Subject	Date	Copy No.
Report of USAREUR's Thirs Supply Over-The-Beach Operation	6 Nov 52	Rec file cy w/cy of DF dtd 20 Oct 52 and 1st Ind, Ltr 15 Sep 1952 w/incl
Initial Rpt-Third OTB OPn	24 Aug 52 to 28 Aug 52	cy 19 of 40

~~SECRET~~

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SECURITY INFORMATION

563.52

TCMPI-C Subject: Report of USAREUR's Third Supply-Over-The-Beach Operation

To: AC/S, G-4 From: COFT 6 Nov 52 Cmt No 2
Col W V Owen/55498/rg

1. Comments of the COFT regarding the subject operation are brief in view of more detailed contributions to the summary of the first four operations contained in letter to CINCUSAREUR same subject dtd 29 Oct 52.

2. Concur in major portion of basic report including letter of transmittal, 1st Ind and Tab "A" with the following minor comments:

a. Para 20a(3) - Inasmuch as this is a training exercise it seems advisable to stow heavy lifts in various locations in order to exercise maximum ingenuity and give broad training to the port organization.

b. Para 6 - 1st Ind - While the primary purpose of the exercise is for training and development of improved techniques it would be valuable to determine optimum loads on European rail cars.

FOR THE CHIEF OF TRANSPORTATION:

1 Incl wdn

WILLIAM V. OWEN, Colonel, TC
Assistant

cc Term Servs Div w/ Incls

Memo for Record:

Incls not required for M&R files (On file MP&I) Copy of basic attached to div file copy (permanent) Report with basic and 1st ind from USAREUR fwded to "front Office" for note and return prior to completion of this action.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

"After Dispatch return to ---MPI--- Division for file with Item No. 6 Records Disposition Schedule."

OFFICE CHIEF OF TRANS. M & R BRANCH

1952 NOV 6 16 29

DISPATCHED DEPT. OF ARMY

Declassified by authority of
DoD DIR 5200.10
Group Stamp "4"
this date 19 May 65 ERP

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SECURITY INFORMATION

DISPOSITION FORM

Security Classification (If any) [redacted]

FILE NO	SUBJECT
G4/B2 65147	Report on USAREUR's Third Supply Over-the-Beach Operation

TO: ACofS, G-3
Chief, Supply Division
Chief, Service Division
Chief, DARCO
Chief Chemical Officer
Chief of Engineers
Chief Signal Officer
Chief of Ordnance
The Quartermaster General
Chief of Transportation
The Surgeon General

FROM: G-4 DATE: 20 October 1952 COMMENT NO. 1

1. Transmitted herewith is CINCUSAREUR's report on the third (August) supply-over-the-beach operation. Request comment and recommendation thereon by 10 November.

2. Hereafter theatre reports on these operations will be submitted after every third unloading exercise. As a consequence the fourth, fifth and sixth (September, October, November) unloadings will be covered in one report which will be submitted the latter part of December.

FOR THE ASSISTANT CHIEF OF STAFF, G-4:

L. A. Pennypacker

L A PENNYPACKER, Colonel, GS
Chief, Theaters Branch
Plans Office, OACofS, G-4

1 Incl:
CINCUSAREUR's report on the 3d (August) SOB Operation

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

cy no 19

Declassified by authority of
DOD DIR 5200.10
Group Stamp "4"
this date 19 May 65 CPD

[redacted]

46214

AG 400 GLD (15 Sep 52) 1st Ind
SUBJECT: Third Report on Over the Beaches Operation (CSGLD-432)

Headquarters, US Army, Europe, APO 403, c/o Postmaster, New York
8 October 1952

TO: The Adjutant General, Department of the Army, Washington 25, D.C.

1. Report on Over the Beach Supply Exercise conducted in August, 1952 (CSGLD-432) forwarded attached.

2. Comments in basic letter are concurred in with the exception of paragraph 2f(1).

3. With regard to paragraph 2f(1) basic letter, this headquarters is of the opinion that the marking on containers has improved greatly and is satisfactory and in accordance with SR 746-30-5. No change to the present marking system is recommended at this time. However, when greater quantities of non-palletized cargo are handled, it may become necessary to recommend markings on three sides. The oversea address marking on the container should be the same as that appearing in the consignee box of the Army Shipping Document.

