
The Dieppe Raid

On the morning of 19 August 1942 a naval task force composed of 237 ships and landing craft, assisted by 16 minesweepers, reached the coast of France at Dieppe. More than 6,000 soldiers, 4,963 Canadian, 1,075 British, 50 American and 15 French nationals prepared to launch a raid against Nazi-occupied France.

The origins of the raid are well understood. In October 1941 Lord Louis Mountbatten had been made Advisor on Combined Operations with a mandate “to evolve the technique, policy and equipment for the employment of the three services in combined operations to effect a landing against opposition.” Staff officers at COHQ had been at work on these problems previously but Mountbatten’s appointment signalled Prime Minister Winston Churchill’s desire to give a higher priority to commando raids against “Fortress Europe.”

During the first four months of 1942 British and American planners were trying to develop a program for implementing the “Europe First” strategy which had been agreed upon before Pearl Harbour. The American view was presented by General George C. Marshall, the US Chief of Staff, and Dwight D. Eisenhower, then Chief of the Operations Division. It called for the invasion of Europe, Operation Roundup, to take place in 1943. A limited diversionary operation, Sledgehammer, was also to be readied for September 1942, but was only to be implemented if the possibility of a Russian collapse appeared likely, or the German position in Western Europe became “critically weakened.” Marshall also called for “repeated Commando-type raids...to harass the enemy and give experience to Allied troops.”

The British Chiefs of Staff endorsed Roundup and “raids...on the largest scale that the available equipment will permit,” but they were firmly

The beach at Puys



opposed to Sledgehammer even as a contingency plan. If resources were allocated to Sledgehammer they would not be available to pursue new initiatives in the Mediterranean. Churchill was committed to action in this theatre and persuaded Roosevelt that Torch, the invasion of French North Africa, was the ideal joint operation for 1942.

Churchill was willing to gamble that the Soviet Armies could withstand a renewed Nazi offensive. He insisted that no real purpose would be served by launching a premature “Second Front” in France. Hitler would be defeated by a strategy of “wearing down” Germany through blockade, bombing, losses on the eastern front and defeat in the Mediterranean. Raids on the coast of France, preferably large scale, might help in the “wearing down” process by luring the German Air Force into a major air battle. If Fighter Command could inflict serious losses on the Luftwaffe, aircraft would have to be diverted from the eastern front.

All of these factors combined to make the British Chiefs of Staff receptive to Admiral Lord Louis Mountbatten’s proposal of 13 May 1942 to conduct a raid on Dieppe. The town was an important port within the effective range of RAF

Spitfires and Hurricanes. The Luftwaffe would surely respond to such an attack and much could be learned about an amphibious assault against the kind of port everyone believed would be a necessary objective when the real invasion came.

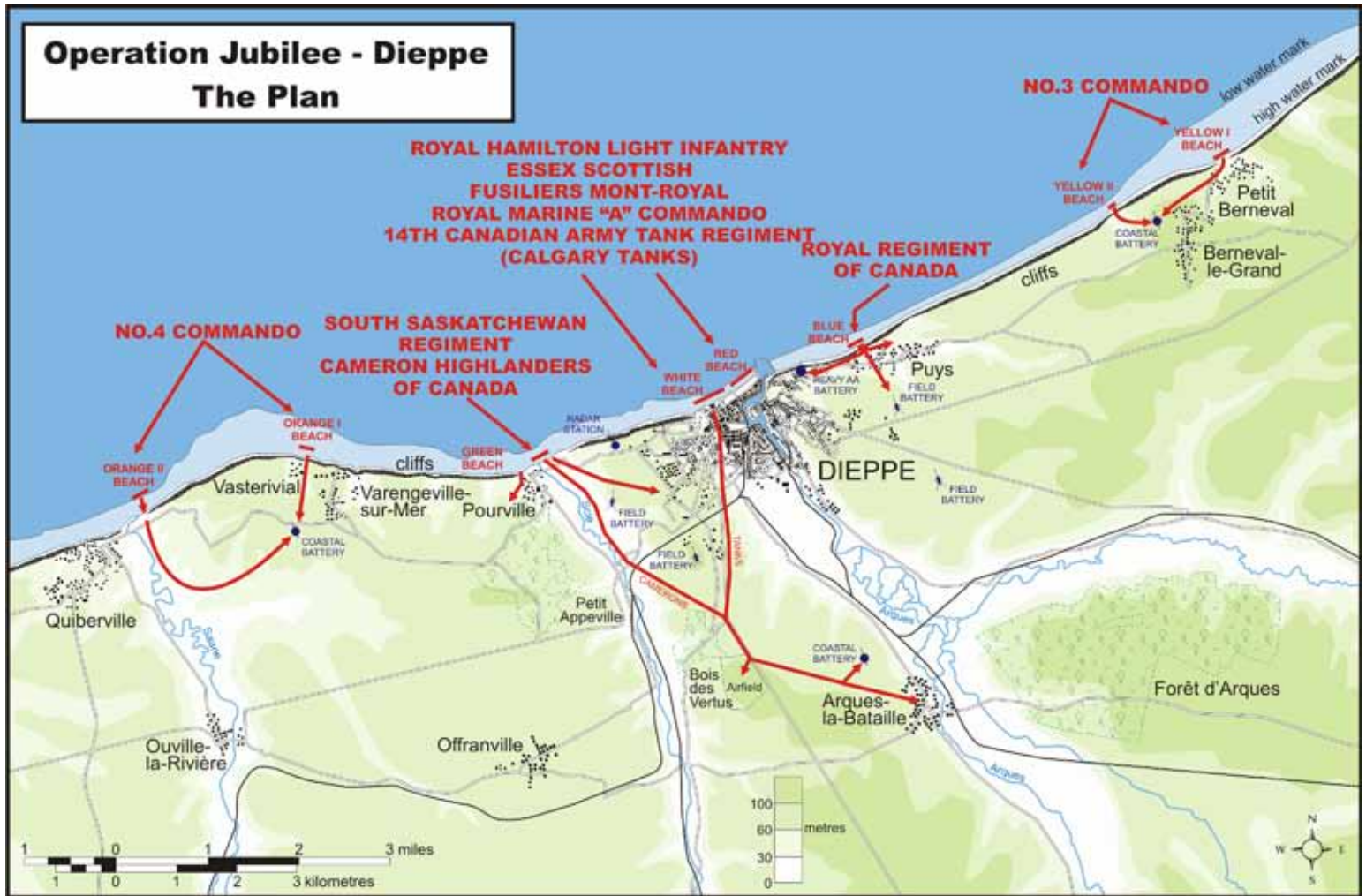
Lieutenant-General Bernard Montgomery was asked to select a division from his South-Eastern Command to undertake the raid. Despite pressure to employ a composite British-Canadian force he selected 2nd Canadian Division as the troops “best suited” to carry out the raid. Senior Canadian officers were enthusiastic. They had long been anxious to gain experience for themselves and their men. The outline plan was eagerly embraced and detailed preparation began immediately. The Corps Commander, Lieutenant-General Harry Crerar, and Major-General J.H. “Ham” Roberts, the divisional commander, were satisfied with Rutter as the original version of the Dieppe raid was called. The plan also won Lieutenant-General Montgomery’s approval. “I am satisfied,” he wrote “that the operation as planned is a possible one and has good prospects of success given: a) Favourable weather; b) Average luck; c) That the Navy put us ashore roughly in the right places and at the

Major-General J.H. “Ham” Roberts (right) was the commander of 2nd Canadian Infantry Division for Operation “Jubilee,” the raid on Dieppe. Before the raid he told his troops, “Don’t worry men, it’ll be a piece of cake.” This unfortunate phrase was to haunt him the rest of his life as he would receive a stale piece of cake in the mail each year on the anniversary of the raid.

