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Retrace your steps to Victoria Square back along Pebble Lane. At the end of Pebble Lane, turn left, passing the Portland Pizza Company and the Little Ship Public House on your left-hand side. Continue to walk straight ahead, passing a taxi rank, until you reach the bus stop outside the Masonic Lodge. Just past the bus stop, to your right, you will see a large ship's anchor. Cross the road here, passing the anchor on your right-hand side. Facing you will be "Evans Autocare" and "The Bunker". Turn left, walking past the Hump 'An' Dump Skip Hire Company and turn right into Lerret Road. Continue walking until you reach The Beehive coffee shop. Cross the road. On your left you will see a grass bank running alongside the helicopter port. Walk along the top of the bank, enjoying the vista of the Dorset cliffs ahead of you, as well as views of Portland Sailing Marina, home to the sailing events of the 2012 London Olympics. At the end of the grassy bank is a small viewing platform. Ahead you will notice the harbour walls, built of Portland stone and known as Breakwaters. The breakwaters built during the reign of Queen Victoria, using convict labour, made the harbour a safe anchorage for ships of the Royal Navy. The Breakwater forts were

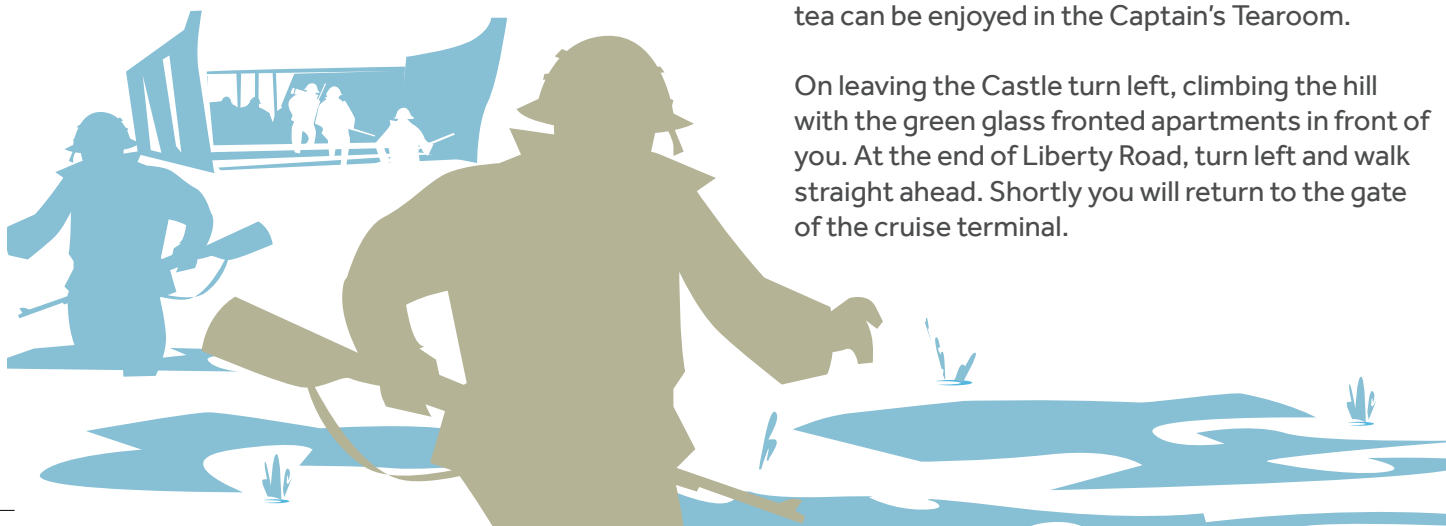
manned throughout the Second World War; their guns defending the Harbour and Naval installations from attacks by air and sea.

Several ships within the harbour were bombed, including in July 1940, HMS Foylebank, a Royal Navy anti-aircraft ship. Aboard that day was 23-year-old Leading Seaman Jack Mantle. Under enemy fire, he had his left leg shattered, but continued to fire at the attacking German aircraft with a handgun. Jack was however mortally wounded and collapsed at his gun. He died shortly afterwards. For his heroism and bravery, Jack was posthumously awarded the Victoria Cross, the highest decoration for gallantry in the face of the enemy that can be awarded to British and Commonwealth forces. It is the only ever awarded for action in British territorial waters.

6

Looking to your right, you will see Portland Castle, the last stop of this walking tour. You will find the entrance to the Castle in Liberty Road. Portland Castle was built by King Henry VIII in the early 1540's. Visitors can enjoy an audio tour, included in the admission price, which tells of the castle's history and the part it played in both the First and Second World Wars. Enjoy stunning sea views from the gun platforms and get close to the powerful canons. English Afternoon tea can be enjoyed in the Captain's Tearoom.

