

# THE COURIER

NEW YORK TIMES BESTSELLING AUTHOR

# ANDREW BRITTON

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JUMP STRAIGHT OUT OF  
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—*St. Louis Post Dispatch*



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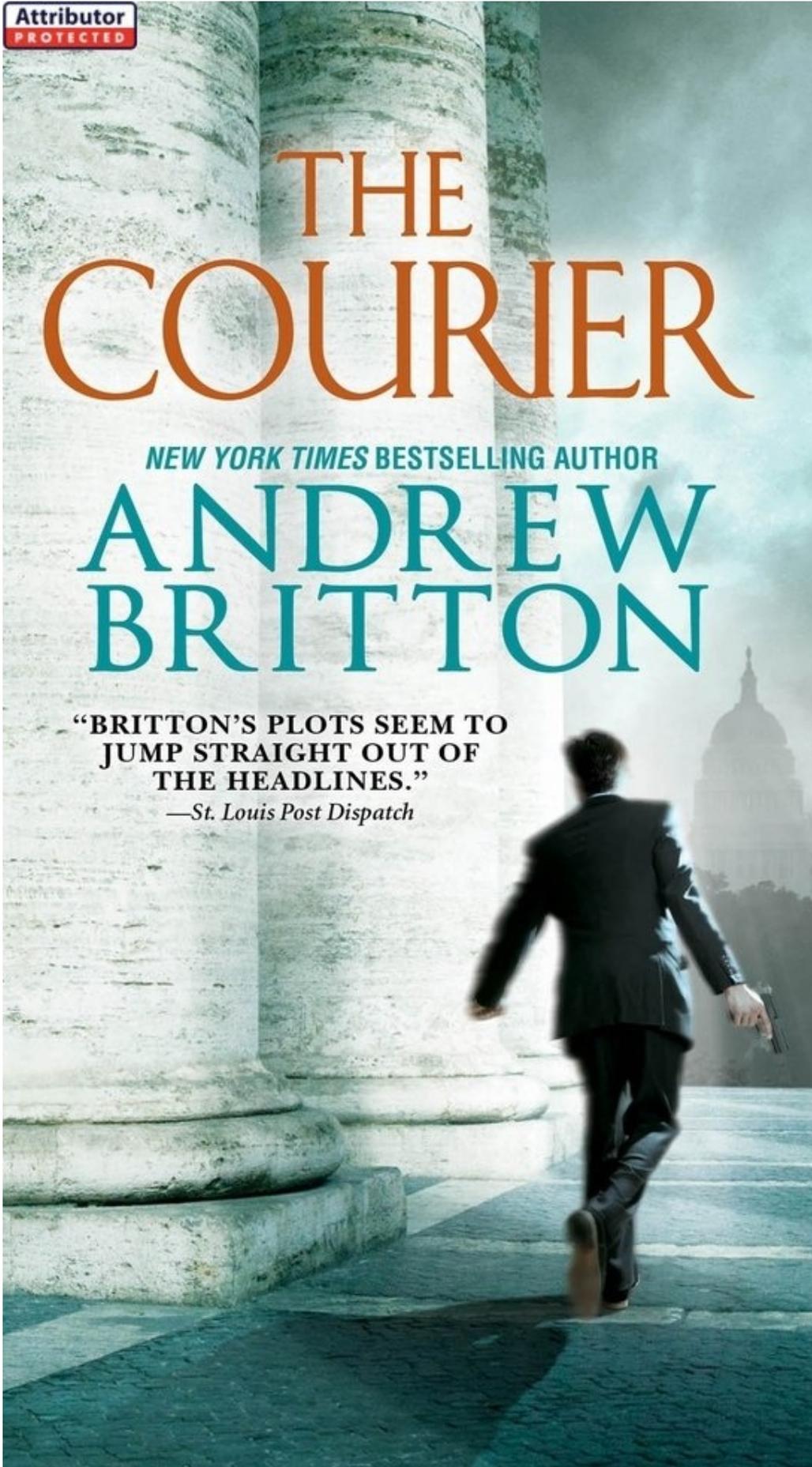
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**Also by Andrew Britton**

*The Operative*

*The Exile*

*The Invisible*

*The Assassin*

*The American*

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## PROLOGUE

### ALTONA, GERMANY, 1915

When he was growing up in Altona, Germany, Karl Rasp owned a wooden boat he used to sail on the Elbe. It was a hand-carved replica of a steamer, and it had been given to him on his eighth birthday by his grandmother. He named it *Adelheid*, in her honor, his father having told him that ships were always named for women. Each Sunday, if it wasn't raining, Karl and his father would go to church, have lunch at a busy café, and walk to the riverbank. There, after attaching the hook-eye at the front of the vessel to a sturdy rope, the boy would watch it surge forward on the current, then twitch from side to side when it could go no farther. While he watched the boat struggle, Karl would listen to his father talk, between thoughtful puffs on his pipe, about dispatches he received at the telegraph office where he worked. This was the part of the ritual Karl loved best. The messages had come from places around the world, many with exotic names like Calcutta and Veracruz, some of which, the elder Rasp assured him, were filled with very dangerous people—just like the evil knights and deceitful lovers in the books they read and the operas his mother played on the piano while singing “arias.” The stories sometimes frightened Karl, but his mother's voice made him feel safer, as did the confined, cozy embrace of the tiny salon in their small flat right on the border of Hamburg.