Canadian Forces Joint Imagery
Centre (CFJIC) ZK 133A



Operation Jubilee - Dieppe The Plan



Canadian troops from 2nd Canadian Infantry Division take part in an invasion exercise prior to the Dieppe raid, July 1944.

LAC PA 116273

right times... The Canadians are 1st class chaps; if anyone can pull it off they can."

The Canadians and the Commandos underwent extensive training on the Isle of Wight for the operation and on July 2nd they boarded their infantry landing ships. After several postponements the raid was cancelled and the men returned to their bases. The weather prevented what surely would have been a military disaster from taking place. Rutter called for a frontal assault on Dieppe, Puys and Pourville with tanks limited to the main beach. The flanks at Varangeville and Berneval were to be attacked by airborne troops who lacked experience in such a complex night operation. The assault on Dieppe was to be carried out by infantry battalions imbued with the offensive spirit after two months of intensive training. Commando-like skills, high morale and surprise were to overcome an entrenched enemy. No supporting artillery was available and the Royal Canadian Artillery personnel who embarked were trained to use captured German weapons. The air battle, which was one of the main objectives of the

raid, was to be conducted as a separate operation with no provision for communication between the men on the beaches and the air force. The navy's fire support was limited to six small destroyers.

A great deal of careful preparation had gone into the Dieppe raid. An elaborate "Confidential Book" with topographical detail, beach and tide reports and information on defences was constantly updated through photo-reconnaissance. The guns in the cliffs of the eastern headland were identified as were the road-blocks on the Boulevard de Verdun which prevented tanks from entering the town and shielded anti-tank guns. No definite information on guns in cave-like positions on the western cliffs was available but their presence must have seemed probable. Before Rutter was to be launched the decision to limit the operation to one tide, effectively eight hours ashore, was made as was the very sensible decision to cancel the bombing raid, the purpose of which was never clear.

How could professional soldiers have allowed such a flawed scheme to go forward? The simple

A convoy of landing craft and escort vessels en route to Dieppe, 19 August 1942.

Library and Archives Canada
(LAC) PA 171080



truth is that in the summer of 1942 neither the British nor Canadian army, not to mention the Americans, had a realistic idea of the kind of fire support that was required in offensive operations against prepared positions. As C.P. Stacey, the official Canadian historian, has pointed out, all plans for large and small scale raids, including the “emergency” invasion of the Cherbourg Peninsula, Operation Sledgehammer, were based on surprise, speed and the promise of air cover. The artillery-based battle doctrine which emerged in North Africa and which came to dominate Allied military planning for the rest of the war was quite foreign to Allied generals in 1942. Senior British officers, including Montgomery, were still planning exercises in which armoured and infantry brigades, without continuous artillery support, advanced over great distances rehearsing the “encounter” battle. Montgomery, who left for North Africa before the Dieppe raid, adapted quickly once he examined the lessons learned by the 8th Army, but no one with any current experience was available to examine the Dieppe plan with a clear eye.

The revival of the raid, as Operation Jubilee, was strongly influenced by the need to offer the Soviets some evidence of our commitment to sharing the burden as German armies were once again on the march in Russia. But pressure to remount the operation also came from Combined Operations, the RAF and from senior officers of the Canadian army. Combined Operations needed a major test of the enemy’s coast defences to fulfil its mandate and the Canadian generals desperately wanted battle experience. The RAF was also anxious to revive the raid hoping to justify their policy of bringing the Luftwaffe to battle in France.

The decision to go ahead with the Dieppe raid has been criticized by participants and historians since 1942. Both groups should remember that on the morning of August 19th no one knew the outcome of the day’s events and everyone believed that the raid had a good chance of success. Mountbatten, Montgomery, Crerar, and the

divisional commander, Roberts, may properly be accused of inexperience and wishful thinking, but everyone was attempting to further the cause of the liberation of Europe and no one foresaw the disaster which occurred that day.

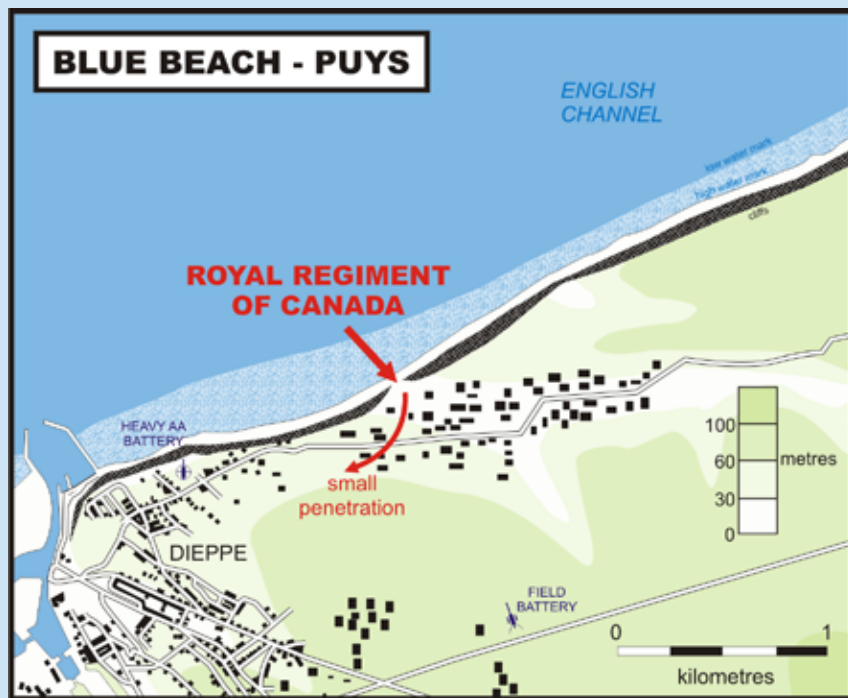
Operation Jubilee

The plan called for five assaults on a front of ten miles. No.4 Commando landed at Orange Beach west of Varangeville. Their task was to destroy a coastal battery with one company engaging the position frontally while a second, under the command of Lord Lovat, attacked from the rear. This attack was completely successful.

At Berneval on the left flank, the Commandos ran into a German coastal convoy and were badly scattered. Just seven of the 23 craft landed. At Petit Berneval the enemy overwhelmed the attackers taking 82 prisoners. A second landing, a mile to the west, was made by one landing craft. Major Peter Young with a force totalling 20 men advanced on the Berneval battery and neutralized it for two hours by sniping at all movement from a distance of 200 yards.