4. Comments of observers include the following items of major importance.

a. That in future over the beach operations, the ship be rigged for unloading prior to anchoring (weather permitting) and that amphibious craft be standing by with stevedore gangs and winch operators aboard, in order that there be no delay in getting the cargo to the beach.

b. That increasingly greater quantities of non-palletized cargo be handled on future ship loadings.

5. This headquarters concurs in the comment stated in paragraph 4a above, and is making every effort to effect coordination between ship and amphibious craft to secure an over-all expeditious operation.

6. As for the comment in paragraph 4b above, and its detailed statement in paragraph 1a(1) in the attached Quartermaster observers comments (TAB A), this headquarters does not concur. If the main purpose of the exercise is the saving of space and not the development of techniques in procedures and in the use of equipment, the comment merits favorable consideration. However, the problem of manpower compels us to consider the maximum utilization of our material handling equipment (MHE) in such exercises as the over-the-beach exercises.

AG 400 GLD (15 Sep 52)
SUBJECT: Third Report on Over the Beaches Operation (CSGLD-432)

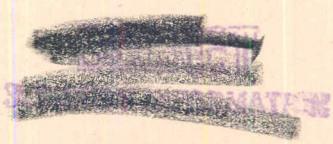
7. Deficiencies noted by the observers, such as use of cars that do not lend themselves to the use of forklifts, the breaking down of palletized loads, and the need for proper markings on rail cars have been brought to the attention of responsible agencies for appropriate action.

FOR THE COMMANDER-IN-CHIEF:

2-Incls:
1. Oper OTB-3 (12 copies)
2. QM comments TAB A

s/ C. J. Barry, Jr.

t/ C. J. BARRY, Jr.
Colonel AGC
Asst.Adj.Gen.



[redacted]

HEADQUARTERS
USARMUR COMMUNICATIONS ZONE
APO 58 U S ARMY

AG 400 LG 15 SEP 1952

SUBJECT: Third Report on Over the Beaches Operation (CSOLD-482)

THRU : Commander-in-Chief
US Army Europe
APO 403, US Army

TO : Department of the Army
Washington 25, D. C.

1. In compliance with letter, Department of the Army AGAO-F-561.15 (18 February 1952) 25 February 1952, subject: "Supply Over the Beaches Operation", herewith is submitted the third report on cargo discharged from the SS EAST POINT VICTORY at La Pallice completed during the period 24-28 August.

2. This exercise was completed in three and one half (3½) days, on which the following comments are made:

a. As with the first two exercises, there were again no serious incidents or injuries.

b. Approximately the same number of personnel were used as in the second exercise at Pointe de Grave during the period 26-31 July.

c. This was the first exercise at La Pallice; the first two were conducted at Pointe de Grave. The cargo was discharged by a combination of LCMs and MUKWs; however, the LCMs were discharged over quays instead of beaches and the cargo was transported to the sorting area by 10-ton semi-trucks instead of 2½-ton trucks.

d. Again, there was a slight increase in cargo discharged per hour, due to general satisfactory stowage of cargo, improved techniques and experience gained by the personnel, particularly winch operators and hatch crews.

e. Less overhead was required as more than half of the personnel was not billeted on the site, but remained at their home stations nearby.

[redacted]

AG 400 LG
SUBJECT: Third Report on Over the Beaches Operation (CSGLD-482)

f. Difficulty was experienced on the following:

(1) Lack of consignee markings, which should be visible on three sides and as shown on their corresponding ocean manifests.

(2) Uneven tops of Medical pallets caused some uneven stowage.

g. By consolidating trains to maximum tonnages, a saving of over $6,000.00 was realized, as a lower tariff was obtained.

3. Continued study is being made of techniques and reorganizations of personnel required for this type of operation.

4. No beaches south of the Loire River have been located other than La Pallice and Pointe de Grave suitable for peacetime operations. The French Mission has been requested to give authority for a joint French-American survey north of the Loire River where it is believed there are additional suitable beaches.

5. Upon receipt of a favorable reply from the French authorities the necessary surveys and negotiations will be conducted to obtain the new sites in the shortest possible time.