After each excursion, Karl would take the boat home and repaint the hull—bright blue with a green stripe along the top—to repair the ravages of the current. Without the paint, the hollow balsa wood would take on water and the vessel would sink. Karl also went to his father's old atlas and looked up some of those places, determining which of them were connected to the Elbe. From the stories and operas, he learned to be afraid of the Russians and the Britons—and marked carefully on his own hand-drawn maps how they might reach Altona via the river, from the ocean.

Shortly before his tenth birthday, Karl decided it was time to let the *Adelheid* go. He had watched it struggle for nearly two years and it was listing now, ailing. Besides, he wanted a larger boat, one that would sit lower in the water, command the current a little more. He wasn't sure what kind, but he would find one—perhaps a fireboat with working hoses—and put it on his birthday list. Without telling his father, the short, gangly boy picked at the strands of the cord with a piece of broken bottle he found in the empty lot beside the school he attended. He frayed it in the center so his father would not be tempted to lunge after a strand trailing along the shore. Into the smokestack on top, Karl stuck a rolled, handwritten note that read: *Russians and English: do not come to Germany. I, Karl Rasp, will stop you.*

It was a chilly October morning when the ship set out on its final voyage. With his heart thumping hard in his little chest, Karl watched as the tiny fibers strained and unraveled, like the fair little hairs on his arm in the cold. Then, in a particularly strong current that tugged the boat left, then right, the rope snapped.

“Oh!” he cried, not in loss but in a sudden rush of excitement.

To Karl's surprise, his father did not run after it. Standing behind the boy in his old wool sweater, his slender shoulders hunched forward against the wind blowing from behind them, he put a firm, restraining hand on his son's shoulder, expecting that it was Karl who would give chase.

"Father—"

"She craves her freedom," his father said softly.

"But she is trapped—"

"The river craves her as well, and the river is mightier," his father said. "Do not grieve. We had a good run with her."

Karl did not mourn the loss but his own thwarted plans. Now, who would warn the invaders to stay away from their shores? He watched the boat rise and fall and occasionally twist like a weather vane on the rapid waters. The young boy watched until he could see her no longer, and then with a misty rain rising against their necks, they went home.

The next day, on his way to the schoolhouse seven blocks away, Karl walked along the river as always. Only this time his eyes were not on the other children or the automobiles or the horse carts that moved through the cobbled streets. It was on the murky olive-colored waters. Nearly at the school, he saw something that caused him to stop short. His little boat was lying on its side in the shallows, on the rock, more under the water than above it; he had seen the blue and green colors glinting dully in the sun. The rope he'd sawed in two was tangled on a metal projection from a barge parked along the shore: it had snagged the toy boat and dragged the *Adelheid* backward. There was a tiny rent in its hull and water burbled in and out. It reminded him of the ocean liner his parents had been talking about two or three years earlier, the British ship that had collided with an iceberg and went down.

Karl was sad, but only for a moment. His ship was dead, but there was something peaceful, natural, even beautiful about it. The *Adelheid* had ceased to be something belonging to people and was now more of a fish. He mentioned at supper that night what he had seen; his father smiled.

"So! It is still just resting."

"Yes . . . we need to find a way to free her. Perhaps we can throw stones, sticks."

"You do not understand," his father said with a wink at Karl's mother. "It has changed into something wonderful, like a caterpillar into a butterfly."

"Father?" Karl asked, confused by that and by his mother's smile.

"It has become an *Unterseeboot*—a U-boat."

"A U-boat," he repeated. The word, the mysterious way his father said it, sounded fascinating and strange; for a moment the boy forgot his loss. "What is a U-boat?"

"It is a ship that sails beneath the water," the man replied.

"*Beneath*?" the boy said reverently.

His mind immediately conjured a version of the *Adelheid* with a tail and a fin made of metal like a smokestack, with mermaids in the bridge and on deck. But after dinner his father took him to the desk where he wrote his correspondence and, dipping a pen in ink, drew out a cigar-shaped object with stick-figure men inside and an air tube running to the surface of a roughly sketched sea. He added a pump inside, in the back, and explained that from what he had read the boats draw in air, then withdraw the tube and submerge. He sketched a propeller in the back and explained that, like an

automobile, it used fuel to drive the U-boat forward.

Karl never thought of the *Adelheid* again.

In all their talks, in all their reading, in all his own studies, in all the classes he had sat through, Karl had never heard of anything like that. Immediately after eating, the young boy went across the hall to Herr Lang, a retired schoolteacher who sometimes helped Karl with mathematics and who owned more than an atlas and a dictionary: he possessed an encyclopedia, an incredible *library* of knowledge. Together, Karl and the old bachelor looked up “U-boats.” There was a little about how the French author Jules Verne inspired engineers with his novel *Twenty Thousand Leagues under the Sea* in 1869, how the first working designs were tested later in the 19th century, and how the U-boats were being deployed to protect Germany from the aggression of the English and the French in the Great War.