Blue Beach – Puys

The planners who had designed the assault at Puys, Blue Beach, must have read too many John Buchan thrillers. The beach had only one exit and that was known to be blocked. Not to have fortified the east cliff which commanded the beach would have been foolish and the German Army was not given to foolishness. The delays which made the first wave 35 minutes late and later landings as much as an hour behind schedule destroyed any chance of surprise – “the effect of darkness and smoke screen was entirely lost.” The defenders at Puys were fully alert and opened fire as the landing craft touched down. “In five minutes time the Royal Regiment was changed from an assaulting battalion on the offensive to something



This air photo (and the inset close-up) show Puy in August 1944. This was where the Royal Regiment of Canada landed. Their objective was the German gun positions on the headlands between Puy and Dieppe, some of which may be seen on the air photo above.

LCMSDS Air Photo Collection 149/4002





Above: The beach at Puy as it looked in 1946. There are a number of German bunkers visible in the photograph, but only the bunker at the top beside the house was there in 1942. CFJIC PMR 84-310

Right: The beach as it looks today. There has been much construction since the end of the war. The original seawall has been enlarged and there are a number of prominent buildings overlooking the beach.

Below: An aerial photograph of the beach at Puy today. Photo by Marie-Josée Lafond



The narrowness of the beach at Puits is evident in this modern aerial photograph. The path of the men of the Royal Regiment was blocked in front by the seawall topped with barbed wire and the heights on either side dominated the beach position.

Photo by Marie-Josée Lafond



less than two companies on the defensive being hammered by fire we could not locate.”

Lieutenant-Colonel D.E. Catto, commander of the Royal Regiment of Canada, led a party of men up the cliff at the western end of the sea-wall clearing two houses at the top. The purpose of the Puits landing was to destroy the gun battery on the eastern headland of Dieppe and Catto's group started west to carry out their task. They encountered German reinforcements directed at Puits and were unable to proceed. On the beach casualties mounted and at 0830 hours the Royals surrendered. Out of 554 men embarked 65 returned to England. A total of 209 were killed on the beach, or died of their wounds, and the balance were taken prisoner.

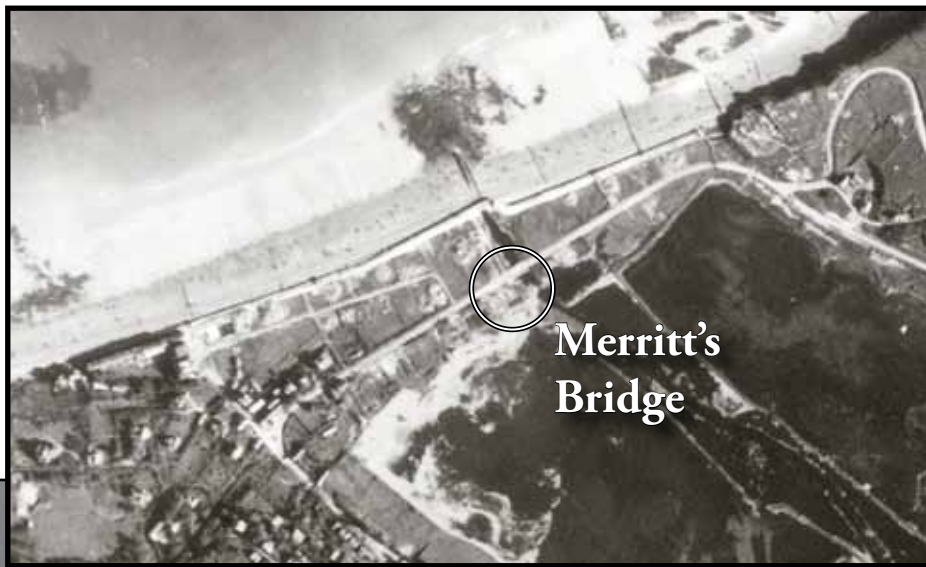
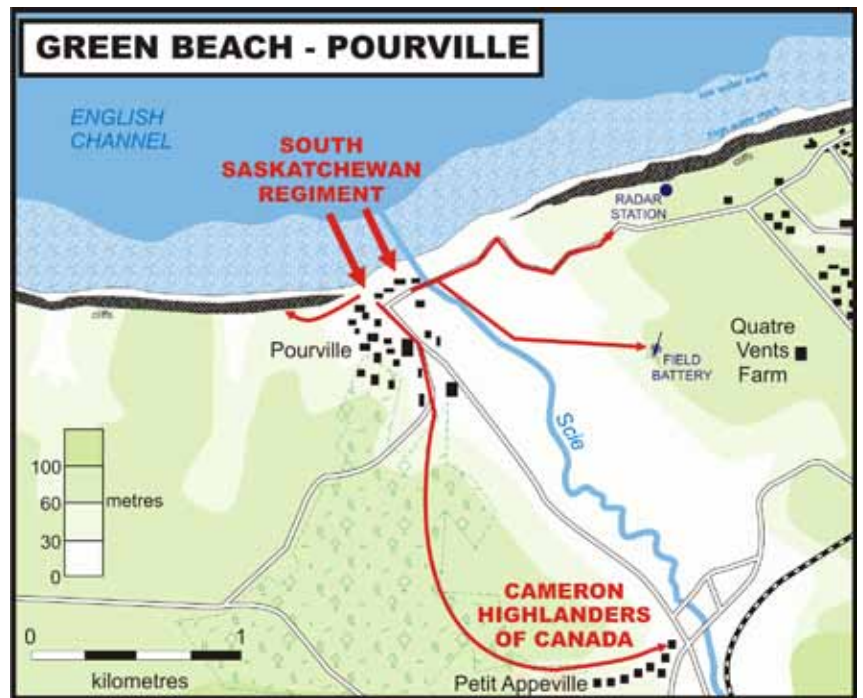
Green Beach – Pourville

The landing on the western flank at Pourville was initially successful. The South Saskatchewan Regiment began to land at Green Beach at 0452 hours almost exactly on time. The enemy was taken by surprise and no fire

was encountered in the approach or as the men hit the beaches. Unfortunately the landing craft which were supposed to bring two companies to the east side of the River Scie arrived at the western beach creating confusion and delaying the companies which were to seize the radar station east of Pourville and the high ground. By the time “A” and “D” Companies reached the bridge the enemy was fully alert and machine-gun fire stopped the advance. Lieutenant-Colonel Cec Merritt, commander of the South Sasks, came forward and led his men across the bridge, winning a Victoria Cross for his heroism. Unfortunately, it proved impossible to reach the high ground as enemy mortar and machine-gun fire could not be countered by troops lacking armour or artillery.