1 Incl:
Oper OTB-3 (24 copies)

s/ S. D. Sturgis, Jr.
t/ S. D. STURGIS, JR
Major General, USA
Commanding

[redacted]

COMMENTS OF QUARTERMASTER DIVISION, HEADQUARTERS USAREUR ON THIRD OVER THE BEACH SUPPLY OPERATION

1. The following comments and recommendations are submitted on the Initial Report, Third Over the Beach Operation, prepared by Hqs 7703 Trans Major Port.

a. Comments

(1) As mentioned in previous reports, lost space on rail cars would be a major factor in the shipment of palletized loads in times of emergency. The number of extra cars for QM palletized loads is listed below:

OTB	Ave. Tonnage (Long Tons) per car I	II & IV	No Cars Used	No cars (est.) Required Non palletized	No extra Cars used
1	12.2	-	438	283	155
2	9.83	9.0	142	70	72
3	-	7.98	334	140	194
Total	-	-	914	493	421

(2) Depots had difficulty knowing which side of cars were to be opened, causing delay in opening and re-spotting cars.

(3) Documentation should be by unit of measure. In time of emergency, as well as for peace time operations, it is essential to maintain the identity by line item and quantity of supplies at all times in order that they may be available when and where needed.

(4) "Gondola" cars were used for palletized loads. (e.g. strapping, flat, steel) Depots were not able to use forklifts in unloading therefore it was necessary to break down the palletized loads and unload bundles individually.

(5) Improvements have been made in palletizing bagged items of QM supplies (e.g. soap flakes, coffee) by using box pallet construction.

b. Recommendations

(1) That rail cars be loaded to the extent possible with palletized loads and the balance of the space be utilized by loading non palletized cargo; either broken down at the beach sorting area or shipped from ZI non-palletized

(2) That rail cars be marked "open this side" and/or blocked for unloading from either side.

(3) That "gondola" cars not be used for palletized loads being shipped to QM depots.

[redacted]

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~~SECURITY INFORMATION~~

HEADQUARTERS
7703 TRANSPORTATION MAJOR PORT
APO 21 US ARMY

CSGLD - 482

INITIAL REPORT

THIRD OVER THE BEACH OPERATION

(Short Title . . . OTB-3)

24 August 1952 to 28 August 1952

La Pallice, France

Prepared by:

Bernard R Huetter Jr

BERNARD R. HUETTER, JR.
Captain ~~TCCE~~

Ruel R Neiger

RUEL R. NEIGER
Colonel TC
Commanding

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SECTION I - GENERAL

1. Purpose:

The purpose of Operation "Over The Beach" (OTB), is to develop an organization capable of offloading cargo from ocean going shipping by means of lighterage and moving it inland over beaches and through shallow or destroyed deep water ports. The operation was originated by a DA letter that instructed Hq EUCOM to set up an organization capable of performing over-the-beach operations which may be required if the ports of Western France become inoperable. The Amphibious Support Brigade is such an organization but no unit of this type is in this theatre. Therefore, the organization is one designed from communication-zone type units. The participating units are all units that are assigned to Base Section, USAREUR Com Z for normal line of communications missions with the exception of the 81st Engineer Boat Company and the 460th and 458th Transportation Amphibious Truck Companies that were sent to this theatre specifically for this operation. The operation well be conducted monthly for an unspecified lingth of time at one or more beaches on the Western Coast of France. One ship will be discharged each month. The first three ships contained palletized cargo but later, general cargo will be unloaded. The third of these operations has just been completed.

2. General:

The third over-the-beach operation was held at La Pallice, France, from 24 August 1952 to 28 August 1952. During the operation, 3837 long tons of supplies were offloaded from the SS East Point Victory, delivered ashore by LCMs (6) and Dukws, sorted, classified, properly documented, and outshipped by rail to various US Army technical service depots in Europe. All cargo was a part of the normal USAREUR supply requirement. Approximately 800 troops were involved in the exercise. Most were from units assigned to the 7703rd Transportation Major Port, commanded by Colonel Ruel R. Neiger. The 15th Transportation Port Battalion, commanded by Lt Col Thomas R. Quirk, was the unit in direct charge of the operation.

3. Previous Operations:

The first two operations were conducted at Pointe de Grave in June and July. Pointe de Grave is a peninsula about 50 miles south of La Pallice. The operating area there is well endowed with the physical assets desirable for small amphibious exercises. It has a sandy beach with a good gradient, a protected anchorage, and adequate rail facilities. Probably the best beach on the southwest coast of France for this type operation, Pointe de Grave will be used again in the future.

