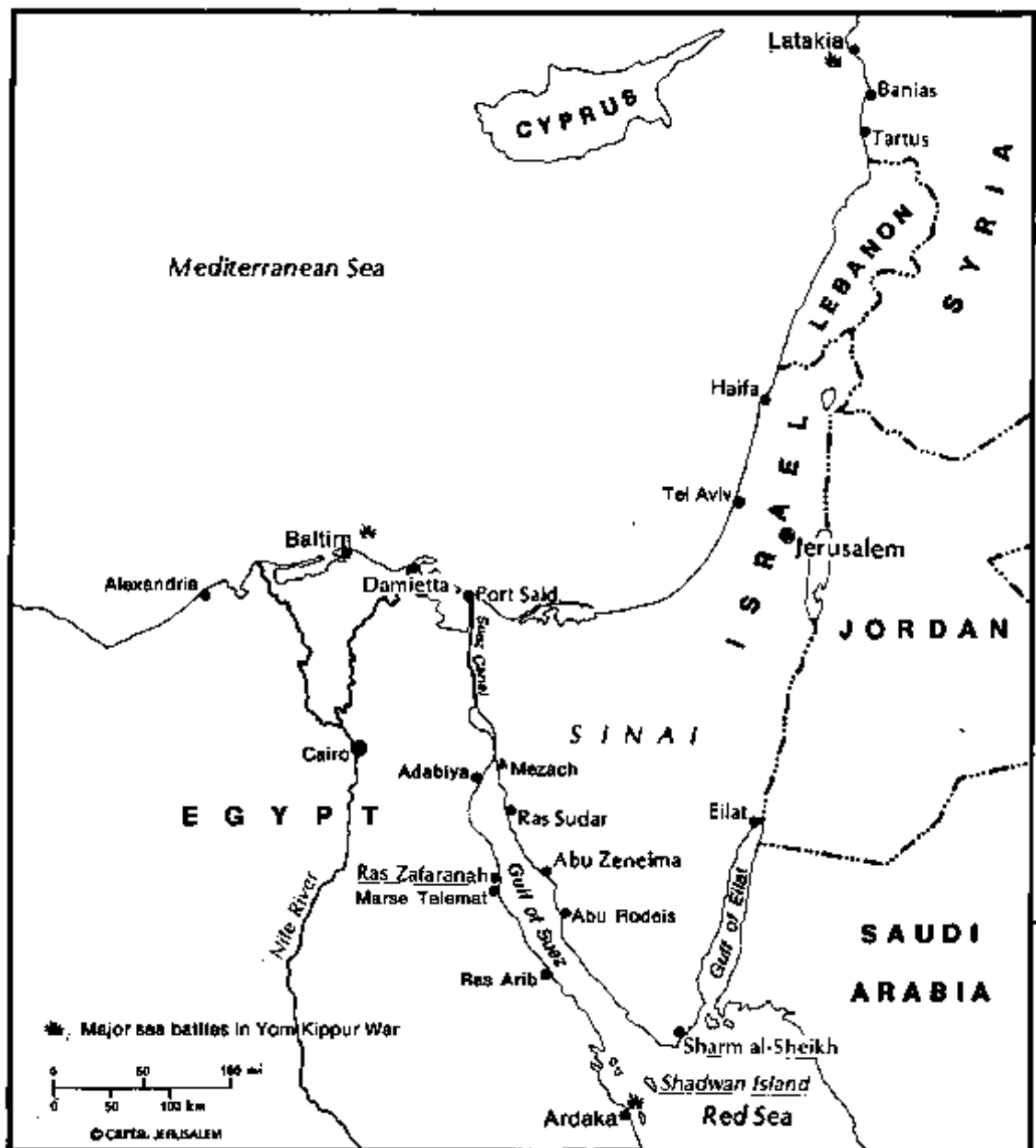


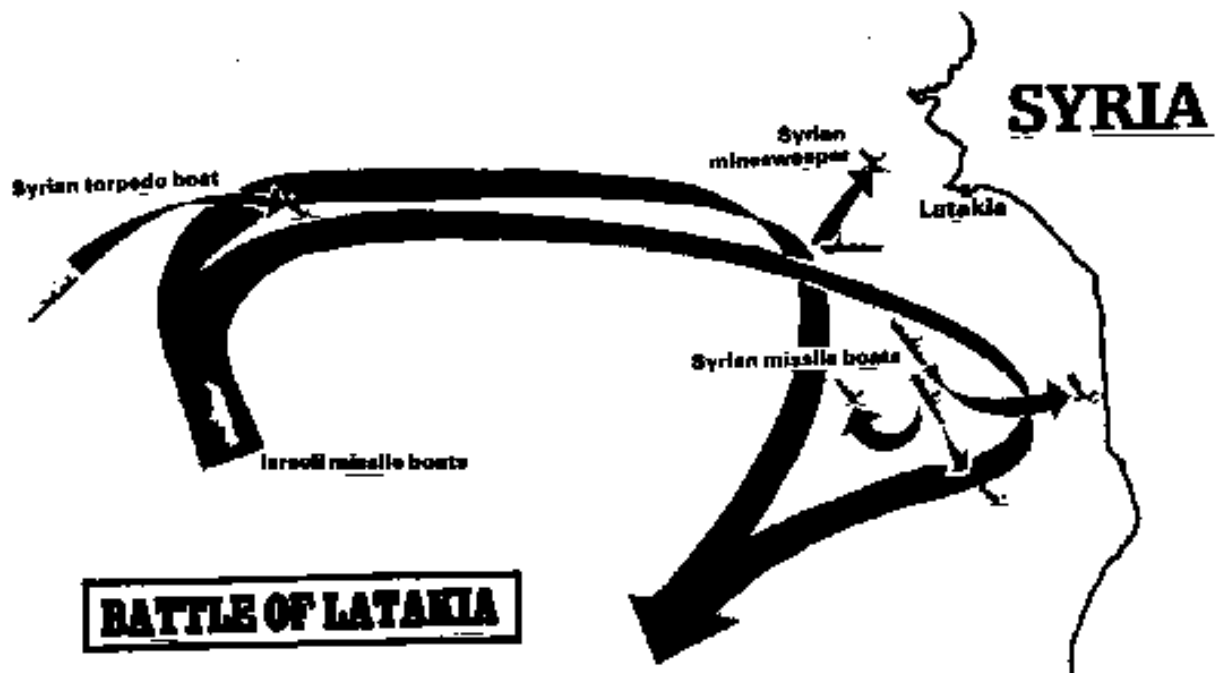
Maps and Pictures



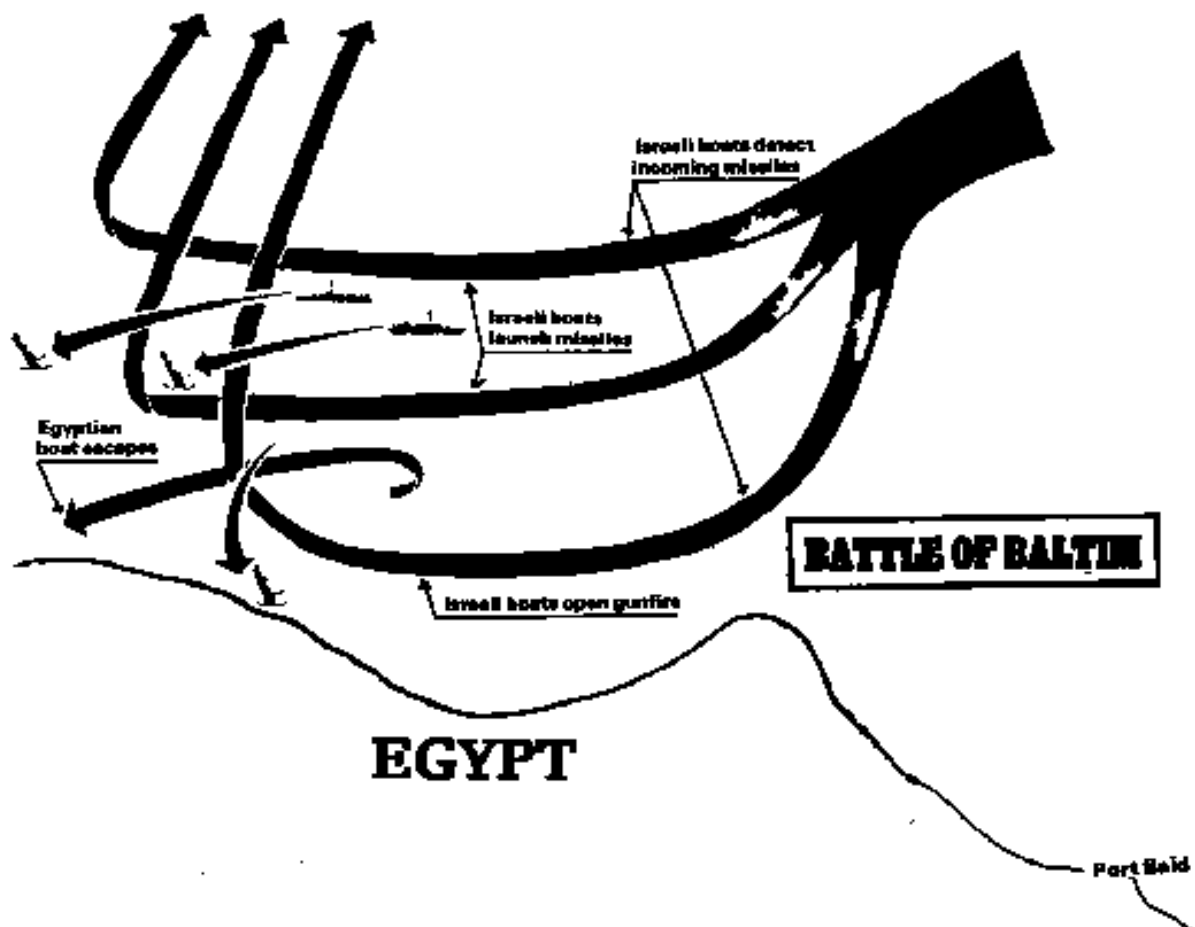
The escape route of the Cherbourg boats.



Israel and sites of the major sea battles fought in the Yom Kippur War.



In the first ever missile-to-missile battle at sea, five Israeli missile boats destroyed three Syrian missile boats on the first night of war. Also sunk were a Syrian minesweeper and torpedo boat. There were no Israeli losses.



In a battle off the Egyptian coast, three Egyptian missile boats were sunk and one escaped. All missiles fired at the Israeli boats were diverted.



The Israeli destroyer EILAT, first victim of the naval missile age.