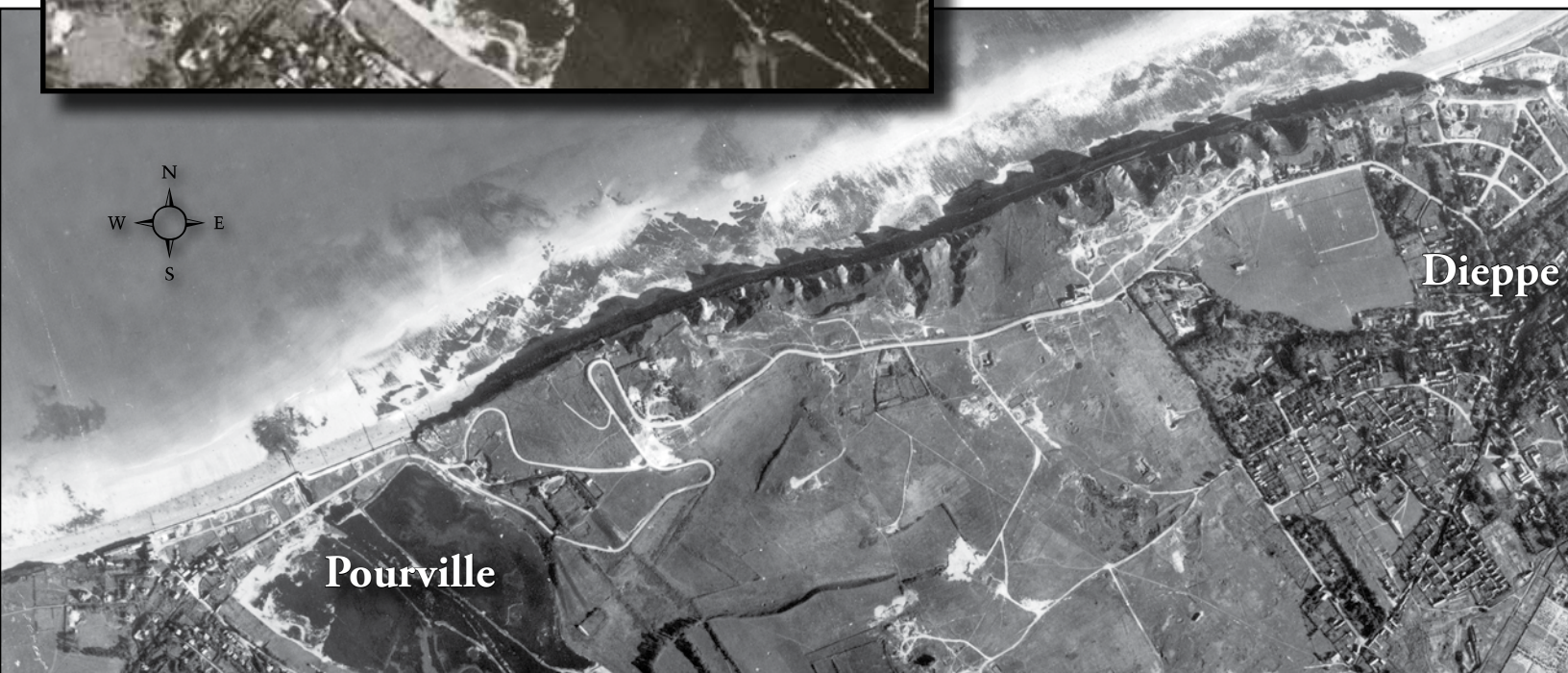
The Queen's Own Cameron Highlanders of Canada landed late at 0530 hours and were quickly caught-up in the fire-fight around the bridge. The South Sasks had successfully overcome the enemy in Pourville village and Major A.T. Law led the Camerons south towards their objective. The battalion reached the bridge at Bas de Hautot but German artillery was covering the crossing.

The Camerons had no firepower beyond personal weapons and there was no sign of supporting tanks from the Dieppe beaches so Law ordered a withdrawal. His judgement was quickly confirmed when a brigade order to withdraw was issued. The two battalions disengaged and withdrew to the beaches but heavy losses were incurred as German mortar and artillery fire from the high ground hampered the evacuation. Of the 1,026 men that landed at Green beach, 149 were killed in action or died of wounds, 256 were taken prisoner (of which 60 were wounded) and 621 (including 269 wounded) returned to England. Without support from tanks the prospects of success at Green Beach were slim. The heroism of individuals could only accomplish minor miracles and more was required.



This air photo (and the inset close-up) show Pourville in August 1944. This was where the South Saskatchewan Regiment and Cameron Highlanders of Canada landed. Their objectives were the German gun positions and Radar Station on the headlands between Pourville and Dieppe, as well as other objectives further inland.

LCMSDS Air Photo Collection 149/3055





Above: An aerial photograph of Pourville taken looking to the west. Photo by Marie-Josée Lafond

Below and right: Two views of Pourville taken from the roadside observation point on the heights to the east of the town. The photograph below was taken recently while the photo to the right was taken in September 1944. LAC PA 137299



Red & White Beaches – Dieppe

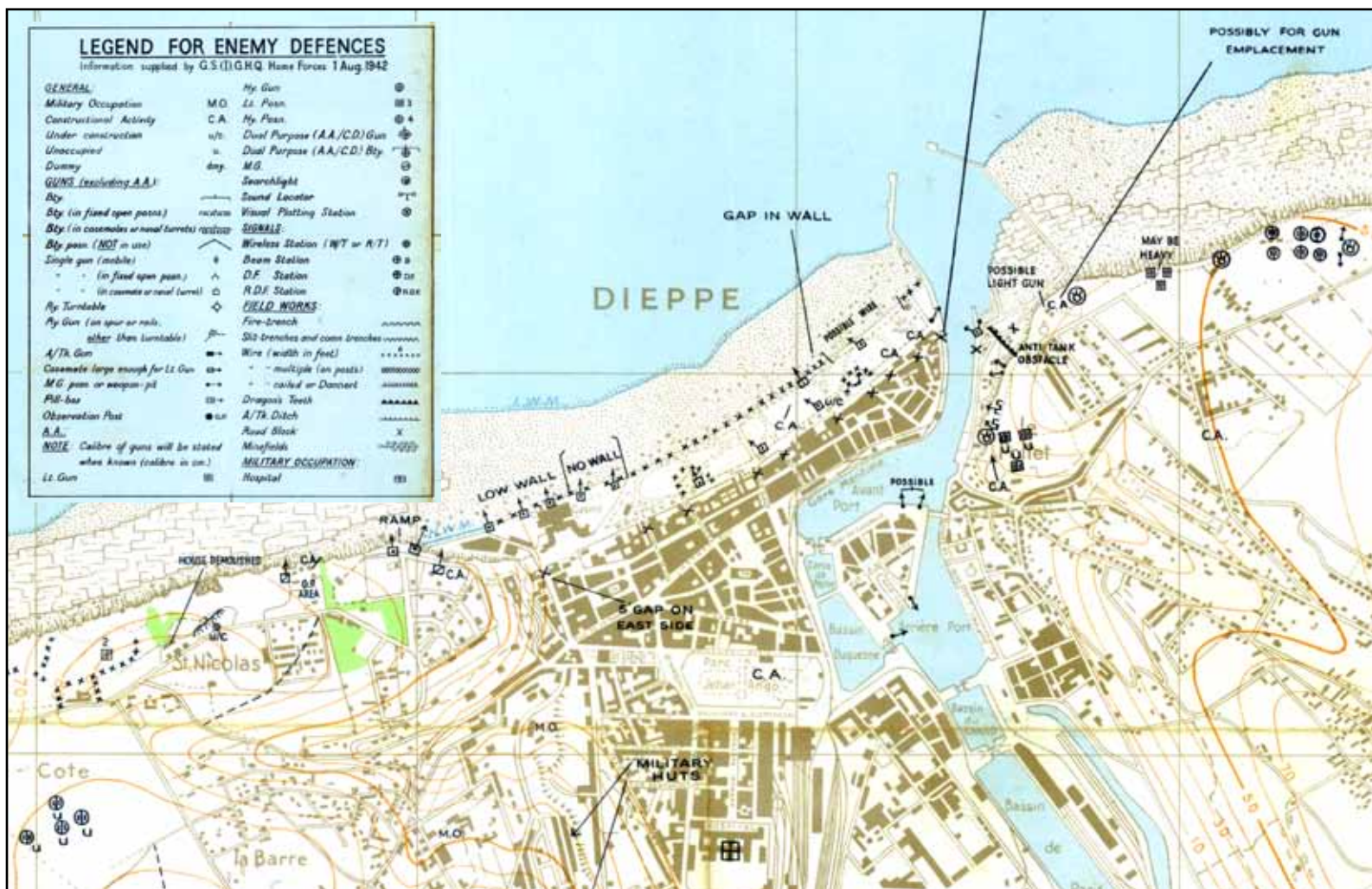
The frontal assault on Dieppe had always been scheduled for H+30, half an hour after the flank attacks were to begin. The four-inch guns of the destroyers assisted by RAF Hurricanes were supposed to suppress enemy fire during the run-in and tanks were to land simultaneously with the infantry to provide direct support. On August 19th the infantry were put ashore at the right place at the right time and both the naval fire plan and the air attack were properly executed. The tanks were 15 minutes late and this certainly did not help but it is apparent that the scale of supporting fire available was completely inadequate for the task. The Royal Hamilton Light Infantry fought their way into the Casino and two small groups penetrated into the town but nothing significant could be accomplished against the well-entrenched enemy. The Essex Scottish, landing on the open eastern flank were pinned to the sea wall though

