

SECRET

ACTION REPORT

USS MAC KENZIE

DD 614

SERIAL 003

18 AUGUST 1944

ORIGINAL

INVASION OF SOUTHERN FRANCE, ACTION REPORT OF U. S. S. MAC KENZIE, (DD614) FROM 0737B, 13 AUGUST 1944 TO 2138B, 17 AUGUST 1944.

[CONCERNS OPERATIONS IN GOLFE DE FREJUS AREA,
SOUTHERN FRANCE IN TASK UNIT 87.7.1.]

86779

DECLASSIFIED

Authority AWD 873547

By SB NADA, Date

S-E-C-R-E-T

18 AUG 1944

From: The Commanding Officer.
To: The Commander in Chief, United States Fleet.
(Readiness Division)

Via: (1) The Commander Task Unit 87.7.5.
(2) The Commander Task Group 87.7.
(3) The Commander Task Force 87.
(4) The Commander Western Naval Task Force.
(5) The Commander in Chief, United States Atlantic Fleet.

Subject: Invasion of Southern France, Action Report of U.S.S. MAC KENZIE (DD614) from 0737B, 13 August 1944, to 2138B, 17 August 1944.

Reference: (a) Commander Task Force 87 Operation Plan No. 1-44, and annexes and amendments thereto.
(b) Commander Western Naval Task Force Operation Plan No. 4-44, and amendments and annexes thereto.

Enclosures: ✓(A) Copy of Commander Task Group 87.7 visual dispatch 171413B to Task Group 87.7.
✓(B) Copy of Report of AA Action of 16 August 1944.
✓(C) Copy of Report of AA Action of 17 August 1944.

1. In operation Anvil the U.S.S. MAC KENZIE was assigned to Task Group 87.7, the Bombardment Group of Task Force 87, under the command of Rear Admiral M.L. DEYO, U.S. Navy. The specific assignment was Fire Support Unit One, Task Unit 87.7.1.

2. At 0737B on 13 August 1944, the USS MAC KENZIE got underway from Palermo, Sicily and at 0900B took departure with Task Group 87.7 for the Camel area of Operation Anvil. Task Group 87.7 made rendezvous with Convoy SP-1 at 1600B on 14 August 1944 west of the Straits of Bonafacio. This formation arrived at the Transport Area of Camel forces at approximately 0300B on 15 August 1944. At 0400B the USS MAC KENZIE proceeded towards Fire Support Station No. 2 of Fire Support Area 1 of the Camel Area. This station bears 097°T, 5600 yards, from Pointe des Issambres, France, and is to the southward of Golfe de Frejus. The USS MAC KENZIE arrived on station at 0635B. At 0655B, the Bombardment Group of Task Force 87 commenced firing in accordance with assignments previously made in Annex George to reference (a).

~~was~~ 3. The Fire Support assignment of the USS MAC KENZIE ~~was~~ in three phases as follows:

(1) From 0710B until approximately 1310B, active targets of opportunity observed on an assigned area

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By: SB
Date: 11/11/01

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18 AUG 1944

Subject: Invasion of Southern France, Action Report of
U.S.S. MAC KENZIE (DD614) from 0737B, 13 August
1944 to 2138B, 17 August 1944.

of the beach were to be fired upon. This area was bounded by a line of bearing from Station No. 2 of 290°T on the southern limit and a line of bearing of 324°T on the northern limit. This beach area was roughly 4500 yards long. 360 rounds of ammunition were allowed.

- (2) Commencing at 1310B, the USS MAC KENZIE was to commence firing drenching fire at an area of the beach bounded by lines of bearing from station No. 2 of 324°T on the south and 336°T on the north. The depth of this beach area was 600 yards. Fire was to be ceased at 1420B, and 420 rounds of ammunition were allowed.
- (3) A third alternative firing was provided for in Annex George to reference (a), but it was never used and will not be repeated here. A detailed description of the Fire Support Plan can be found in Annex George of reference (a). Generally speaking, the fire support given by the Bombardment Group of Task Force 87 was to the south and east of the town of Sainte Raphael, France, to a line west of the city of Cannes, France.