Admiral Mordecai Limon upon his appointment as navy commander.



Hadar Kimche, after his promotion to admiral.



Felix Amiot, flanked by wives of Israeli naval officers, addresses the Israeli naval contingent at a festive dinner at his estate following the launching of one of the twelve Israeli boats built in his shipyard.



Limon (in dark glasses) with French and Israeli naval officers and wives of French officials at a launching ceremony at Amiot shipyards.



A newly launched boat, festooned with flags, starts engines as it floats free of the cradle, not visible below the surface.



The crew of one of the missile boats standing in formation prior to a launching. At high tide the vessel would be pushed stern-first on a wooden cradle along tracks running out into the harbor, until it floated free.



Four of the five last boats tied up in Cherbourg after the launching of the fourth, still flag-bedecked, in October 1969. The last boat would be launched two months later.



Commander Moshe Tabak, who supervised the sea testing of most of the boats, unveils the plaque for the last one, the Hetz, launched December 16, 1969, nine days before the flight of boats from Cherbourg. Because of the desire to maintain a low profile as the breakout neared, the Israeli contingent dispensed with the usual ceremony involving invited guests. The unveiling was left to Tabak, the longest-serving officer in Cherbourg, in an informal setting.

Société d'Armement Maritime
et de Transports
26, rue de Montevideo
PARIS 16e.