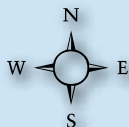
one small group got across the Boulevard Verdun and cleared several houses.

The Calgary Tanks approached the beach in two waves. Twenty-nine Churchill tanks left the landing craft, two sank in deep water and 12 were unable to advance beyond the beach. The 15 tanks which crossed the sea-wall (a higher percentage than at several of the D-Day beaches) provided effective support to the infantry with their machine guns. However the Churchill's main gun could only fire solid armour-piercing shot, of little use in supporting infantry against mortars and machine guns. The tank crews fought with great valour even after their vehicles were immobilized. Enemy 37 mm anti-tank guns were unable to penetrate the tank armour and there were few fatal casualties among tank crew. Many were taken prisoner as they stayed to the last assisting the withdrawal.

The battle for a foothold in Dieppe had been raging for a full hour when Major-General Roberts decided to land his “Floating Reserve” – Les

Below is a segment from a 1:12500 scale defence overprint map compiled and drawn by GHQ Home Forces from air photographs in May 1942 and updated on 1 August 1942. It details what was known about the German defences prior to the Operation Jubilee. It shows a beach well defended by machine guns and light artillery. Also visible are the batteries on the heights east of Dieppe that were to be knocked out by the Royal Regiment advancing from Puys and the field battery near Quatre Vents farm west of the city (bottom left corner of the map).





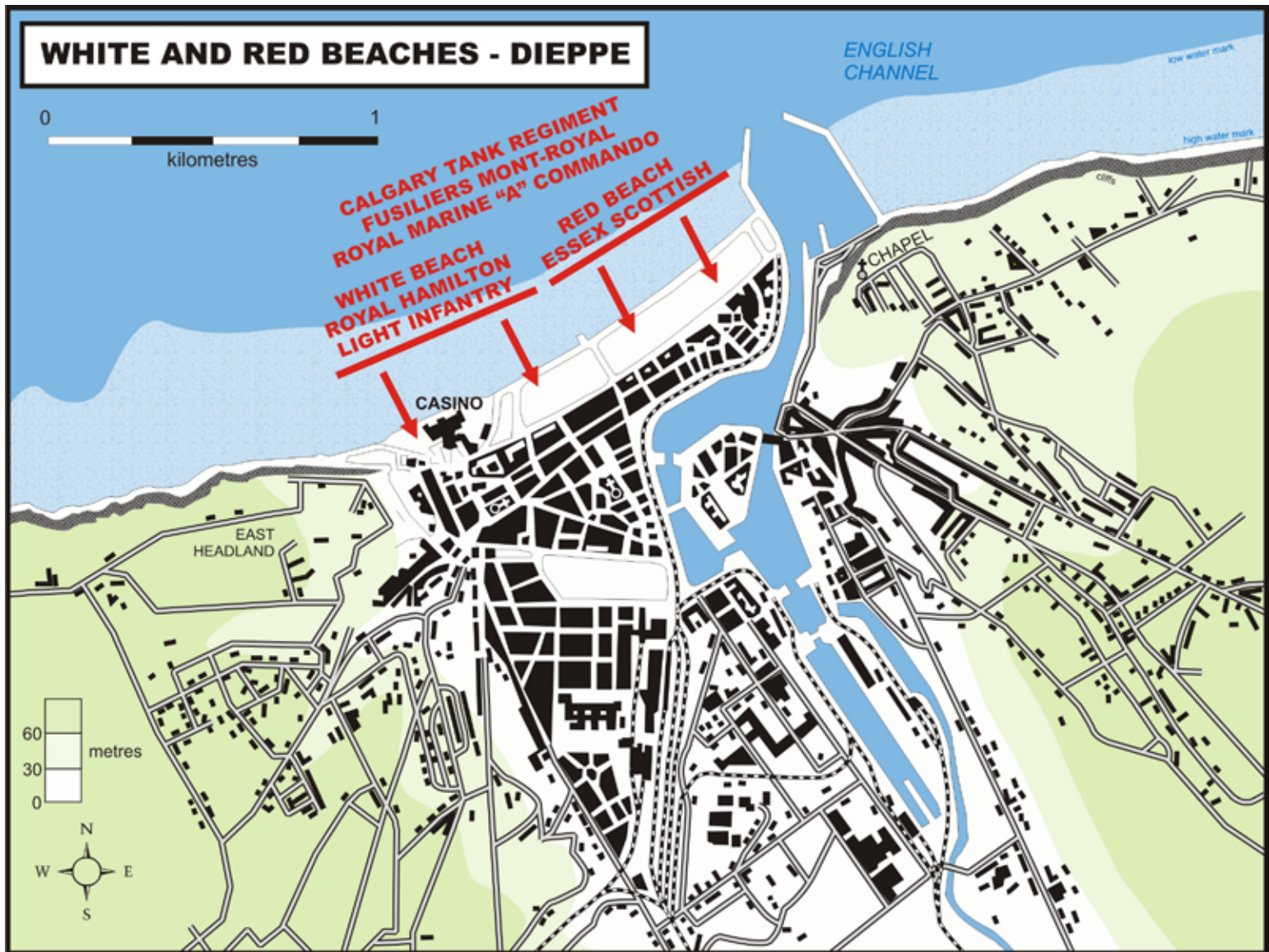
- A – Casino (ruins)
- B – Château
- C – Church of St. Rémy
- D – Church of St. Jacques
- E – Tobacco Factory

This main beach at Dieppe as it appeared on 25 August 1944. Enemy guns positions in the cliffs overlooking the harbour prevented most troops from getting off the beach. A large number of Canadian soldiers who did manage to get off the beach did so by infiltrating through the Casino. As a result, the building was levelled by the Germans shortly after the raid to prevent its use in a future attack on the city.

