm HE Fuze M 54	20 Panniers
	6-pr A tk APCBC	15 "
	3" Mortar HE	5 "
	17 pr AP	60 Rounds
<u>Glider No.2.</u>	RE 10	16 Panniers
	75 mm HE Fuze M 54	10 "
	6 Pr APCBC	10 "
	3" Mortar HE	6 "
	17 Pr AP	30 Rounds
	Barbed Wire	4 Rolls
	Mines A tk Mk 5	40
	Tape Mine	4 Rolls
	Shafts, Pick	4
	Heads, Pick	2
	Signs, Mine	4
	Pickets, Screw	16
<u>Glider No.3.</u>	RE 10	9 Panniers
	6 Pr APCBC	5 "
	3" Mortar HE	4 "
	Ord Stores	30 "

ORDER OF BATTLE - A/Q STAFF AND SERVICES

<u>Serial</u>	<u>Branch</u>	<u>H.Q.</u>	<u>H.Q. Vehs.</u>	<u>Units</u>	<u>Strength of Unit.</u>	<u>Unit Vehs.</u>
1.	A/Q	AA&QMG DAAG DAQMG Chief Clerk A/Q 2 clerks A/Q 3 orderlies	1 jeep & trailer 1 Lt Wt M/c 2 folding bicycles			
2.	Medical	ADMS DADMS 3 O.Rs.	1 jeep & trailer	181 Fd Amb 133 Fd Amb 16 Fd Amb	11 170 10 119 10 110	10 jeeps 6 trialers 5m/cs 5 jeeps 4 trailers 2m/cs 1 Lt wt 5 jeeps 4 trailers 2m/cs 1 Lt wt
3.	RASC	CRASC 2 i/c RASC Adj't RASC S/Sjt Clerk RASC 3 clerks RASC 2 dvrs RASC 3 O.Rs.	2 jeeps & trailers	250 Lt Coy RASC 93 Coy RASC	6 223 - 10	29 jeeps & trailers
4.	Ordnance	1 offr. 2 O.Rs.		Ord Fd Pk	2 15	4 jeeps & 5 trialers 2 M/cs.
5.	REME	1 offr. 3 O.Rs.	1 jeep and trailer	REME Wksps	2 35	2 jeeps, 1 welding trailer, 1 wireless trailer, 9 M/cs, 18 folding bicycles.
6.	Provost	3 offr. 12 O.Rs.	1 jeep, 6 M/cs.	Pro Coy	5 64	4 jeeps, 9 M/cs.
7.	Chaplain	SCF	1 Lt Wt M/c.			

= 2 jeeps and 2 trailers on loan from 250 Lt Coy RASC //

APPENDIX 'D' to PART II.

AIRCRAFT LOSSES.

Day	Total a/c on Mission	Type of Aircraft	Number Missing	Percentage loss by Types	Net approx tonnage of Sups dropped	Gross tonnage weight (incl. containers, panniers & chutes.)	
D + 1 (18 Sep)	33	Stirling 33	2	6%	87	144	
D + 2 (19 Sep)	163	Stirling 100 C. 47 63	11 8	11%) 12.7%)	388	594	
D + 3 (20 Sep)	162	Stirling 99 C. 47 63	11 3	11%) 4.76%)	386	591	
D + 4 (21 Sep)	116	Stirling 63 C.47 53	14 19	22.2%) 36%)	271	408	
D + 5 (22 Sep)		NO MISSION					
D + 6 (23 Sep)	123	Stirling 73 C.47 50	11 4	15%) 8%)	291	444	
D + 7 (24 Sep)		NO MISSION					
D + 8 (25 Sep)	4 (46 Gp from Brussels)	C.47 4	1	25%	8	20	
TOTALS	601	601	84	14%	1431	2201	

NOTES:- In all drops loads were as follows:-

Stirling = 24 containers, 4 panniers.

C.47 = 16 panniers.

PANNIERS expended = 5572
CONTAINERS " = 8760
PARACHUTES " = 14332

APPENDIX 'E'.TONNAGE OF RESUPPLY COLLECTED DAILY.(i) General.