Even though Karl had seen troops in the cities and batteries of guns beyond it, the idea of war was foreign and terrifying. But underwater was a world Karl could imagine, *had* imagined, many times. He had been to the two artificial lakes in Hamburg—the *Binnenalster*, the Inner Alster, and the *Außenalster*, the Outer Alster. He had gone many times to the beaches at the North Sea. He had pictured the fish, the whales, the old sunken vessels and skeletal sailors he had read about. The world below excited him, and now he was transfixed by the idea that men could travel under that water. He had seen an airplane once, and the idea of flying had never appealed to him. Humans could not fly, but they could swim. In the air, your machine could malfunction. You could fall. Or someone could shoot you down for sport or out of fear. Only angels flew, not men. But a man could not harpoon a metal whale or snare it with a hook. And if something did happen, you could come to the surface and float on life preservers or you could swim. Undersea, you could go farther than by air. You could travel to those places with strange names, spy on them, even stop those who would seek to hurt you. That would make his father proud and his mother safe!

“But you know,” said Lang, “the sea is a place of mystery. Unlike the empty sky and the void of night with its stars, which we can study with telescopes and record with cameras, we cannot see very far in the water. We do not know what creatures inhabit the depths, what wrecks, what dangers.”

Karl already knew those things, and that made it even more exciting. He knew, at that moment, at that young age, the moment his eyes had settled on the drawing in Herr Lang’s volume, just what kind of larger boat he wanted.

## BREST, FRANCE, 1944

Captain Largo Kealey did not want to be here. At the same time, there was nowhere else he wanted to be other than running Operation Blackbird, named for the color and insignia of the target.

He had already done the groundwork at Anklam, followed the trail here. Done some interrogating at the perimeter of the facility—rough, ugly, but necessary. It had been an exhausting haul, and the Florida native needed a long rest.

*Not long as in permanent, Lord, he thought, in case God was listening. Just a couple of months, sir.*

It was nearly dusk as Kealey, having picked his way through high grasses, his radio on his back, crouched behind a concrete bunker. Inside the aboveground structure was a pair of Germans doing exactly what he was doing: looking out to the sea through two narrow, pane-less slits in the concrete. The Germans were watching to see if the RAF appeared from across the Channel just as the stubble-jawed Marine watched for the *Luftwaffe*. By six p.m., if there was no air support making a test-run fly-over, he would send the simple code “Doughboy” to his liaison in the town proper and then leave. If he saw enemy fighters coming after the vessel, he would send the code “Broadsword” and then leave. In the first case, the mission would proceed in roughly thirty-six hours in a surgical formation, increasing the chance of hitting the target. If the latter, fighters would have to be dedicated to battle the German planes, leaving fewer to strike at the objective.

Two of those planes had been earmarked as “Stopgap 1” and “Stopgap 2.” It meant that if the bombing run looked like it was going to fail, they were to kamikaze the target like Japanese flyboys. It was *that* important. Compared to them, Captain Kealey’s escape plans were like a day at the beach. His survival, his wife’s status as “married” instead of “widowed,” depended on the two young men in the bunker—one an *Unteroffizier*, a corporal, the other a *Mannschaft*, a junior enlisted man—doing their primary job so well that they were unaware of him, which meant reporting on the incoming planes; it also depended on the German soldiers of the 266th Infantry opting to safeguard the harbor *at* the harbor, as they usually did, and not take up positions on this overlook, as they occasionally did. If they came up the road behind him, saw him with the radio, that was where he would die.

The sun was just vanishing into the blackness to his right. He got as comfortable as he dared here. He had chosen the spot so the glow from the radio would not be seen below, by spotters in the harbor. He had memorized the route back since he would have to negotiate it in the dark. Escape should be easier than his belly-crawling approach. If this place was to be where he made his final stand, this mission his last, at least it was a responsibility that validated him and the life he had chosen.

A life? Largo Kealey was just twenty-two and it had only been three years since war broke out in Europe and he joined the French Foreign Legion. He returned after Pearl Harbor and enlisted in the Marine Corps. Because of his reconnaissance work behind the lines in Poland and Austria, he was sent to the Recruit Depot on Parris Island,

South Carolina, for two months as an assistant training officer. After that he was shipped to Camp Lejeune, North Carolina, to join the Twenty-third Marines, where he attended parachute school. That had always been his ambition since watching the gulls swoop and glide off Key Largo: to fly, not in a cigar tube but on wings.