4. Operational Site:

a. La Pallice, a suburb of La Rochelle, is one of the two US Army Line of Communications ports in France. The port consists of three parts; the Mole d'Escale 2/3 of a mile off shore where large deep-draft vessels can berth; an Avant or Outer Port that is used by shallow draft craft at all stages of the tide; and an inner locked basin deep enough for Liberty and Victory type vessels. The area had been heavily bombed by the allies during World War II because of its use by the Germans as a submarine base. Good rail and highway facilities tie into the French communications system.

[redacted]

[redacted]

b. The northern side of the Avant Port is a petroleum storage wharf called the Quai d'Maree. Approximately 100 yards of this wharf were used for the LCM discharge point. A concrete ramp adjacent to the eastern end of the quay was used as a Dukw ramp for the first day but could not be negotiated at low tide so all further Dukw operations were carried out across a rocky beach about 3/4 of a mile north of the Avant Port. This rocky beach had been graded prior to the start of the operation by the 89th Engr. Port Construction Company augmented by men and equipment from the 83rd Engr. Construction Battalion and the 15th Transportation Port Battalion. At first it was planned to use this beach as an alternate Dukw ramp only at high tide because of its slight gradient and the rocky nature of the bottom at low tide. Operations over the beach at low tide proved that, even though the Dukw traversed about 150 yards of rocky bottom between the water line and when they became waterborne, the beach was satisfactory at all times. The tidal range averages approximately 16 feet and a 2½ knot current runs at tidal changes.

c. The Intransit Cargo Area is approximately half way between the LCM discharge point and the beach used by the Dukws. A single track rail line is adjacent to the Intransit Cargo Area. This area approximately 100,000 square feet (750'x150') was part of the area that was leveled and graded by the 89th Engr Port Construction Company to provide an operational and bivouac area. A total of 500,000 square feet was leveled and graded.

d. An alternate rail loading site was used for heavy engineer items. This area approximately one mile east of the Avant Port is a part of the normal port facilities and no construction work was required.

e. Existing roads were used by the tractor-trailers from the Avant Port to the Intransit Cargo Area. The Dukws used a designated route across the area that was leveled and graded prior to the start of the operation.

f. The operational area is composed of a poorly graded gravel-sand-clay mixture with individual rock particles ranging in size from ½ to 4 inches. It was extremely difficult to grade but provided an excellent high strength working surface. Vehicles operating in the area caused a large amount of dust so it was necessary to sprinkle the roadways. Before another operation is conducted at this site it is planned to spread some type of petroleum product over the surgace to keep down the dust.

g. The anchorage area for the SS EAST POINT VICTORY was about a mile west of the Avant Port in the open roadstead in approximately 40 feet of water.

h. Operational headquarters was situated at the southern entrance to the Intransit Cargo Area in two squad tents. The Rail Transportation section and the Documentation Section each occupied a squad tent at the northern end of the area.

i. The troop bivouac area and motor pool were located about 300 yards north of the Intransit Cargo Area.

5. Troop Units: The following units participated in the operation:

a. Headquarters, 15th Transportation Port Battalion, was the headquarters unit, provided command personnel, and did the necessary planning for the operation. The equipment section of this unit, augmented by personnel from other port units, provided equipment operators and maintenance support and assisted 89th Engineers in preparation of site.

[redacted]

[redacted]

b. Headquarters Company, 15th Transportation Port Battalion, augmented, supervised, administered, and maintained attached units, maintained approximately 50 official visitors, and provided wire communications service within the area.

c. The 188th Transportation Port Company, augmented by the 97th and 98th Transportation Port Companies, provided supervisory, documentation, and control personnel, winch and equipment operators, and labor personnel.

d. The 458th Transportation Amphibious Truck Company provided and controlled lighterage in the form of amphibian trucks (DUKWs), radio communications from the operations headquarters to the ship, and labor and equipment operators.

e. The 81st Engineer Boat Company, provided and controlled lighterage in the form of LCM (6)s and stevedores on board the ship.

f. The 78th Transportation Truck Company, provided trucking support in the form of tractors and 10-ton trailers for operational and support requirements.

g. The 89th Engineer Port Construction Company, augmented by a detachment from the 83rd Engr Construction Battalion, provided engineer support to include the preparation of the area, the maintenance of engineer equipment, the installation and maintenance of the lighting equipment, carpenters, and blocking and bracing of rail cars. This unit also provided labor and forklift operators on board ship and on shore and personnel for bivouac area support functions.