4. During most of the morning of 15 August, there was a thick mist and low ceiling over that part of the beach assigned to the USS MAC KENZIE for targets of opportunity. Consequently the beach itself was not visible until approximately 0830B and visibility was not satisfactory until approximately 1000B. As soon as it became apparent that air opposition would not be heavy, all lookouts which could be spared from duty as sky lookouts were assigned sectors of the beach assigned to the USS MAC KENZIE and were ordered to report any vehicle or troop movements or other enemy activity thereon. The main battery director was trained along that area of the beach, and the gunnery officer, pointer, trainer and rangefinder operator searched the beach for targets during the entire morning. Despite a diligent search by all available personnel, no targets were found and the USS MAC KENZIE did not open fire during this phase.

5. At 1222B instructions were received from Commander Task Group 87.7 to be in position at 1245B to fire drenching fire in accordance with Annex George to reference (a). At 1250B, Commander Task Group 87.7 ordered this ship to commence firing at 1300B instead of at 1310B, as originally planned, and to continue fire for 80 minutes.

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By SB NARA Date

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18 AUG 1944

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1944 to 2138B, 17 August 1944.

6. At 1301B firing was commenced and continued as ordered. Firing was ceased at 1419B, 419 rounds of 5"/38 calibre ammunition having been expended. The shore bombardment in general was stated by General Dahlquist to have been very effective as stated in enclosure (A).
7. At 1543B lookouts reported a small concentration of German troops on Pointe de Galle, bearing 290°T, distance 6200 yards from station 2 of Fire Support Area 1. Permission to fire was requested but not granted because that area had been assigned to Delta Forces.
8. At 1805B orders were received to take Fire Support Station number 12 of Fire Support area 7 on the eastern section of the area assigned Camel Forces. The USS MAC KENZIE proceeded to this station and remained there until approximately 1800B. This period was uneventful and no guns were fired.
9. In accordance with the plan for night retirement, the USS MAC KENZIE formed up with the other ships of Task Group 87.7 (except those ships retained as screen for the night in the landing area) and at 2045B was on assigned station Charlie of Cruising Disposition of 37A on the port bow of the main body. Course was set at 070°T, speed 10 knots. The retiring group was to the east of the landing area for Camel Forces. At 2100B anti-aircraft fire was observed in the Camel Area and several minutes thereafter one of the lookouts reported two Junkers 88's approaching from the north. The ceiling was low about 4500 feet, and clouds covered about eight-tenths of the sky, so that continuous visual observation of the planes was difficult. Ships of the retiring group opened fire on the planes, but the USS MAC KENZIE held fire because of uncertain identification in the short period the planes were visible under conditions of poor visibility. No further action took place that night.
10. At 0610B on 16 August 1944 USS MAC KENZIE was ordered to take station number 10 on the eastern edge of the Fire Support Area assigned to Camel Forces, south of Pointe Amherst, France, and at 0645B arrived on station. At approximately 0800B contact was established with the shore fire control party, who reported that they had sighted no targets but that they were searching for them. No targets were reported during the entire day, and the USS MAC KENZIE did not fire.
11. At 1950B, the USS MAC KENZIE formed up with the Bombardment Group in accordance with the night retirement plan and

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assumed station Baker of Cruising Disposition 37A on the port bow of the main body. Course was set at 075°T, speed 14 knots. The sky was overcast with low cumulus clouds covering six-tenths of the sky. At 2050B lookouts reported two Junkers 88's approaching from the port beam and soon thereafter two Messerschmitt 110's on the starboard bow. In accordance with AA sector assignments, the USS MAC KENZIE opened fire with the main battery on one of the planes to port at 2051B. Range was approximately 6500 yards, altitude 3000 feet. 40MM battery commenced firing shortly thereafter when range was approximately 4500 yards. The planes were on a southeasterly course when fire was opened, turned towards the east during firing and retired to the northeast. Fire was ceased on 40MM when range had opened to approximately 4500 - 5000 yards, and at 2054B fire was ceased on the main battery, the range then being approximately 8000 yards. 51 rounds of 5"/38 calibre ammunition and 51 rounds of 40MM ammunition were expended. Enclosure (B) covers this action.

12. On 17 August 1944 the USS MAC KENZIE was assigned station number 10 in the Fire Support Area and arrived on station at 0645B. At approximately 0800B contact was established with the Shore Fire Control Party. At 1045B the shore fire control party requested this ship to fire white phosphorus projectiles on an enemy observation post approximately 600 yards north of LA NAPOULE, FRANCE. At 1117B the main battery commenced firing on the observation post and at 1121B ceased firing. The shore control fire control party reported that the firing had been successful, that the white phosphorus had provided effective cover for advancing troops and "stirred up a hornet's nest" among the enemy.