Because his mother's side was Cajun, Kealey spoke French. That, his experience in Europe, and his flawless jump record brought him to the attention of the nascent Office of Strategic Services. The OSS had been formed to coordinate Allied activity behind enemy lines—and France, now, was a main target of their activities. Colonel Kent Gailey of the Division of Plans and Policies at OSS contacted Kealey's superior, seconding him to the Army through COMINCH, the chief of naval operations, commander in chief, U.S. Fleet. In that same communication, Colonel Gailey recommended a promotion to first lieutenant. Kealey got that, and then a bump to captain after a successful stint in Tangier, Morocco, where he worked recruiting informants while serving as assistant naval attaché.

Then came France. He parachuted into the Haute-Savoie region, which was home to more than 3,000 French Resistance fighters who would form the backbone of any diversionary action to distract the Germans whenever D-Day finally arrived. The collaborative effort with American, French, and British spies was code-named UNION and, against all odds, German troops and supply lines were hounded right up until the landings. In mid-June of 1944, Kealey was called to England to prepare for his current mission. That included a crash course in German so he could eavesdrop on the enemy in Anklam—which was actually safer than being in France because he spent the entire time in that German town hiding by the Peene River. Now, he lived with a French baker and made daily deliveries to the occupied port. Hiding in plain sight was the more difficult task by far.

No mission on the planet, perhaps no task in all the war, was more important than this one. The one that rested almost entirely on his shoulders.

And now the day he had been preparing for was here. He refocused his binoculars from the air to the sea. It wasn't just aircraft he was watching for. It was the vessel that was due to leave the submarine pen that morning. He had been tracking the movements of the presumptive captain since his arrival. It had made sense that the Germans would give their most important assignment to their most decorated U-boat commander.

It was a showdown Kealey had been both looking forward to and dreading. Kealey hoped that the German high command hadn't done to him what the Allies had done to them: placed one of their top commanders, General George S. Patton, in charge of a fake army to draw attention from the real army being readied for D-Day.

*No, Kealey told himself as the last of the sun glittered red across the water. It is too late in the war for tricks.*

This was a project the Germans needed to succeed.

Karl Rasp was the man for the job.

As the Allied armies pushed south and west through France, the men who lived and worked at the U-boat bunker in Brest were working around the clock to evacuate essential materiel, persons, and most important, the boats themselves from the

sprawling facility. The Flotilla Secrets Act of 1941 had largely been lifted here after the D-Day landings, allowing crews and engineers from the ten different bays to exchange information, personnel, and equipment as needed to expedite the evacuation of the facility.

However, that did not apply to the personnel working in Pen 10, where the U-246 was berthed. Korvettenkapitän Karl Rasp was about to embark on a mission of Blank 69 importance: nothing about its cargo, schedule, and destination was written. Everything was communicated verbally from the *Abwehr*, German Military Intelligence in Berlin, directly to Korvkpt. Rasp. He told no one but his second-in-command, Oberleutnant zur See Fritz Kuehle; if anything happened to Rasp once they were underway, the new commander would tell his own second, Leutnant zur See Curt Vater. That information was never to go further than the next officer or petty officer in succession. With the crew of forty-five traveled the sole hope for Germany to win the war, but secrecy was the key to the mission. If the men themselves knew what was onboard, some of them might become distracted—even afraid—and there were few things that could frighten men who had seen so much since the vessel was commissioned in October, 1941.

It was shortly after dusk when Rasp took his place on the conning tower, just after Helm, the anti-aircraft gunner, took his position aft of the tower. If the ship were to be attacked, its captain was protected.

His crusher-style cap was pulled low and tight against the damp wind that swept from the sea, its brim tugged low to shield his eyes from the glare of the lights. The brutes were affixed to the underside of the ceiling, which was concrete 6.2 meters thick. The lights shone directly down on the U-boat, stern to stern, with virtually no bleed into the water. The illumination was efficient and it was safe: to strike the target, an aircraft would have to fly directly into the boat's guns for half a kilometer. No Allied plane could survive that assault, especially if the other U-boats joined in the defense.

Rasp was dressed in a leather jacket for warmth, zippered over his two-piece navy blue uniform. He was squinting through the glare, watching for the arrival of the convoy from Haigerloch. They had taken a route that carried them in a long, looping journey to the south; Berlin did not want them running into advance units from the US VIII and XV Corps, among the few that were pushing south instead of east to Paris. High Command had run the risk of fielding the three trucks without air cover; presumably, Allied spotters and even the occasional aircraft were scouting for trouble spots, and a squadron of Messerschmitts would have attracted their attention.

Rasp hooked back the jacket sleeve and glanced at the illuminated face of his watch. The trucks were due in less than two minutes. The last radio check, from Lorient, had it precisely on time.

*That validated the U-boat philosophy, Rasp reflected. Travel under the surface and they will learn of you when it is too late.*

His gloved hands gripped the iron rail that had been freshly scraped of rust and repainted. He sucked down the clean air, if breaths tinged with sea salt mingled with the heavy odor of diesel fuel could be called fresh. For someone who lived on recycled air, it was close enough. He stood there and thought about the cargo they were to carry. It scared him, too. He and his crew understood ordnance. They knew how to stalk and

sink ships. They were experts at transporting fifth columnists and putting them ashore. They were masters at decoy, using themselves as bait to draw destroyers or aircraft into position for counterattack.