LCMSDS Air Photo 150/4002

Fusiliers Mont-Royal. A radio report received at 0610 hours that the Essex Scottish were across the beach and into the houses may have led him to believe progress was being made, but he was also influenced by a message which he interpreted as meaning that the Royal Regiment had not landed and was still available as a further reinforcement for the main beach. In other words the fog of war was total and Roberts chose to act on the fragments

of unconfirmed information available to him. The FMRs landed shortly after 0700 hours scattered along the beach front. The majority were set down at the far western end under the cliffs and were immediately pinned down. Other small groups entered the town via the Rue de Sygogne and one party moved east to the port area. General Roberts, still quite unaware of what was taking place, sent his last reserves, a Royal Marine Commando, to



British intelligence gathered prewar postcards, like this one of Dieppe, from Brits who holidayed in France. The photo shows the main beach at Dieppe before the war. The white building is the casino.

LCMSDS photo collection



This German photo, taken immediately after the Dieppe raid, shows a couple of disabled Churchill tanks and a burning landing craft.

As well, a number of dead soldiers are visible. The soldier in the foreground is Canadian, but the second man is one of 50 US Rangers who landed along with the Canadians and is distinguished by his leggings.

Canadian War Museum
AN 19830136-001 #3

join the battle on the main beach. Fortunately, most of their landing craft were turned back at the last moment.

The Canadians suffered 3,367 casualties at Dieppe including 901 fatal casualties and 1,946 prisoners of war. British casualties were just less than 300 while there were 550 casualties to Naval personnel. The great Dieppe air battle was initially thought to be an RAF triumph based on pilot claims of German planes destroyed. In fact August 19th brought the RAF its heaviest single day losses of the whole war – 106 aircraft. The Luftwaffe was, however, brought to battle and its actual losses of 48 aircraft destroyed and 24 damaged were substantial.

The last word may be given to a report from the Headquarters of German 15th Army:

The enemy, almost entirely Canadian soldiers, fought – so far as he was able to fight at all – well and bravely. The chief reasons for the large number of prisoners and casualties are probably:

1. Lack of artillery support...
2. Underestimation of the strength of the defences...
3. The effect of our own defensive weapons...
4. The craft provided for re-embarkation were almost all hit and sank.

The Tour

Once in Dieppe the landing beaches are before you. The air photographs provide a good indication of what it all looked like in 1944. The main change from 1942 was the destruction of the Casino occupied by the RHLI during the battle. Walk on the beach and examine the “chert” rock which immobilized some of the tanks. The Boulevard Maréchal Foch, which runs along the sea wall, is the esplanade referred to in many accounts of the raid. Fifteen tanks were able to leave the beach and reach the esplanade but the streets leading to the Boulevard de Verdun were

blocked by large concrete road blocks and the grassy areas were impassable. Engineers from 11 Field Company, RCE set off explosives at the barrier on Rue de Sygogne but little damage was done. No other road block was reached by a demolition party.

Two groups of RHLI soldiers entered the town from the Casino. One party broke into the movie theatre and was involved in fire fights near the Church of St. Rémy. Today a small plaque on the east side of the church (Rue 19 Août 1942) marks this penetration into Dieppe. On the Essex front the fighting centred around the "Tobacco Factory" which was located on the Boulevard Verdun near the site of the present-day Hotel Aguado. Be sure and visit the park (Square du Canada) at the west end of the Boulevard de Verdun where the memorial to the landing and the beautiful monument to the Dieppe-Canada connection is located.

From Dieppe drive to Puys crossing the harbour bridges. After you cross over the new road to the Ferry Terminal slow down and look to the left. This is the eastern headland, the site of a heavy anti-aircraft battery, that also provided complete observation of the beaches so that fire from the field batteries south of Puys could be directed accurately. The importance of this position had been recognized at all stages of the planning process and it was the primary objective of the Royal Regiment landing at Puys. It is no longer possible to visit this position due to the danger of further collapse of the cliffs.

Continue on to Puys and follow the one-way signs to the beach. The basic layout is unchanged from 1942. You can see pill boxes on the path to the villa on the cliff top. Only the one close to the house existed in 1942. The sea wall was festooned with barbed wire entanglements. It is difficult to believe anyone got off the beach but Lieutenant-

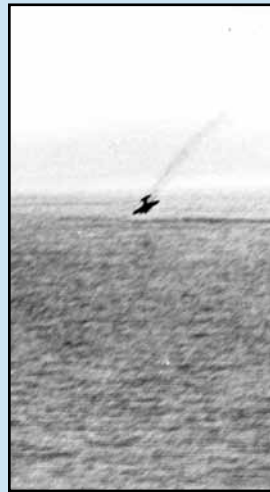
This German photograph taken on the afternoon of 19 August 1942 shows wounded Canadian soldiers laying on the beach awaiting evacuation while German soldiers watch. Immediately behind the Churchill tank is the Casino which the Hamilton Light Infantry used to infiltrate into the town of Dieppe.

Canadian War Museum
AN 19830136-001 #8





Two views of the main beach at Dieppe as it appears today. Photos by Marie-Josée Lafond



These photos were taken by the Germans during or immediately after the battle. Clockwise from above: A Churchill tank bogged down in a depression between the beach and the promenade; a twin-engine aircraft crashes into the channel after being shot down over Dieppe; German soldiers overlook the main beach; A German fighting position on the promenade. The casino is visible on the left; Rolls of barbed wire separate the beach from the promenade as wounded Canadian soldiers are tended to after the fighting has ceased.





Above and right: The main beach and town of Dieppe as it appeared in 1946. The damage sustained by the town four years earlier is still evident, especially the ruins of the Casino.

CFJIC PMR 84-328

Below: Dieppe as it appears today. The promenade has been left much as it was in 1942 except that the Casino has been replaced by recreation facilities including a pool and tennis courts.





This series of German photos shows Canadian soldiers captured during the Dieppe raid being marched off to captivity.

Canadian War Museum AN 19830136-001, #14, 15 & 11



Colonel Catto and his men did so. You can follow their route by keeping to the walled road which parallels the beach to the west before intersecting with the Dieppe-Puys road. Enemy troops were all around on the morning of August 19th and Catto's party holed up in a wooded area surrendering around 1600 hours.

Return to Dieppe and follow the D75 west towards Pourville-sur-Mer. Turn right at the sign for the Château Musée and park at the viewing point which overlooks Dieppe from the west. There is a large blockhouse and a cast iron gun position familiar from many photographs of the Dieppe defences. With the enemy in control of this position as well as others dug-in to the eastern cliff it is difficult to believe that there was any chance of success at Dieppe.

Return to the D75 and continue to Pourville. The site of the radar station is now closed. Stop at the viewing area above Pourville. The remains of German gun positions are nearby and you have the

same view of 6th Brigade's landing and evacuation zone that the enemy possessed in 1942. The "Cec Merritt" bridge across the Scie is on the D75. Park near the west end of the beach to visit the various memorials.