h. The 460th Transportation Amphibious Truck Company provided labor and forklift operators on board ship and on shore. The officers of this unit were used as supervisory personnel for various phases of the operation including the consolidated motor pool.

i. A detachment of the 514th Ordnance Medium Automotive Maintenance Company, provided maintenance support for all vehicles and materials handling equipment.

j. A detachment of the 687th Engineer Water Supply Company provided potable water for the command and a water truck to sprinkle the area to settle the dust.

k. The 759th Medical Detachment, augmented by a Detachment from the 591st Medical Ambulance Company, provided dispensary services and medical evacuation to include medical aid men aboard ship.

l. The 550th Transportation Staging Area Company, augmented, provided messing facilities and operated the mess for the operation.

m. A detachment of the 55th Transportation Truck Company (Petrol) provided equipment and personnel for transporting and dispensing POL supplies.

n. A detachment of the 529th Military Police Company, in coordination with the French CRS, provided traffic control and security for the operation.

[redacted]

o. A detachment of the 515th Engineer Firefighting Platoon provided equipment for firefighting.

p. A detachment from the 513th Quartermaster Bath Company, provided hot showers for the command.

q. Detachment C of the 497th Signal Photographic Service Company provided still photographic coverage for the operation.

r. The 7703d Transportation Major Port, provided a historian and such Technical Service representatives as were necessary to properly forward the cargo.

s. Headquarters, Base Section, USAREUR, Communication Zone, provided technical personnel (Engineer and Signal) to properly prepare the area and public information service.

6. Support Functions:

a. Approximately 300 troops were bivouaced at the operation site. The remainder were billeted at their home stations and commuted to the area. In the case of the 81st Engineer Boat Company, the 89th Engineer Port Construction Company, and the 460th Transportation Amphibious Truck Company, this meant a bus trip of 25 miles each way from their home station at Rochefort, France. Other units, such as the 458th Transportation Amphibious Truck Company, were more fortunate in that they were stationed near La Pallice.

b. The 550th Transportation Staging Area Company operated the only mess. Noon and midnight meals were served to all personnel involved in the operation. The morning and evening meals were served to just the personnel bivouaced on the site. Dukws carried the noon and midnight meals to the ship.

c. Housekeeping details were furnished to perform the necessary functions in the bivouac area. One reason why there was much less overhead on this operation is that over half of the personnel were not billeted on the site and there unit's overhead personnel remained at their home station. For this reason the figures shown should not be used as a guide for future operations when all units will be bivouaced at the operational site.

SECTION II - OPERATIONS

7. General:

a. The operational organization and method of operation was unchanged throughout the exercise. The organization was the same that had been used on the first two OTB operations with only minor changes in the amount of personnel. The method of operations varied only in that a quay instead of a beach was used for the LCM discharge point. The participating units with the exception of the 78th Transportation Truck Company had been used in the first two operations. Some units did different types of work than they did before. For example, the 460th and the 458th Transportation Amphibious Truck Companies traded jobs. This time the 458th operated the Dukws and the 460th furnished labor details. Previously the 89th Engineer Port Construction Company had attended to only engineer support functions but this time, in addition to furnishing engineer support, the company provided stevedores and other labor. The personnel that performed the same work that they did before proved again the value of on-the-job training in that their profficiency increases with each operation. This is especiall true of winch and equipment operators.

b. Operations were carried out on around-the-clock with two 10 hour shifts. At night the operation was conducted essentially the same as during the day. The ship was lighted with cluster lights and the Intransit Cargo Area and the LCM dischare point was illuminated by engineer field flood lighting sets. The equipment and the vehicles used their normal lights.

c. The weather was excellent with a calm sea. No serious accidents occured.

8. Method of Operation:

a. The SS EASTPOINT VICTORY was a five hatch Victory type vessel. Two of the hatches could be double rigged so seven hatch gangs could work simultaneously. Six hatch gangs were used each shift to offload the cargo into LCM (6)s and Dukws. An LCM (6) is a 56-foot long landing craft with a capacity of 30 long tons. A Dukw is a 2½-ton truck with a boat hull capable of operating both on land and water. The LCMs proceeded to the Avant Port where their cargo was transferred to the 10-ton tractor-trailers by 3 truck-mounted cranes situated on the Quai de Maree. The LCMs did not beach. The tractor-trailers travelled over existing hard surfaced roads to the Intransit Cargo Area. The Dukws proceeded through the water, over a rocky beach, and overland to the Intransit Cargo Area.

b. In the Intransit Cargo Area the Dukws were unloaded by truck-mounted cranes. Forklifts then picked up the cargo and moved it to the proper stockpile. The tractor-trailers that carried palletized cargo were unloaded by forklifts. Some of the supplies were loaded directly from the trailers into rail cars but most was stockpiled. A sorting NCO directed the forklifts to the proper stockpile.

c. When enough cargo of a specific nature was available, the rail cars were loaded and the necessary documents enclosed. The cars then were sealed, the destination marked, and were removed from the area. An

alternate rail loading site was used for large crates of engineer supplies.