*But this—*

The officer didn't see the headlights of the lead truck because they were swallowed in the glare of the overheard arcs. But he heard the rumble of the diesel engines. They stood out among the squeaking of gears and pulleys, the hum of transformers, the whine of drills, the sputtering of screws under the surface, the slap of the water on the hull, noises to which he'd grown accustomed during the three days they had been here. In a U-boat, one's survival often depended on noticing sounds that were out of the ordinary, from the hiss of a leaking pipe to the hum of an approaching vessel. Though it was the lack of sound that was most unforgettable: the awful silence of every hand, of the shutdown of every unnecessary system, that anticipated the explosion of a depth charge.

The vehicles were all three-ton Opel "Blitz" trucks, painted in camouflage green with matching canvas backs. These were the later versions with tires, not the original, treaded Maultiers meant for rapid movement through field and wood. On this mission, speed was essential, and aerial scouts had determined that the road conditions were satisfactory.

Rasp swung over the ladder and climbed to the deck. He jumped from there to the concrete pier. If the cargo worried him, the importance of the mission was an effective counterbalance. Succeed and the Reich could be saved. Fail—

*No.* The reaction was instant, emphatic. But Rasp had never failed. Not in his resolve to join the German navy, not in his determination to be assigned to a U-boat crew, not in his rapid rise from a *Maschinist*, a motorman responsible for maintaining the engines, to an *Electro Obermaschinist*, a chief petty officer who looked after the electric motors and batteries, and then through the officer ranks, nor in sinking more enemy vessels than any other U-boat commander. It had been a rewarding seventeen years. Rasp had his differences with the Reich, though he never articulated them. Hitler had raised Germany from the ruins of the First World War, a war that had cost him his father. Though he was in his thirties, telegraph operators were needed at the front and they had sent that loving man to France shortly after his son's tenth birthday. He was killed when an artillery shell made a direct hit on his trench. His mother went to work as a typist for the local newspaper, then as a secretary for one of the first offices of the German Workers Party in 1919—the group that evolved into the National Socialist movement. She encouraged her son's military career, not that he needed the push. She wanted him to avenge his father's death, to punish the oppressors, to destroy those who sought to twist the German character into something weak and decadent.

The Russians and the British, whom he already disliked. Now the Americans. No, a push had not been required.

The convoy stopped at the inner mouth of Pen 10, just twenty meters from the gently rocking prow of the U-boat. A complement of eight armed guards surrounded the vehicles. Rasp went directly to the second truck. His contact was a civilian, Professor Paul Dammann, who would identify himself with a single word. That word had been radioed to Rasp on the submarine just an hour before from *Oberkommando*

*der Wehrmacht*, the Armed Forces High Command in Berlin. It had been given to Professor Dammann when he left. The OKW had also given Rasp one additional instruction.

A slender young man in a white overcoat and black fedora stepped from the back of the truck. He was followed by two brawny soldiers. They lowered a wooden crate from under the canvas and carried it between them. It was about the size of a steamer trunk and was supported by two strong leather handles.

Rasp was the only one standing on the pier, and Dammann went up to him. He examined the chevron of rank on the officer's cap. Then his pale blue eyes drifted to the brown eyes of the commander.

"Captain Rasp?"

Rasp nodded.

"I have been instructed to say nothing," Dammann said.

"Nothing" was correct. Now it was Rasp's turn.

"Professor Dammann, I have been instructed to ask for the item Obergruppenführer Holtz gave you when you left his office," Rasp said.

The scientist seemed puzzled, but only for an instant. He smiled and reached into the pocket of his overcoat. He handed Rasp a silver *Reichsmark*.

"It was for good luck on my journey," Dammann said. "I agree, though, it is fitting you should have it."

It wasn't for that, though Rasp didn't bother telling him so. It was for identification. Had Dammann been captured and replaced en route, the package stolen, the impersonator would not have known what to give Rasp.

The soldiers brought the heavy crate to the deck, where two of Rasp's crew took charge of it. With a bit of effort and more hands—two men on top, two on the bottom—the object was lifted to the top of the tower. It had to be turned on its side in order to lower it through the hatch, though Dammann assured the captain that was all right.

"The item is secure," he said.

*Physically*, Rasp thought. On his last leave, right before the Allied Invasion, when he first heard whisperings of this project—without knowing that he would ever be involved in its potential salvation—he read from a book in the library he had purchased from Herr Lang. The object itself was not fragile. The risk, the danger, was what could not be seen.

Once the crate was inside and safely stowed in the captain's small aft cabin, Dammann nodded, lit a cigarette, uttered a small but heartfelt "*Heil Hitler*"—which Rasp returned—then offered the captain his hand.

"I will await you on the other side," Dammann said.