To follow the route taken by the Camerons stay left as you leave Pourville on the D153. You can turn left just before the junction with D925 and examine the bridge crossing the Scie but the Camerons began their withdrawal after a brief reconnaissance. There is little of interest to see so we recommend you bear right out of Pourville staying on the D75 to Varangeville to visit Orange Beach where Lord Lovat's Commandos landed. This is one of the most beautiful and interesting parts of the Dieppe region. To visit Orange I continue to Vasterival following the signs for Hôtel de la Terrasse. You can park just beyond the hotel. The path to the sea is well marked and there are steep stairs to the beach. At low tide you can walk west to Orange II, about two kilometres away

The "chert" beach of Dieppe

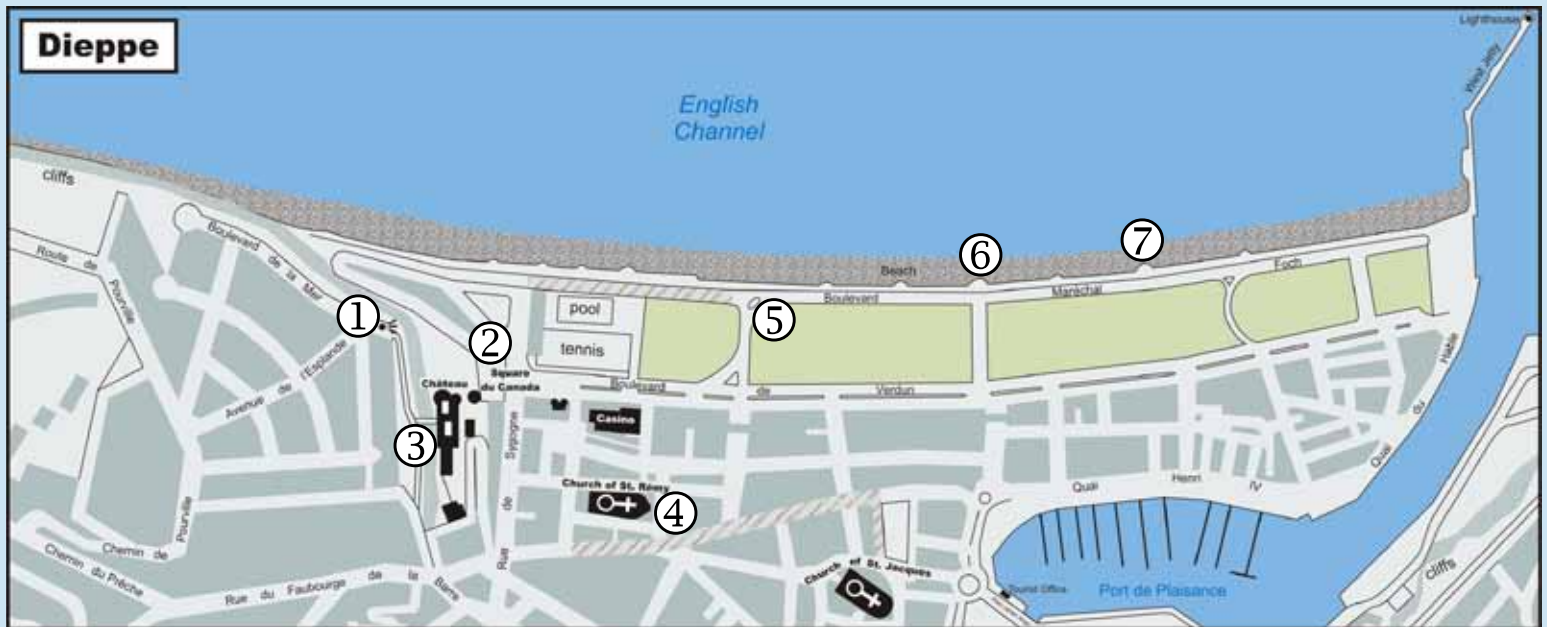




Left and below: Two views of the beach at Puits. The photo at left is looking eastwards, while the photo below is taken looking west (towards Dieppe).

Bottom: A German bunker at Puits, constructed post-raid, has been converted into a memorial for the Royal Regiment of Canada. The words honouring the regiment are particularly poignant.







1. Observation Point overlooking the main beach.

2. Plaques and monument in Square du Canada.

3. The Château.

4. Memorial to fallen Canadian soldiers ("ICI LE 19 AOÛT 1942 SONT TOMBÉS DEUX SOLDATS CANADIENS" (Here, on 19 August 1942, died two Canadian soldiers)).

5. Royal Hamilton Light Infantry memorial.

6. Les Fusiliers du Mont-Royal Memorial.

7. Location of Essex Scottish Memorial.



at the mouth of the River Saane, or east to the edge of Pourville. The coastal battery which the Commandos captured was at the junction of the D75 and the Vasterival road. Part of the fortified position is just north of the crossroads in the yard of a villa.

The Commonwealth War Graves Commission Cemetery for those killed in the Dieppe Raid is located just west of the traffic circle which marks the junction of D915 and N27. It is at the end of a narrow lane but is well marked and, as with all the war cemeteries, beautifully kept.

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Top: The beach at Pourville.

Above: The bridge as it appears today.

Right: Men of the South Saskatchewan Regiment who crossed the bridge with Lieutenant-Colonel Merritt revisit the bridge that now carries his name, 4 September 1944.

LAC PA 136017





Dieppe was the scene of tragedy in 1942 but of triumph in 1944. Second Canadian Infantry Division was given the task of liberating the city when it was assumed the Germans would fight for it. Bomber Command's first attempt to soften up the defences was scheduled for September 1st. Fortunately 8th Recce Regiment (14th Hussars) had advanced from Rouen with great speed and were able to report the enemy had evacuated the city. The bombers were called off when the aircraft were just 20 minutes away.



The people of Dieppe welcomed their liberators with wild enthusiasm and the celebrations went on for days. For the men of Second Division, worn in body and spirit from the Normandy battlefields, the rest period in Dieppe was a long remembered experience. In 1992, the 50th anniversary of liberation, the people of Dieppe again offered their gratitude to Canadian veterans and the city sponsored a major exhibit. The town hall was festooned with a two storey banner with the message "the colour of liberty" is a red maple leaf. The 60th anniversary commemoration was on an equally large scale and once again the people of Dieppe were there in the thousands to greet the veterans. Dieppe is a marvellous place to visit and

Left: The draw at Vasterval ("Orange 1") used by No.4 Commando during their approach to the gun battery they were tasked to destroy. This mission was successfully concluded, one of the few bright spots in Operation Jubilee.

Above: The 2nd Division memorial at Pourville.



The Canadian cemetery at Dieppe. The head-to-head layout, unusual for Commonwealth cemeteries, was adopted from original pattern of burials in the cemetery.

Canadians should remember the time of liberation and triumph as well as the day of tragedy and defeat.

The city of Dieppe, with a 1994 population of 35,000, has been a seaside resort for 200 years and has excellent tourist facilities. You may wish to write to the Tourist Office, Pont Anglo B.P.152 76204 Dieppe, France (Fax 35 06 27 66). Ask for English language brochures, especially "A Taste of Dieppe," a pamphlet designed for tourists from England. It provides a calendar of events as well as basic tourist information. The official website is <www.mairie-dieppe.fr>.

