

NORMANDY LANDINGS

D-DAY 6TH JUNE 1944

Planning for the operation began in 1943. In the months leading up to the invasion, the Allies conducted a substantial deception, codenamed Operation Bodyguard, to mislead the Germans as to the date and location of the main Allied landings.

The hards were constructed from flexible concrete matting not individual blocks. Each piece comprised 5 x 3 blocks reinforced and joined by heavy metal wires. Each piece weighed 75Kgs and could not be lifted by one person.

Meteorologists and other specialists advised that D-Day should fall somewhere between 5 and 7 June 1944. The forecast was not ideal. General Dwight D. Eisenhower, Supreme Commander of the Allied Expeditionary Forces, pencilled in 5 June as his favoured date. However, on 4 June it became clear that the weather was worsening and the operation had to be delayed 24 hours.

The weather on D-Day was still not ideal. Strong winds and rough seas caused problems for the landing craft and brought the tide in more quickly than anticipated, making the beach obstacles harder to navigate.



The embarkation hards being constructed at Gosport.

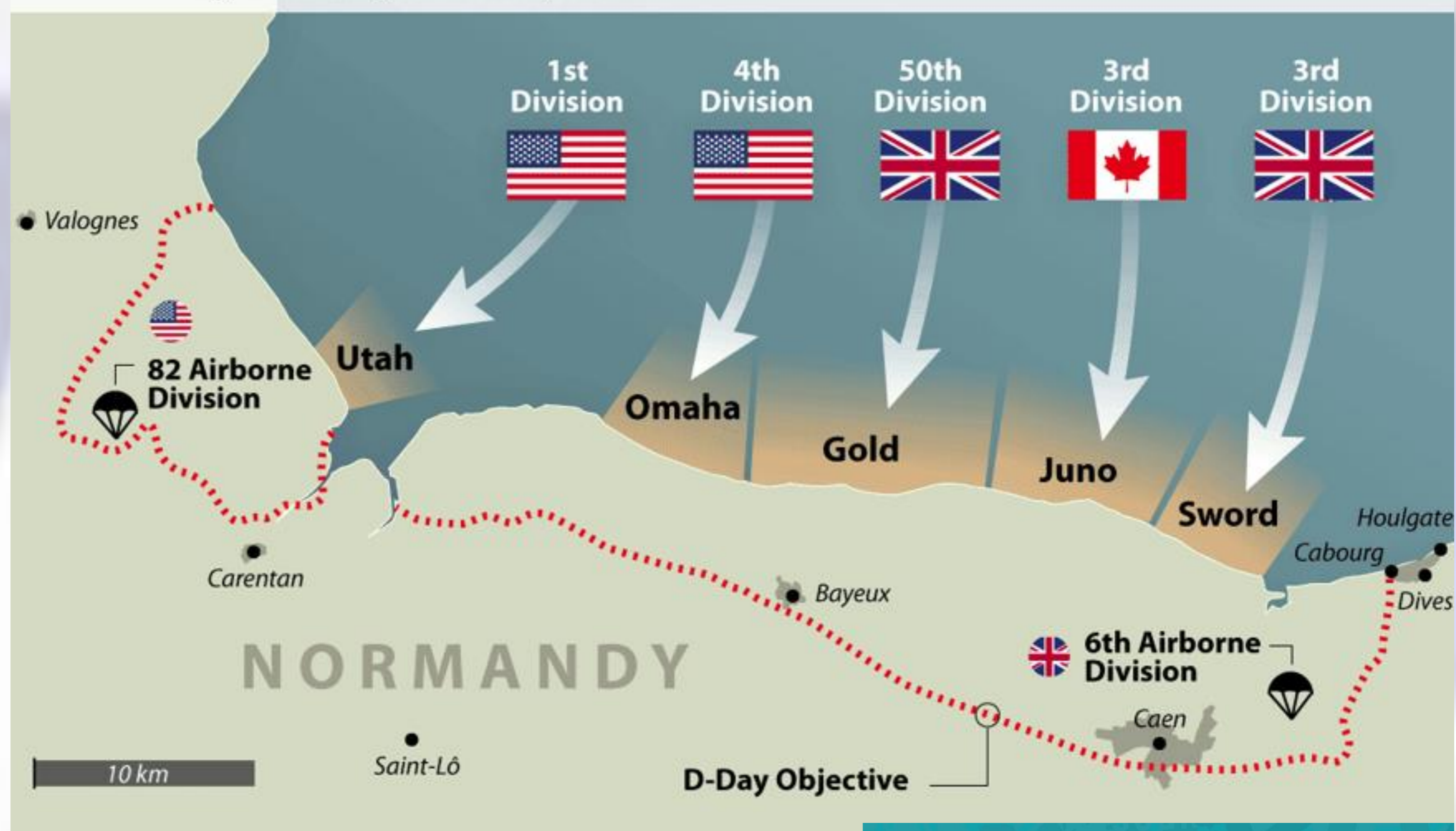


Left: The embarkation hards at Stokes Bay, Gosport are still visible at low tide.

Below: D Day troops waiting in Priory Road Gosport.



Normandy Landings June 6, 1944



Utah	Juno
Lost: 200 / Landed: 23,000	Lost: 1,000 / Landed: 21,000
Omaha	Sword
Lost: 3,000 / Landed: 32,000	Lost: 650 / Landed: 29,000
Gold	
Lost: 450 / Landed: 25,000	

The convoys of ships laden with troops, along with their powerful escorts, concentrated off the Isle of Wight and then turned south along channels that had been swept clear of mines. The naval assembly area just south of the island was named "Piccadilly Circus".