Rasp gave him a little smile, then motioned to the Head of Security that it was all right for the convoy to leave. The trucks would head for the airfield at Lannion, a hundred kilometers to the northeast. From there, the scientist would fly to their destination at Bornholm, Denmark. If something happened to the U-boat, the OKW did not want to lose their *wunderkind* physicist along with his creation. If Dammann were lost, there were others in Denmark who could continue his work. Those concerns were the reason the OKW staged the mission outside Germany. The logical port from which to disembark was Kiel, just a short run across the Kiel Bay to Denmark. But military intelligence believed the base had been infiltrated; a similar operation, with an

empty chest, was being conducted with the U-70 in case the Allies were watching.

The guards withdrew from the trucks, the men boarded them, and Rasp returned to the conning tower. When the hands ashore had released the two cables on each side that held the U-boat securely in the pen, Rasp picked up the radio handset and gave the order to leave port. *Steermann von Harbou*, on the helm, knew the order was twofold: he was to back the U-boat from its berth and immediately submerge, since they would no longer be protected by the concrete roof. By the time they cleared the pen, they would be underwater.

Rasp had entered the hatch immediately after the order was acknowledged. Hooking one arm on the inside ladder, he pulled the iron cover down and secured it with clockwise turns of the wheel. The officer hurried down the seven metal rungs, the thump of his hard-rubber-soled shoes lost in the surrounding rush as the sea closed in around them. He remembered how it had hurt the first time he had heard that sound from in here, the combination of the noise and the immediate change in pressure. That was before he had learned to swallow, hard, right before submerging.

The sounds of both men and machine were heightened underwater. Rasp had expected that when he was assigned to his first U-boat, the Type IIB U-120, with just twenty-five officers and seamen aboard. Using an electric hearing aid that was inserted directly in the ear, he was trained to be aware of the many background sounds he would hear but to ignore the details. Otherwise, the mind would become overstimulated and tire quickly. Wearing padded leather earmuffs, Rasp was also taught to listen very carefully to what was being said by those sharing his station. During periods of “silent running,” when surface vessels or other underwater boats might be listening, orders would be given at a whisper. During training sessions on a mock-up in Kiel, Germany, when pumps and ventilator fans had been shut down, when all movement ceased, the whispers actually seemed louder than normal speech.

What did surprise Rasp on his first run in 1936—a weeklong patrol in the Baltic Sea—was how, once undersea, the crew and the boat became a single organism. He was part of the fish he had so long ago imagined. And the fish was part of a school of brothers, the school part of a larger system. It was there, packed inside forty meters of metal and equipment, that he understood what his mother had meant: Man was made great by a unity of purpose.

Rasp stood by the communications console on the port side of the vessel, Oberleutnant Kuehle to his left. Except for their stature, a broad-shouldered 5’8”, the men were opposites in almost every way. The two even stood differently, the commander standing at ease with his arms at his side, his second poised more rigidly, clasping his hands behind his back. Kuehle was a fun-loving womanizer, raised in Berlin, a competitive boxer and weightlifter. He was blond, square-jawed, clean-shaven. Rasp’s hair was black, and on the days when he shaved he had a stubble by noon. He preferred to read—science and history, mostly—and when he had leave he went to see his mother. He did not drink and found no comfort in 48-hour liaisons. When Rasp was younger, there was a career to prepare for. Now that he was older, there was a war to salvage. Those thoughts had never been far from his mind.

However, the two shared a passionate love of country. If Kuehle shared Rasp’s concerns about the dangerous cargo they carried, it was not evident in his manner. Neither man had admitted anything other than the fiercest desire to see this mission to

a successful conclusion. At present, life held no other purpose.

Rasp did not go to the periscope. The Brest harbor was closely protected by around-the-clock sea and air patrols. There was no chance they would be approached by sea until they were at least ten kilometers out. With luck, with the Allies focused on Paris and beginning to shift other assets to the assault on Germany, this journey would go unnoticed.

The voyage to bring the core of an experimental thermonuclear device, an “atom bomb,” to an area where it could be completed, mounted on a V-2 rocket, and used to utterly destroy London today, then Moscow, and then Washington, D.C.

Captain Kealey had watched as the truck approached the submarine pens, then watched as it had departed. No fanfare, no excessive guard, as befitted a valuable cargo. He watched as the U-boat disembarked. He saw it go under at once, signaling the importance of its mission: it would strain its resources rather than risk being seen with its tower above water. They would surface only when they were certain Brest itself had not been targeted for a twilight raid.

That was the most important of the circumstantial evidence.

Kealey waited a few minutes more, then cranked his radio, and sent the one-word message: “Doughboy.”

There would be no audio response because he didn’t carry earphones. He had to wait for the red light on top to pulse twice.

He dropped low behind the bunker to make sure he had not been heard. From inside his black leather jacket he wore his single-shot .45. The so-called “Lighter” was a palm-sized handgun, millions of which were made by a small U.S. weapons firm from sheet metal stampings. Extra shells were stored in the grip. They were dropped by air for use by the Resistance, whose members would approach a soldier and produce papers or ask for directions or a light for a cigarette—hence, the nickname—and fire. If the Germans happened to find the weapons after airdropping, they were of little practical use.