Date	Net approx tonnage of supplies collected	% collected out of total dropped	Source
D + 1	14	66	3 Bulk loaded Hamilcars
(18 Sep)	12	14	33 Stirlings
D + 2	21	5.4	Stirlings & C.47
(19 Sep)			
D + 3	3	10.6	1st drop from a few C.47 Mostly rations from Stirlings & C.47
(20 Sep)	38		
D + 4	11	4	Stirlings & C.47
(21 Sep)			
D + 5	NIL	-	No drop
(22 Sep)			
D + 6	7	2.4	Stirlings & C.47
(23 Sep)			
D + 7	NIL	-	No drop
(24 Sep)			
D + 8	NIL	-	4 Dakotas only
(25 Sep)			
TOTAL SUPPLIES COLLECTED - 126 tons.			TOTAL percentage - 7.4

NOTES

1. It is estimated that another 100 tons approx fell in unit lines and was collected and used by them, especially in the case of units in the neighbourhood of the river. But there are no figures to support this estimation.
2. The rate of collection towards the end fell off steeply as the number of Jeeps and Trailers available for collection decreased. By D + 4 the effective availability had been reduced by half, and on D + 8 only two Jeeps and Trailers remained serviceable.
The shrinking of the perimeter towards the end also contributed to a decreased rate of recovery.
3. Nearly everything recovered was eventually issued, with the exception of some 300 galls Pet, 17-pr and 2" Mor Smoke. There was also a quantity of RE minefield panniers left in the dump.

...../(ii). Gun Amn

APPENDIX 'E' (cont).

(ii) Gun Amn.

Date	75 mm	6-pr	17-pr.
18 Sep	30	30)
19 Sep	250	80)
20 Sep	330	140) 24
21 Sep	400	170)
22 Sep		NO RESUPPLY	
23 Sep	160	80	
24 Sep		NO RESUPPLY	
25 Sep		NO RESUPPLY	
TOTAL	1220	500	24
COMPOSITION	M.48. 960 M.54. 50 Smoke 120 AP. 90	AP CBC 250 D.S. 180 H.E. 70	APCBC. 24

APPENDIX 'F' to Part II.

LIST OF STORES DROPPED ON 1 AIRBORNE DIV DURING
OPERATION 'MARKET'WEAPONS.

Sten Carbine Mk V c/w Bayonet	18
2" Mortar, Airdlg	162
3" Mortar (with modified baseplate)	52
Tripod folding Bren LMG	170
Rifle No.4 Mk I (T)	12
PIAT	87
.303" Rifle	52
Vickers LMG .303"	30
" CO, No.1	6

AMMUNITION AND GRENADES.

Grenade Hand No.82	10240
" " No.79	6840
Signal 2-star (Red-Green) Mk I	14616
75-mm Pack How	19170
20-mm Polsten	6552
Sten Carbine Mk V	96512
.303" Bandolier	1272200
.303" Mk VIIIZ	1641630
.303" Tracer	823756
PIAT	16902
2" Mortar	50352
3" Mortar	30276
.45" Automatic	24000
.38" Revolver	12528
17-pr	1114

SIGNAL EQUIPMENT.

Wireless Sta No. 76R/109/A (Para)	6
" " " 22 (Para)	29
" " " 18 (Airlanding)	55
" " " 68P (Airlanding)	17
" " " 38 Mk II	57

ENGINEER STORES.

Warsop Drills	4
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PACKING SETS.

Cushions packing 3" Mortar Bombs: Set A	648
" " " " " " B	648
" " " " " " C	648
Packing for W/T set No.76	6
" " " " " 22	29
" " " " " 18 or 68	72
" " " " " 38	57

NOTE 8 STORES.

Stretchers folding airborne	1272
Valises Rifle	32
Bags sleeping airborne	366
Equipment carrying 3" Mortar and Bombs) Sets 1 52
) Sets 2 52
	" 3 52
	" 4 52
Shelter Portable No.12 (Workshop shelter)	31
Crosses distinguishing hospital airborne	30
Ladders rope 22 ft	2
Ropes climbing 125 ft	6

SEABORNE TRANSPORTAPPENDIX 'G' to PART II.