13. At approximately 1515B, shots from coastal batteries were observed falling near the USS TUSCALOOSA, then firing from the entrance to the GOLFE DE NAPOULE. The USS MAC KENZIE got underway for that position and the USS TUSCALOOSA and USS MCCLANAHAN commenced evasive action and stood out of the bay. The MAC KENZIE proceeded across the entrance of the bay and stopped west of ILE STE. HONORAT, distance about 1 mile, inside the entrance to the bay. The USS BROOKLYN, then standing just off the entrance to the GOLFE DE NAPOULE, sent in an observation plane, commenced firing and proceeded inside the bay. The USS BROOKLYN was fired upon well inside the bay, commenced evasive action and retired. Attempts of the MAC KENZIE to locate visually the batteries firing were unsuccessful. At 1637 enemy batteries at an unobserved location in the CAJATES area, evidently the same battery of batteries that had fired on the BROOKLYN, opened fire on the MAC KENZIE. The MAC KENZIE got underway, increased speed to 20

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Authority 1101187354

By SB NARA Date

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1944 to 2138B, 17 August 1944.

knots and moved seaward while attempting to locate the enemy batteries. The batteries were not seen. 11 bursts were observed on all sides of the MAC KENZIE, the closest falling from 200 to 400 yards of the ship. The shells were apparently 88MM or 105MM. No damage was done. Firing was then resumed by other ships in the area in contact with their shore fire control parties.

14. The MAC KENZIE remained outside GOLFE DE NAPOULE until ordered to form up with the retiring group. At 2025B the ship arrived on assigned screening station on the port bow of the main body, the screen being again in disposition 37A. Course was set at 091°T, and the position of the formation was to the eastward of CAMEL landing area. Ceiling was at 7000 to 8000 feet and cumulus clouds covered eight-tenths of the sky. At 2048B lookouts reported enemy Junkers 88 planes approaching from just abaft the port beam. At least two, and possibly three, enemy planes were sighted. Range was approximately 20,000 yards. At 2049B the main battery commenced firing on the enemy planes. At about 2050B fire was ceased. At 2105B a plane identified as a Junkers 88 was again sighted by lookouts and the main battery commenced firing at approximately 2106B. The rangefinder operator stated that the plane looked like a Beaufighter and fire was ceased immediately. Most of the other ships in the formation were firing on the plane and its identity as enemy was never definitely established. No more planes were observed visually that night but at approximately 2136B, C-I-C reported that SG radar showed a plane approaching the formation from dead ahead. No one on the MAC KENZIE sighted this plane but at 2138B, the USS CHAMPLAIN, on the starboard flank of the main body, shot down a plane approaching low on the water from dead ahead. This plane had just been sighted and reported on the TBS by the USS BOYLE. No further action took place that night. Enclosure (C) covers the above action.

15. The following are the comments and observations of the commanding officer:

- (a) The SA radar of the MAC KENZIE was not in operation during dusk periods of 15 and 16 August when enemy planes were sighted. Air Radar search was by designated guard ships. No warning of approaching unidentified aircraft was received except an area alert which merely stated that unidentified aircraft were approaching from the northeast.

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- (b) TBS discipline was excellent during the entire assault phase and instructions were received promptly and without confusion.
- (c) The few enemy planes observed during each dusk period approached from the bright part of the sky. The time of approach was consistently within 5 to 10 minutes of one-half hour after sunset. Difficulty in identification at ranges above 7,000 yards was experienced because of poor visibility, approaching darkness and the apparent similarity of the Beaufighter and the Junkers 88 where visibility is not good. All personnel trusted with identification were well trained in the different characteristics of the two types of planes but observation of those differences was exceedingly difficult under the conditions of visibility existing when the enemy usually attacked. This requires a choice of permitting the planes to approach to within the bomb release point to be certain of identification before opening fire, or depending upon secondary differences in type for identification. In selecting night fighter types for operation at dusk, considerable weight should be given to the fact that one type of fighter may be more readily confused than others with the common enemy attack types.
- (d) The performance of the main battery material and personnel continues to be excellent. With the 528 rounds fired during this operation, this ship has fired approximately 1700 rounds from the main battery against the enemy in this theater without a material casualty.
- (e) Performance of the lookouts was very gratifying to the commanding officer. In spite of long hours at general quarters, these men spotted planes at considerable range under conditions of poor visibility without prior radar warning. They were quick at recognizing and reporting enemy planes. These results are believed to be the result of: (a) constant instruction in identification; (b) the reward of additional leave for outstanding lookout performance.