Kealey heard distant sounds from the harbor, barely audible over the thump of his heart. The wind picked up a little and he bowed his head to keep it from rushing into his ears. He couldn’t turn away entirely because he had to keep one ear trained on the dirt road to his left. He wished he could hear *something* from inside the bunker, anything. But the walls were too damn thick.

He thought of his wife, May. He gave her soft cheek a mental kiss. He smelled her in his mind, thought about their brief leave-time honeymoon in New Orleans a year before, on Columbus Day—

A year? He’d forgotten his anniversary. Not that he could have sent her a letter or a cable. He was not permitted contact with the world beyond Brest, except by radio to London—and those were typically one-word messages. May was living with his parents in Key Largo. He hoped they would have remembered and made a fuss. His mother would have. She wrote everything on that little desk calendar of hers. As a boy, that was how Kealey knew when she and his father were going to visit his teacher at the one-room schoolhouse he attended. Young Largo knew to be away from the house on those days.

He thought one last time of his smiling bride. *I'll make it up to you*, he promised. *If I survive the next ten minutes.*

The light on top of the radio winked twice. The message had been received—blink one—and understood—blink two.

Kealey felt his chest deflate as he hurriedly closed the flap over the radio, slipped his arms through the straps and heaved it onto his shoulders, and squatted low to make sure his retreat was clear. He made sure he had his balance, that his breathing was steady so that he wouldn't feel dizzy when he rose, then got up slowly—

The bunker door opened. Kealey heard the hinges squeak faintly and he crouched back down. He hunkered as low to the ground as he could go and still remain on the balls of his feet. The “Lighter” grew hot and damp in his sweaty palm. He flexed his fingers to redouble his grip and held tight to keep it from slipping. A moment later he heard the gentle crumbling of boots on dirt, heard paper crinkle, saw the glow from a flaring match. Then he heard a long inhale. Kealey guessed that this was the corporal allowing himself a short break after what had been a tense departure. The noncom wouldn't have known what was onboard the U-boat, only that its timely departure was imperative. That had been accomplished; protocol now allowed him to open the door and stand down from *Höch-stealarmstufe*—high alert.

Kealey was no longer thinking of home. He had been in this kind of situation before, living moment to moment. Each instant was extended, each sense heightened, each stimulus magnified. Every move of the man's boot was like a beacon: was it an idle motion, a step away, or a step toward him?

The dirt crunched. It was nearer than the last step. A second step, the glow of the lighted cigarette was nearer, the smoke wafted around the wall—and then the man stopped. Another pair of steps and he would be at the edge of the wall. He would see Kealey.

The American agent breathed slowly through his nose, his breath softer than the wind. It would not be heard. He didn't swallow, however, and saliva pooled in his throat. He considered his options if the gun misfired, which was a possibility.

The footsteps moved—toward Kealey.

Suddenly, a voice came from inside. “*Unteroffizier Lang, hast du eine Zigarette für mich?*”

“*Ja,*” the corporal replied.

“*Ich habe keine.*”

“*Warten sie eine Minute.*”

“*Wurden sie mögen Kaffee?*”

“*Ja, ja,*” the corporal said.

*The kid was out of smokes*, Kealey thought, *but he didn't need to tell his superior that. He was probably green. Really green. That was why he asked about the coffee, too. He just needed to talk.*

Kealey knew that if he took one he'd have to take them both, but that wasn't what concerned him. When the team didn't check in—probably on the quarter-hour, which they must have just done, hence the break—the infantry would descend on the spot like sharks on an injured porpoise. They would know the U-boat's departure had been observed. They would radio the sub to wait or divert. The course that the British Admiralty had carefully left them—through battleships and openly mined waters—

might not be used.

If he stayed there, the noncom might see him. If he moved, the man might hear him. If he were found with the radio, Kealey would *have* to shoot—which would bring reinforcements.

*Don't take another step*, Kealey thought—

Unteroffizier Lang came around the edge of the building. The glow of the cigarette was like the headlight of a jeep. Kealey acted instantly—but not with the gun. He dropped it, at the same time grabbing the man's left arm with his right hand. He pulled him around to the back of the bunker and pushed his left forearm against the man's throat, hard. He could literally feel the contours of the man's windpipe against his own bone. The cigarette clung absurdly to the German's lower lip as his mouth went wide and his hands became claws that tore at Kealey's sleeve. The loudest sound the man made was a croaking one that sounded like a cough. Kealey dug his feet into the ground and put his body into the choke and felt the man's body go from tense to floppy to inert. The American didn't release his victim until his tongue rolled forward and knocked the smoke to the ground.

Kealey crushed it, then lowered the man to the base of the structure.

He had about ten minutes before the next check-in. He had to kill the enlisted man but he couldn't do it with the gun or dagger the corporal was carrying. There must be no wounds when the body was found.

Kealey took off the radio, laid it on the ground, then removed his own leather belt. He took the pack of cigarettes from his shirt pocket and went around to the front of the reinforced structure. He ducked under the open slit of window, then peeked inside through the "letter slot" in the door—the opening by which visitors were identified before being admitted. The enlisted man was sitting at the radio set. There was a small hot plate to his right, as Kealey had surmised. Coffee was percolating in a pot on top.