Serial No.	Unit															TOTAL VEH (less M/Cs & Trailers)	Remarks	
		Jeeps	Trailers	2/4-strs.	Trucks, 15-cwt.	Lorries, 3-ton	Ambulances	M/Cs.	Trailers, Water	Trucks, Water	Trucks, Compressor	Lorries, Breakdown	Lorries, Winch	Tractors, Light	Tractors, Breakdown			Trailers, 6-ton
1 & 2	Div HQ & Def PI	10	10	6x	5	8	-	20	2	1	-	-	-	-	-	-	30	x - 4-strs G1, A/Q, ADMS, CREME tp be regarded as pool.
3	89 F.S. Sec	1	1	-	-	-	-	6	-	-	-	-	-	-	-	-	1	
4	Recce Sqn	8	5	-	-	4	-	-	1	-	-	-	-	-	-	-	12	
5	HQ, RA & FOU	12	8	2	1	1	-	4	-	-	-	-	-	-	-	-	16	
6	A Tk Bty (each) 17-prs	-	-	-	2	3	-	8	-	1	-	-	-	-	-	-	12 2	
7	Lt Regt	16	16	1	14	12	-	3	3	-	-	-	-	-	-	-	43	
8	HQ, RE	-	-	2	1	-	-	4	-	-	-	-	-	-	-	-	3	
9	RE	31	36	3	9	18	-	38	1	1	1	-	1	2	-	-	66	
10	Div Sigs	24	25	2	8	28	-	44	-	-	-	-	-	-	-	-	62	
11	HQ, Para Bde (each)	5	5	5	5	2	-	3	-	-	-	-	-	-	-	-	34	
12	Para Bns (each)	6	5	4	5	13	-	3	-	1	-	-	-	-	-	-	174	

SEABORNE TRANSPORT(cont)

Serial No.	Unit	Jeeps	Trailers	2/4-strs.	Trucks, 15-cwt.	Lorries, 3-ton	Ambulances	M/Cs.	Trailers, Water	Trucks, Water	Trucks, Compressor	Lorries, Breakdown	Lorries, Winch	Tractors, Light	Tractors, Breakdown	Trailers, 6-ton	Lt Recovery Truck	TOTAL VEHs (less M/Cs and Trailers)	Remarks
13	HQ Airdg Bde	4	4	5	6	2	-	7	3x	1	-	-	-	-	-	-	-	18	x = From Div HQ (Incl Bde Def Pl)
14	Airdg Bns (each)	8	8	3	6	10	-	20	1	-	-	-	-	-	-	-	-	81	
15	21 Indep Para Coy	-	-	1	1	3	-	3	-	1	-	-	-	-	-	-	-	6	
16	RASC	65	103	12	19	110	-	58	-	7	2	2	-	-	-	-	-	217	
17	Med	20	22	3	13	24	30	23	3x	-	-	-	-	-	-	-	-	90	x = 2 from Div HQ Pool
18	Ord)	63	64	3	3	25	-	25	3	1	-	4	-	-	-	1x	-	100	x = counted as vch in total
19	RIEME)																		
20	LAD (each)	3	3	-	-	2	-	4	-	-	-	1	-	-	-	-	2	56	
21	Provost	8	8	-	4	1	-	103	-	-	-	-	-	-	-	-	-	13	
22	Postal	-	-	-	3	1	-	-	-	-	-	-	-	-	-	-	-	4	
23	Mob Photo	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
24	APIS	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2x	x = 1 4-ton
TOTAL																	1042		

DIARY OF EVENTS AS AFFECTING THE ADM SIDE.

17 Sep. AA & QMG and ADMS landed with Tac Div HQ and set up in wood 658797. Parachute Pl 1 Para Bde landed and commenced to recover Bde res amn dropped in spare containers from DZ. One load of this amn was taken into town in captured German veh and succeeded in reaching br party. Veh however shot up on its return.

Portion of 1 A/L Bde Para Pl landed with Bde and moved into town with 1 Para Bde to carry out assessment of dumps of pet, amn, stores, etc. in town. This Pl reached the Br area with 1 Para Bde, fought with them, and the greater part were later taken prisoner.

18 Sep. As further quantities of res amn could not be got through to 1 Para Bde this and other amn collected from DZs and LZs was taken to Div HQ at x-rds 665784 where small dump was formed.

DAAG, DAQMG and Staff, together with remaining Heads of Services (CRASC, ADOS and REME rep) and bulk of adm echelon arrived during the afternoon. Div HQ was then in the process of moving to HARTESTEIN 7973.

Two captured German vehicles were put into running order and were used ferrying amn to DMA and later for delivery of gun amn to Lt Regt. The re-sup of 35 aircraft was carried out in conjunction with the arrival of the 2nd lift but dropped largely on pre-determined SDPs which were then in the hands of the enemy; little could therefore be collected. In the evening at 2030 hrs the DMA opened on main rd 693784. The contents of the DMA came from the balance of the res amn from the 1 Para Bde, from the sup drop amn above, and from the bulk loaded HAMILCARS which had come in with the 2nd lift and two of which had been completely unloaded. The third was captured by the Germans before unloading could take place. No pet was available in the DMA.

Owing to the general situation message was sent to Base changing location of SDP for following day.