DD614/A5-1
Serial No. 003

U.S.S. MAC KENZIE (DD614)

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S-E-C-R-E-T

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1944 to 2138B, 17 August 1944.

(f) In accordance with article 94B U.S. Navy Reg-
ulations, the Executive Officer had nothing to
report.

B.N. RITTENHOUSE, Jr.

Advance Copy: Cominch (Readiness Division)

Copies to: ComDes8th Fleet
ComDesLANT
ComNavNAW

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Authority: 1101128738-1

By: SB HAWA, Date:

U.S.S. MAC KENZIE (DD614)

ENCLOSURE (A) to USS MAC KENZIE's
DD614/A5-1, Serial 003 of

Copy of Commander Task Group 87.7 visual dispatch
171413B to Task Group 87.7.

"GENERAL DAHLQUISTE INFORMS ME THAT FROM HIS OWN OBSERVATION
AND REPORTS FROM HIS COMMAND BELIEVE FIRE SUPPORT OF THIS
GROUP WAS MOST EFFECTIVE AND WELL EXECUTED. GERMAN PRISONERS
UNIFORMLY EXPRESSED ADMIRATION OF THE NAVAL GUN FIRE. I WAS
PARTICULARLY PLEASED WITH THE INITIATIVE EFFECIENCY AND
BOLDNESS OF THE ORDRONAUX IN PROTECTING THE BOAT WAVES
DURING THE DELAYED LANDING. YOU HAVE ALL PERFORMED TASKS
SKILLFULLY AND THOROUGHLY. WELL DONE AND BEST LUCK BT"

ENCLOSURE (A)

12 0766

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Authority AWD873547
By SB NARA, Date

COMINCH F-01 AA-1
Feb 1944.

C-O-N-F-I-D-E-N-T-I-A-L

REVISED FORM FOR REPORTING A. A. ACTION BY SURFACE SHIPS

Location of ship (area) Off Cannes, France U.S.S. MAC KENZIE (DD614)

Zone Time 2052 Zone - 2 Date 16 August 1944.

Notes

As per original form F-01 AA-1

1. Surprise attack (yes or no) No Day or Night Dusk
2. Method picking plane up (Radar, binoculars, naked eye) Binoculars
3. Range plane was picked up (50, 30, 10, less than 5 miles) Less than 5 miles.
4. Total number of planes observed two-two Type JU 88 - ME 110
5. Number of planes attacking own ship none Type _____
6. Number of planes taken under fire by own ship
(a) Of those attacking own ship none Type _____
(b) Others one Type JU 88
7. Speed and altitude of approach in knots and feet speed 215 kts,
altitude 3000 feet
8. Number of guns firing - by caliber 4 - 5"/38 2 - 40 MM.
9. Ammunition expended-by caliber 53 rounds 5"/38 Mark 18 fuze-51 rounds 40 MM.
10. Percent service allowance expended-by caliber 3% 5"/38 - 1/2% 40 MM
11. Method of control director controlled Method of spotting director
Method of ranging range finder Method of firing rapid continuous
12. Approximate time tracking to first shot 20 seconds
13. Approximate time first hits no hits.
14. Approximate time first shot to last shot. 75 seconds.
15. Approximate position angle open fire. about 25°

(over)

ENCLOSURE (B)

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Authority AWD 8735-7

By SB NARA, Date _____

- 6. Approximate position angle cease fire. about 40°
- 7. Approximate bearing first shot. 280° relative 355° true
- 8. Approximate bearing last shot 340° relative 055° true
- 9. Approximate range first shot 6500 yards Altitude of plane 3000 ft.
- 10. Approximate minimum range aircraft approached 4500 yd Altitude 3000 ft.
- 1. Approximate range last shot 8000 yds. Altitude of Plane 3000 ft.
- 2. Approximate altitude of bomb release _____ Size of bomb _____
- 3. Approximate range torpedo release _____ Size torpedo _____
- 4. Number hits on ship by bombs _____ by torpedoes _____ Was ship
strafed? no _____ Size gun _____
- 5. Number near bomb misses damaging ship none