On leaving the Castle turn left, climbing the hill with the green glass fronted apartments in front of you. At the end of Liberty Road, turn left and walk straight ahead. Shortly you will return to the gate of the cruise terminal.






This is a 2 mile (3.2km) walk direct from the cruise ship terminal gate at Portland. If you are intending to visit both the D-Day Centre and Portland Castle, you will need to allow a full day, leaving your cruise ship between 9.30am -10.00am.



80th Anniversary D-Day Walk from Portland Cruise Ship Terminal

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**WEYMOUTH
MUSEUM**

Welcome to
Weymouth
and Portland





1

Almost immediately after leaving the port terminal gate, on your right-hand side, is the Castletown Slipway. Just offshore two large floating concrete blocks can be seen. These are two sections of the famous Mulberry Harbours, temporary portable harbours which were towed across the English Channel to allow the rapid offloading of cargo by Allied Forces onto the French beaches during the D-Day landings. On top there are statues depicting wartime figures: American GI's, the British Navy and local dockyard workers, all of whose role was critical to the success of the D-Day landings.

2

As you continue to walk away from the cruise port, the Castletown D-Day Centre will come into view on your right-hand side. The Centre is an authentic re-creation of the busy Portland dockyard from which in 1944, thousands of American troops of the 5th US Corps and the US 1st infantry embarked, bound for the heavily defended beaches of Nazi occupied France. The centre features an impressive array of original WW2 artefacts, weapons, and wartime vehicles, including a full-size replica Spitfire, a Bofors 40 mm gun and even a restored Sherman tank.



3

Leaving the D-Day Centre turn right. At the roundabout continue straight ahead (Castle Road). At the end of the green glass fronted apartments turn left remaining on Castle Road. You will notice on both sides of the road black iron balustrade. Beneath ran the Portland Railway line which was closed in 1965 with the railway track being later removed. Continue up the road, noting in the distance on your right-hand side, Chesil Beach.

4

Leave the park by the gate in front of you and descend the hill to Victoria Square. At the roundabout turn left into West Bay Terrace and then take the first road on your right, Pebble Lane, then bear left until you see the Cove House Inn directly in front of you. On your right-hand side is a short flight of steps which takes you up on to Chesil Beach. From here incredible views can be enjoyed.



This is an 18-mile-long single barrier beach and forms part of the Jurassic Coast World Heritage Site. There will be opportunity later in the walk to stand atop the beach and enjoy, on a clear day, the panoramic view along the Dorset and South Devon coast.

Continuing walking along Castle Road until you reach a small roundabout. Cross the road. Keep the small stone wall on your right-hand side until you reach the pedestrian gate into Victoria Park. Enter the park. Stay on the path, walking down the side of the park, passing the tennis courts on your left-hand side. You will then find a set of steps on your right-hand side. Walk down these and you will find the Portland Memorial to the Americans of V Corps who passed through Portland harbour en-route to D-Day and the fierce fighting on Omaha Beach in northern France. The memorial was unveiled by the American Ambassador, John D. Winant on 22 August 1945.

The plaque reads:

"The major part of the American Assault force which landed on the shores of France 6 June 1944 was launched from Weymouth and Portland Harbors. From 6 June 1944 to 7 May 1945, 517,816 American troops and 144,093 vehicles embarked from the Harbors. Many of these vehicles left Weymouth Pier. The remainder of the troops and all vehicles passed through Weymouth en-route to Portland points of embarkation."

On his return to the United States, Winant faced a number of personal problems which sadly led to him taking his own life in 1947. It is said that whilst living in London, he had set his heart on Sarah, daughter of the then British prime-minister, Winston Churchill. Sarah however did not reciprocate his love.

On the promenade lunch can be taken at the Cove House Inn or further along on your left-hand side (as you face the sea), can be found the brightly coloured Quiddles Café Beach Bar.

The Bay that lies off Chesil Beach is Lyme Bay. It is here in the lead up to D-Day that Exercise Tiger took place. A convoy of eight American tank landing ships were sailing across the Bay on night of 28 April 1944, heading to Slapton Sands on the South Devon coast. The intention was to rehearse a beach landing similar to that which would be encountered on D-Day itself. However, as the small American fleet crossed the Bay in front of you, they ran into a marauding squadron of German E Boats. A total of 441 United States soldiers were killed or drowned, together with 197 seamen. Two of the landing ships

sank with the loss of twelve tanks. The bay was littered with bodies. There was major concern at the time, as some of the men had been issued with the final D-Day assault plan and that should these plans fall into enemy hands, the whole D-Day operation would have been put at risk. Bodies were therefore urgently collected from the sea; all were identified, and no prisoners were taken. The assault plan remained safe. Such was the secrecy of Exercise Tiger, that none of what happened that night, was reported at the time. Those who retrieved bodies from the sea, and those whose lives were saved, were all sworn not to speak of the disaster. As a consequence, none of the deceased were named or honoured for their bravery.