2/2
20.12.69

DEMANDE D'AUTORISATION D'EXPORTATION
DE MATERIEL DE GUERRE

Pays de destination

NORVEGE

Désignation du Destinataire

STARBOAT, S.A.
Oil and Shipping Services
P.O. Box 2578 Solli - OSLO 2 - Norvège

Nom, Profession et Adresse

a) - de l'Expéditeur

Société d'Armement Maritime et de
Transports - 26, rue de Montevideo
PARIS (16e).

b) - du Pétitionnaire

Société d'Armement Maritime et de
Transports - 26, rue de Montevideo
PARIS (16e).
Monsieur MAURICE - 670, 08, 77

Date de la décision concédant
l'autorisation de vente

0, 84409/DMA/DAI/42 DR
du 3 Décembre 1969

Nom et adresse du Transitaire

Agence Maritime DESHAYES & Cie
20 bis, rue Alfred Rossel
50 - CHERBOURG

Désignation du matériel exporté

a) - Nature

5 Vedettes Rapides auxiliaires aménagées
en bateaux de servitude pour les instal-
lations de forage en mer. (non classées)

Déplacement moyen essai : 219,500 t
Déplacement en charge : 240,000 t
Jaugeage brut total : 239,000 t
Jaugeage brut : 221,000 t

b) - Modèle

Coque acier

c) - Nombre

Cinq

a) - <u>Nomenclature détaillée</u>	Feuilles d'armement à bord des Vedettes
a) - <u>Déplacement légal</u>	198,400 tonnes
c) - <u>Valeur en US Dollar</u>	2,025,000 US\$ par navire ^{WT} de 1600 tonnes
d) - <u>Bureau de Douanes où l'opération sera effectuée</u>	50 - CHERBOURG
b) - <u>Date d'expédition</u>	Avant le 31 Janvier 1970
4) - <u>Mont de l'expédition</u>	

COPIE POUR LE CONTRÔLE

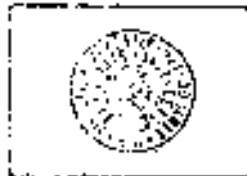
Date, Signature et cachet du Pétitionnaire

PARIS, le 8 Décembre 1969

Fluor

SOCIÉTÉ D'ARMEMENT MARITIME
ET DE TRANSPORTS
28, Rue de Valenciennes
PARIS-10^e

Avec acquiescement généralisé formel
à destination et la mise à la disposition



Autorisé 4868

Paris, le 18 DEC. 1969

Le Chef du bureau /s/

Par dérogation

Le Secrétaire d'Administration

J. Marti
J. MARTI

*5 Vedettes
88 30110 du 22.12.69*

The request for an export license for the five last Cherbourg boats gives their destination as the Starboat Company in Oslo. The entry under "Nature" cites their intended use as servicing offshore oil installations. The departure date is given as "before January 31, 1970." The customs official who signed the document, J. Marti, surmised that the boats were destined for Israel, not Norway.



A sailor aboard the first of five boats arriving from Cherbourg prepares to throw a line as the boat docks at Haifa.



The commander in civilian dress on the bridge of Starboat Two gives docking orders as his vessel moors in Haifa.



Floodlights illuminate the Saars upon their arrival from Cherbourg on New Year's Eve, 1970.



Captain Ezra Karshinsky (Karish) faces the press in Haifa upon his arrival with the Cherbourg boats. Reporters were led to believe that he was the commander of the operation. The true commander, Captain Hadar Kimche, remained incognito for security reasons.



The captains of the last five Cherbourg boats, the night of their arrival in Haifa, form a semicircle around Navy Commander Avraham Botser, Defense Minister Moshe Dayan (left), and Chief of Staff Haim Bar-Lev at a welcoming ceremony at the Haifa naval base. Dayan presented each with a Bible for his vessel. Some of the officers had changed into suits for the occasion. Second from the left is Hadar Kimche, the flotilla commander who led the Cherbourg breakout.



A Gabriel lifts from the deck of an Israeli missile boat. After arcing upward, it will dive and skim over the surface of the sea to its target.



Admiral Yohai Bin-Nun, in whose term as O/C Navy the missile boat was conceived.