6. Planes shot down:

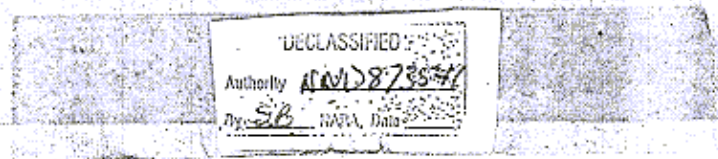
	SURE (By own ship alone)	SURE (Assist)	PROBABLE	DAMAGED
(a) Those attacking own ship.	_____	_____	_____	_____
(b) Other aircraft	_____	_____	_____	_____

As per original form F-01 AA-1

- 27. Best estimate of size gun or guns responsible for each "Sure"

- 28. Performance of ammunition (excellent, good, bad, poor) good
- 29. What failures in material occurred in this action? none
- 30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note- Add descriptive text on additional sheet if required to clarify report.



COMINCH F-01 AA-1
Feb 1944.

C-O-N-F-I-D-E-N-T-I-A-L

REVISED FORM FOR REPORTING A. A. ACTION BY SURFACE SHIPS

Location of ship (area) off CANNES, FRANCE U.S.S. MAC KENZIE (DD614)

Zone Time 2048 Zone - 2 Date 17 August 1944.

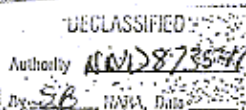
Notes

As per original form F-01 AA-1

1. Surprise attack (yes or no) no Day or Night dusk
2. Method picking plane up (Radar, binoculars, naked eye) binoculars.
3. Range plane was picked up (50, 30, 10, less than 5 miles) 10 miles.
4. Total number of planes observed two Type JU 88
5. Number of planes attacking own ship _____ Type _____
6. Number of planes taken under fire by own ship _____
(a) Of those attacking own ship _____ Type _____
(b) Others one Type JU 88
7. Speed and altitude of approach in knots and feet 210 knots.
4000 feet.
8. Number of guns firing - by caliber 4 - 5"/38
13 rounds 5"/38 Mk 32 fuze.
9. Ammunition expended-by caliber 22 rounds 5"/38 Mk 18 fuze.
10. Percent service allowance expended-by caliber 2%
11. Method of control director control Method of spotting director
Method of ranging range finder Method of firing rapid continuous
12. Approximate time tracking to first shot 20 seconds
13. Approximate time first hits none
14. Approximate time first shot to last shot. 50 seconds
15. Approximate position angle open fire. 30°

(over)

ENCLOSURE (C)



16. Approximate position angle cease fire. 45°
17. Approximate bearing first shot. 250° relative 340° true
18. Approximate bearing last shot 280° relative 010° true
19. Approximate range first shot 15,000 yards. Altitude of Plane 4000 ft.
20. Approximate minimum range aircraft approached 8000 yds Altitude 4000 ft.
21. Approximate range last shot _____ Altitude of Plane _____
22. Approximate altitude of bomb release _____ Size of bomb _____
23. Approximate range torpedo release none Size torpedo _____
24. Number hits on ship by bombs _____ by torpedoes _____ Was ship
strafed? no Size gun _____
25. Number near bomb misses damaging ship none
26. Planes shot down:

	SURE (By own ship alone)	SURE (Assist)	PROBABLE	DAMAGED
(a) Those attacking own ship.	_____	_____	_____	_____
(b) Other aircraft	_____	_____	_____	_____

As per original form F-01 AA-1

27. Best estimate of size gun or guns responsible for each "Sure"

28. Performance of ammunition (excellent, good, bad, poor) good
29. What failures in material occurred in this action? none
30. Sketch: (a) Indicate direction of attack relative ship's head.
(b) Show relative position of sun.
(c) Indicate own maneuvers.

Note- Add descriptive text on additional sheet if required to clarify report.

File
Serial

DESTROYER SQUADRON SIXTEEN
UNITED STATES ATLANTIC FLEET

U. S. S. PARKER, FLAGSHIP
IN CARE OF FLEET POST OFFICE
NEW YORK, N. Y.

CONFIDENTIAL

3 September 1944.

FIRST ENDORSEMENT to:
DD614 ltr A5-1 ser 003
dated 18 August 1944.