The main attraction is the city itself. Dieppe is a cheerful, bustling place with excellent shopping, a colourful harbour with fish mongers selling the morning catch and great restaurants. If possible enjoy the Saturday street market. The Castle Museum has a famous collection of sculptured ivory, paintings, including works by Pissaro and Braque and exhibits of Dieppe's maritime tradition.

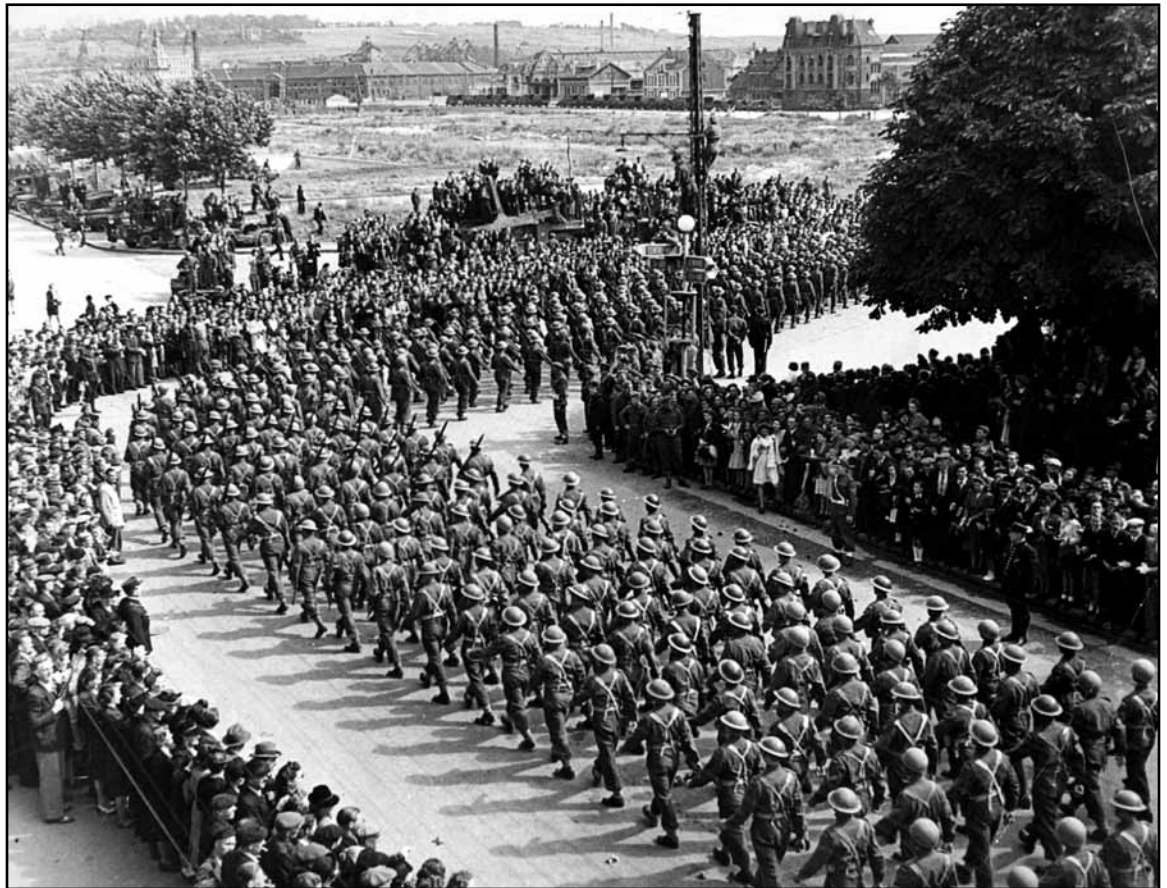
There are a number of places to visit in the countryside. Two tourist circuits in the valleys of the River Bethune provide hours of pleasure

visiting cider mills and cheese factories. At Varengeville visit the Jardin Moutiers particularly in June. The garden designed by the English architect Edward Lutyens has one of the best rhododendron collections in the world. Further along the same road a small church with a stained glass window by Georges Braque overlooks the sea. The medieval castle at Arques-la-Bataille is also open to the public. The view of the valley below is worth the visit.

The main Dieppe hotels are on the Boulevard Verdun facing the sea. Request a room with a view. We usually try to book the Aguado which is close to the harbour and the row of restaurants. Other beach view hotels include Europe, Epsom, La Présidence, Le Grand Hotel de la Plage and Windsor. Les Arcades facing the harbour is also recommended. There is public parking near all the beach-front hotels.

There are chain hotels away from the beach-front. The Ibis Dieppe and the Comfort Inn Primevere, are close to the Commonwealth Cemetery. The budget chain Formule I is also in the area. It provides basic motel accommodation, similar to low-end chains in North America. The

The 2nd Canadian Division march triumphantly into Dieppe upon their return in September 1944.
LAC PA 167564





Troops of 2nd Canadian Infantry Division march by the reviewing stand. The salute was taken by Lieutenant-General H.D.G. Crerar, Commander of First Canadian Army. Crerar was berated by Montgomery for attending the Dieppe ceremonies rather than a meeting at Monty's HQ, but Crerar knew where his national priorities lay.
LAC PA 167568

youth hostel is close by. Auberge de Jeunesse de Dieppe, 48 rue Louis Fromager, Chemain des Vertus 76550 St. Aublin-sur-Scie. You must join the International Youth Hostel Federation before leaving Canada.

If you would prefer to stay in the country there are several interesting choices. Hôtel de la Terrasse Vasterival, Varangeville, has the best location in the region, good food and pleasant hosts. The bedrooms are small and bright. The seaviews and path down to Orange Beach make up for any deficiencies. The Auberge du Clos Normand at Martin Eglise is a riverside auberge is just 5 kilometres south of Dieppe on the D1, the road to Neufchâtel-en-Bray, the home of Neufchâtel cheese.

There are a number of B&B choices and only a few can be mentioned. At the prestige end of the scale the Domaine de Champdieu 76590 Gonnevill-sur-Scie (Tel 35 32 66 82) offers *en suite* bathrooms and gourmet meals with fine wines. Gonnevill is off the N27 between Dieppe and Tôtes close to the specially marked Tourist Circuit "La Route de la Pomme et du Cidre." At Le Village Quiberville 76860 (Tel 35 83 16 10) accommodation includes both B&B and a self-

catering Gîtes. The small château is on the coast at the foot of a chestnut-tree lined lane. English is spoken.

Dieppe is full of interesting restaurants in all price ranges. Le Mélie and the Marmite Dieppoise are the choices for fine cuisine but as you stroll the streets, particularly on the Quai Henri IV, you can select your own restaurant from a score or more choices. The Musardière at 61 Henri IV is recommended by Michelin.

If you are driving from Dieppe to lower Normandy and the D-Day beaches take the N27 to the A29 to the Autoroute de Normandie (A13) crossing over the spectacular Pont de Normandie. These are toll roads. If you prefer a more scenic route through the countryside leave the N27 at Totes taking the N29 west to Yvetot then follow the D131/D490 to the Pont de Brotonne. The route to the bridge is well marked and the D131 takes you to the Autoroute de Normandie at Exit 26.

When you reach the Caen ring road take the N413 through the north part of the city (Direction Bayeux Cherbourg). If you are staying in Caen follow the signs to Centreville and your hotel.



Dieppe sunset.