Admiral Shlomo Erell, who turned the concept into reality.



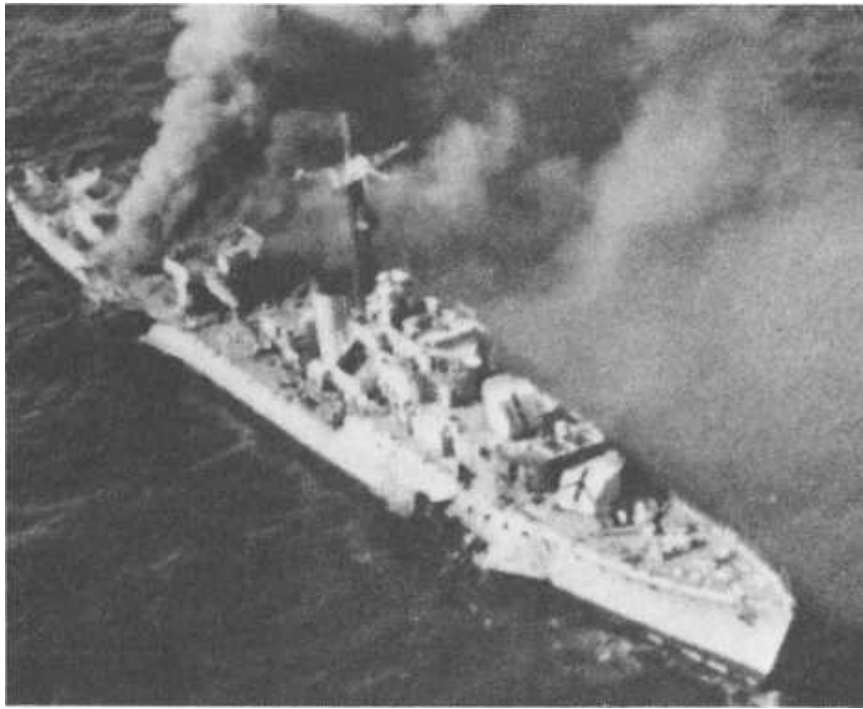
Ori Even-Tov during an early trial of the Gabriel on the Mediterranean coast, with Defense Minister Moshe Dayan, Navy Commander Shlomo Ereli (left), and Israel Defense Forces Chief of Staff Haim Bar-Lev (right).



Ori Even-Tov (right), head of the Gabriel missile development team, chats in his office at Israel Aircraft Industries with Deputy Defense Minister Shimon Peres.







The first test of an armed Gabriel missile on the derelict destroyer JAFFA. The pictures show the missile approaching and striking the stationary vessel, and the resultant damage.



Captain Michael Barkai, commander of the missile boat flotilla in the Yom Kippur War. He was subsequently appointed O/C Navy.



Admiral Binyamin Telem.



Herut Zemach (left), who developed the electronics umbrella for the Israeli missile boats, awarded the Israeli Security Prize by President Katzir.



The Israeli missile boat flotilla on an exercise. The 12 original boats built in Cherbourg were augmented by two larger missile boats built in Israel.



The Cherbourg boats, bereft of armaments and electronic-warfare equipment, docked in Haifa shortly after their arrival.



A Gabriel missile in firing position in its open launching pod.



A missile boat with guns and missile launchers fore and aft and a mast bristling with electronics devices is little bigger than a conventional patrol boat but has the punch of a major warship.



A Styx missile fired on Israeli missile boats off the Syrian port of Latakia, is seen as a ball of fire in this unique photo. The light from the missile's exhaust flames is reflected in the sea as it approaches the Israeli boat on whose bridge naval photographer Oded Yagur was standing.



The Reshef, first of the larger class of Israeli-built missile boats, at the dedication ceremony in Haifa harbor a few months before the Yom Kippur War.



A Dabur patrol boat in the Red Sea, with the mountains of Sinai in the background.



Israeli naval commandos.



Capt. Zeev Almog (right), commander of the Red Sea Theater for the Israeli Navy, accepting the surrender of his Egyptian counterpart at end of Yom Kippur War.