Convoy of 6 jeeps and 12 trailers loaded with amn organised and stood by ready to go to 1 Para Bde. This convoy never left owing to the situation, and part of the load was subsequently transferred to 2 carriers which later got through to 2 S Staffords and 1 Para Bn but NOT to br.

19 Sep. All Units informed that Sup drop would take place on following day at 1030 hrs. SDP map ref 685783.

Pet pumps captured at map ref 696782. Units notified to draw up to 8 galls per veh in own jerricans.

Sup drcp for 19th dropped on pre-arranged SDP owing to non-receipt of message sent on 18th. Only isolated containers recovered. During this recovery approximately half the RASC Pl was lost in an ambush. Message sent to Base requesting urgent re-sup on map ref 691785 earliest possible 20 Sep. Possible new DMA was reced during morning but found untenable. As it

...../was

19 Sep.
(contl).

was appreciated the sup drop was not likely to be successful, attempts were made through the Dutch Liaison Offrs to obtain local sups. Only very small quantities could be produced, the main items being a sack of flour and a pig. These were handed over to the ADMS for consumption at the various DSs.

Mortaring and SAA fire caused cas on DMA.

All Units warned utmost conservation amn, sups and pet necessary and re-distribution of remaining Compo on basis of 1/3rd ration per man as far as possible. Units informed that limited quantities of amn were still available from DMA.

20 Sep.

Re-sup carried out in heavy flak but fair proportion recovered incl 2,000 rations which were all issued and represented a general ration of 1 between 3. Very heavy mortaring on DMA continued in morning. Cas fairly heavy. As a result of increased SAA fire issues from DMA became impossible and it was moved within Div HQ perimeter.

Further issues of amn made from DMA incl first delivery of gun amn to Lt Regt by RASC. Some units were, however, able to collect additional sups and amn from outlying areas.

MDS captured and majority of cas removed by Germans. Own med staff looking after remainder under ADMS.

Two carriers loaded with amn attempted to reach 1 Bde without success.

Cas in Div area heavy and many RASC jeeps were diverted as Ambs and trailers for carrying water to MDS.

During the evening of 20/21 Sep the bulk of the Div RASC were formed into a platoon under the cmd of Capt. J. CRAMMER-BYNG, MC., RASC., and took over a portion of the Div perimeter from the 4 Para Bde.

21 Sep.

Sup dropped carried out in very heavy flak and with high percentage of RAF losses. Proportion of Sups recovered and issues made from DMA. Special shortage of Sten amn. Remainder limited. Small stock of Pet held.

More gun amn delivered to Lt Regt during the day by RASC.

Div HQ dispersed over wider area in afternoon to avoid possible casualties. Tac HQ remained in house in cellar. During this day heavy shelling and mortaring of the Div HQ area caused fires and explosions in the DMA. These fires were only put out with considerable difficulty.

22 Sep.

No re-Sup.

During the day amn in the DMA caught fire twice as the result of mortar fire and a stack of 6-pr amn exploded as a result of a direct hit. All fires were again extinguished. Issues were made to the 1st and 4th Para Bdes in Bren Carriers. Message sent asking for special drop of PIATs, Mortars and PIAT and Sten amn.

...../23 Sep.

23 Sep. Sup drop carried out despite very heavy opposition, small proportions sups collected and distributed as far as possible. At this stage there were only a few serviceable jeeps and trailers which could be used, the remainder having been rendered unserviceable by mortar and shell fire.

CRASC and DAQMG reced area towards the river for possible DMA without success, owing to blocking of roads by branches of trees, debris, etc.

More very heavy mortaring of DMA after re-sup, amm stacks again catching fire. Very few rations received and all were handed over to MDS's. Stocks of gun amm, PIAT, Mortar and Sten which were in great demand were almost non-existent.

24 Sep. No re-sup.

Almost all RASC jeeps out of action.

DMA now empty except for stocks of 2" Mor Smok. 17-pr amm and Pet.

On the night of 24/25 Sep an attempt was made in conjunction with 43 Div and Polish Para Bde to ferry Sups, Amm, Pet and Medical stores across the river in DUKWS. 9 DUKWS were loaded but opposition was so heavy that only 4 DUKWS succeeded in crossing the river. None of these stores could be unloaded as the DUKWS were under heavy enemy fire and it was impossible owing to the state of the roads to bring the DUKWS up to the Div area from the river bank.

25 Sep. A re-sup drop of 4 aircraft took place. No sups recovered. When the Div evacuated only 2 RASC jeeps and trailers remained serviceable and DMA was empty with the exception of 2" Mor Smoke, 17-pr and Pet.