From: Commander Task Unit 87.7.5.
(Commander Destroyer Squadron SIXTEEN).
To: Commander-in-Chief, United States Fleet.
Via: (1) Commander Task Group 87.7.
(2) Commander Task Force 87.
(3) Commander Western Naval Task Force.
Subject: Invasion of Southern France, Action Report of U.S.S.
MAC KENZIE (DD614) from 0737B, 13 August 1944, to
2138B, 17 August 1944.

1. Forwarded and rerouted via above addressees. The MAC KENZIE
was well handled and fought during these operations.

2. Changed to CONFIDENTIAL.

C. J. CATER
C. J. CATER.

Copy to:
Cominch (direct)
Cinclant
Comdeslant.
Comdes8thflt
CO WACKENZIE

12 0766

7 SEP REC'D

Commander Cruiser Division SEVEN

DECLASSIFIED
Authority 100-28735-4
By: SB NARA, Date:

13

File No. A16-3

CRUISER DIVISION SEVEN

05/rbw(2)

Serial: 0222

CONFIDENTIAL

8 SEP 1944

SECOND ENDORSEMENT to
CO MACKENZIE Ltr.
DD614/A5-1(003) dated
18 August 1944.

From: Commander Cruiser Division SEVEN, (Formerly
Commander Task Group EIGHTY-SEVEN POINT SEVEN).
To : Commander in Chief, United States Fleet.
Via : (1) Commander Task Force EIGHTY-SEVEN.
(2) The Commander Western Naval Task Force.
(3) The Commander-in-Chief, United States Atlantic
Fleet.
Subject: Invasion of Southern France, Action Report of
U.S.S. MACKENZIE (DD614) from 0737B, 13 August
1944, to 2138B, 17 August 1944.

1. Forwarded, concurring in the remarks contained
in the first endorsement.

Copy to:
MACKENZIE

M. L. Deyo
M. L. DEYO

12 0766

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DECLASSIFIED
Authority 10418735-1
By SB Date

TASK FORCE EIGHTY SEVEN

File:
3G8thPhib/AL6-3

14 September 1944

Serial: 081

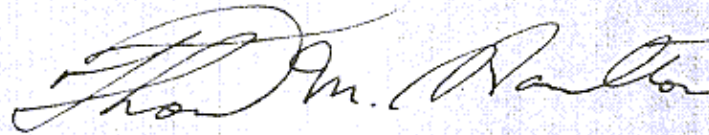
CONFIDENTIAL

THIRD ENDORSEMENT to
CO MACKENZIE Ltr.
DD614/A5-1(003) dated
18 August 1944.

From: Commander Task Force 87
To: Commander in Chief, United States Fleet.
Via: (1) The Commander Western Naval Task Force.
(2) The Commander-in-Chief, United States Atlantic Fleet.

Subject: Invasion of Southern France, Action Report of
U.S.S. MACKENZIE (DD614) from 0737B, 13 August 1944,
to 2138B, 17 August 1944.

1. Forwarded.



THOMAS M. HAMILTON
By direction

Copy to:
MACKENZIE
ComDesRon 16 (CTU 87.7.5)
ComCruDiv 7 (CTG 87.7)

12 0766

DECLASSIFIED
Authority 44018735-1
By SB NARA, Date

15

File No.
A16-3

UNITED STATES EIGHTH FLEET

Reg. No.	63020
R. S. No.	12 0766

Serial: 01823

CONFIDENTIAL

FOURTH ENDORSEMENT TO
CO USS MACKENZIE ltr.
DD614/A5-1(003) of
18 August 1944.

29 NOV 1944

From: Commander U.S. EIGHTH Fleet.
To : Commander in Chief, United States Fleet.

Subject: Action Report of USS MACKENZIE from 0737, 13
August 1944 to 2138B, 17 August 1944.

1. Forwarded.

2. The statements in paragraph 15(c) of basic report are con-
curred in. The similarity between the allied night fighters, Beaufighters,
and the German Ju 88 undoubtedly caused anti-aircraft fire against the
former. In future operations the use of the Black Widow night fighter is
recommended.

H. K. Hewitt

H. K. HEWITT

Copy to:
CO USS MACKENZIE
CTF 87
ComCruDiv 7
CTU 87.7.5

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DECLASSIFIED
Authority <i>AWD8735-41</i>
By <i>SB</i> NARA, Date

16