Kealey took a practice fling, then let the half-empty pack of cigarettes fly through the door onto the far side of the desk.

"*Ah, danke—*" the young man said, looking away from the door.

Kealey moved in. He looped the belt around the man's throat from behind and pulled the two ends across one another tightly. The blond, pale-faced boy turned red under the glow of the single lightbulb as every inch of him kicked, wormed, struggled, then died. Kealey left the limp body in the chair. He hurried back to the rear of the bunker, carried the dead corporal inside, then went back and smoothed out the man's footprints. He also picked up the cigarette and moved it to the side of the bunker.

Back inside, Kealey closed the door, then examined the bolt on the inside. It could work. He put the buckle of his belt on the back of the bolt, then placed the other end on the letter slot opening. Then he laid the sleeve of the enlisted man's jacket on the hot plate. It was literally red-hot: there was no heat up here and chances were good they left the plate on round-the-clock to provide at least a little radiant warmth. The fabric began to smoke at once and Kealey hurried to the door. He closed it from the outside and used the end of his belt to maneuver the buckle to the right.

It took a little jiggling, but the bolt slid in enough to lock the door. When help arrived, it would appear to all that the men had been asphyxiated and then burned.

An accident.

Gathering up his belt and the radio, Kealey hurried down the hill just as the first

wisps of smoke were borne toward him by the wind. As he retreated he saw the faint glow of orange light on the dirt road ahead. He moved quickly, since it was essential that he reach the fork that took him along the coast before the fire brigade came the other way from Brest.

Captain Kealey gave no further thought to the men that he had killed, only to the prospect that, with this behind him, he was one step closer to going home.

It started as a low buzz that built to a sound like a bass cello.

The U-boat had been at sea for thirty-six hours of their two-day journey. They had achieved the most difficult part of the journey, maneuvering northeast through the English Channel, and had just submerged to a depth of forty meters, moving at six knots, after entering an area where Allied aircraft had been conducting reconnaissance and escort duty for ongoing landings in Dunkirk.

Rasp was with Obersteuermann Dietze, reviewing the course—there was a strong current behind them, putting them nearly an hour ahead of schedule—when he heard it. So did the men around him, a moment later. No one moved. The captain looked at his watch. The skies had been overcast earlier, but there was still an hour of daylight.

“Dive, one hundred meters,” he ordered.

The captain was concerned about not only the aircraft spotting them but also the possibility that they were accompanying a convoy. The boats would be equipped with sonar.

“One hundred meters,” Steuermann von Harbou said, the young man’s voice steady and unafraid.

“Ahead thirteen knots, on course,” Rasp ordered. That was the top speed the 402-horsepower electric motors could provide.

The helmsman acknowledged the order just as the world turned red. It wasn’t blood or fire the crew saw, but sound: the explosion of depth charges all around them, bursting in their ears, inside their heads, punching against their eyes. None of the hits had been direct, and there was no serious structural damage. But they had occurred in concert so that not a man remained upright, the blasts rocking the ship and spilling them forward in their seats or down to the floor; the concurrent vibration caused each man to tremble as though he were electrified.

Rasp tried to rise from the rubberized floor, reaching for the back of the swivel chair in front of him. As he did, the U-boat dropped toward the stern, sending him back several meters, where he struck Oberleutnant Kuehle. He tried to shout an order to cut the engines, since the new angle combined with their speed would send them to the surface. But his voice was lost in a second set of explosions, which dropped the nose of the vessel below level and sent the U-boat down. The lights went out, the red emergency lamps came on, and Rasp was dimly aware of screams, including his own. The collision of men with men and men with hardware created pain and chaos. A cry was the only thing a man could recognize—was the only source of relief.

Another explosion and the red lights died. Rasp couldn’t hear anything but the humming in his head, but he was still alert enough to feel the floor for water. There was none. The dampness he felt on his clothes was just his own sweat. If the diesel engines were still functioning, there was still a chance of getting out of harm’s way—

A final set of explosions ended any thought of recovering control of the boat. The blasts punched the vessel in successive directions, after which it went spiraling—down, it seemed, though Rasp could not be certain because he wasn't sure where exactly he was. He had lost all sense of place, only aware that he was piled atop writhing, pushing men and that others were skidding onto him. He tried to shout a command to the men tumbling onto him, but the depth charges had deafened him. He could not hear his own voice and doubted anyone else could. In moments he could no longer speak, or breathe, as he was buried beneath a pile of deadweight crewmen.

Too weak to struggle, Rasp drew a piece of paper from his inside vest pocket, then lay limp where he was. As he fought to stay conscious, to seize any opportunity that might present itself, he felt a hot tingling, as though the air itself was electrified. Then a glow punched through the darkness, something white and hot.

Rasp looked at the paper and smiled. In the dark he could barely see what he knew so well by heart: the crude drawing his father had made of a U-boat.

It was the last thing Rasp saw before his world went black.