9. Operational Organization:

The operational organization was quite different from the administrative organization in that unit commanders did not have control of their units for operations. Exceptions to this were the lighterage, truck, engineers, and maintenance sections shown below. The organization consisted of an operations headquarters, eight operating sections, and equipment, engineer, and maintenance sections.

a. The Operations Section controlled the entire operation.

b. The Water Section conducted the stevedoring operations aboard ship. Six hatch gangs were used on each shift.

c. The lighterage consisted of LCMs and Dukws.

(1) The 81st Engineer Boat Company used 11 LCMs during the day and 10 at night to transport cargo from the ship to the Avant Port.

(2) The 458th Transportation Amphibious Truck Company used 15 to 24 Dukws each shift to transport cargo from the ship to the Intransit Cargo Area.

d. The Beach Section conducted the cargo handling operation that involved the transfer of cargo from the LCMs to the tractor-trailers by using 20-ton truck mounted cranes. Part of the first day two cranes were used. One more crane was added and three were used for the remainder of the operation.

e. Trucking operations between the LCM discharge point and the Intransit Cargo Area were conducted by the 78th Transportation Truck Company with 10-ton cargo capacity tractor-trailers. Eleven tractor-trailers were used for each shift.

f. The Intransit Cargo Section received, sorted and classified the cargo and outloaded it into rail cars. Four truck mounted cranes and 12 forklifts were used. Six rail car loading gangs worked each shift.

g. The Documentation Section performed the necessary port documentation activities on board ship and at the rail points.

h. The Equipment Section operated and maintained the heavy equipment.

i. The Engineer Section performed the normal engineer support functions in the operational area and maintained the lighting equipment. Personnel came from the 89th Engineer Port Construction Company and the 83rd Engineer Construction Battalion.

j. The Transportation Section directed the outshipping of cargo from the area.

k. The Maintenance Section, a detachment of the 514th Ordnance MAM Company, provided maintenance support for vehicles and materials handling equipment.

10. Operations Section:

a. The Operations Section was situated in a wquad tent near the Intransit Cargo Area. This section controlled the entire operation and kept statistical data on the flow of cargo. Hourly and daily tonnage discharge figures were posted. The section also was the information center. Communications equipment included two telephones and a radio in contact with the ship. The operations headquarters operated smoothly with no unusual problems.

b. Personnel came from the 15th Transportation Port Battalion, the 97th and 188th Transportation Port Companies, and the 458th Transportation Amphibious Truck Company.

11. Water Section:

a. The Water Section conducted stevedoring operations aboard the SS EASTPOINT VICTORY. Six hatch gangs were used each shift. The 188th Transportation Port Company furnished the winch operators and signalmen. Hatch gangs were provided by the 460th Transportation Amphibious Truck Company, the 89th Engineer Port Construction Company, and the 81st Engr. Boat Company. Supervisory personnel came from the 188th Trans Port Company and the 460th Transportation Amphibious Truck Company.

b. Unloading began at 0700, 24 August and the ship was completely discharged of its 3770 long tons of cargo by 2110 hours, 27 August. A breakdown of the winch at hatch two on the second day, due to a burned out armature, caused a 16½ hour delay in unloading that hatch. The best tonnage output for the three OTB operations was achieved -- 10.6 long tons per gang per hour.

c. The ship was, in general, well stowed. The large engineer crates (up to 11 tons in weight) were stowed in the square of hatch three on all decks. This slowed down the unloading operation because the jumbo boom had to be rerigged each time a deck was cleared and only one hatch gang could work in the hatch most of the time. Consequently hatch three was the last to be emptied and, if hatch two had not had its winch breakdown, it would have been a whole day slower than the other four hatches. All heavy lifts should be placed on deck or in the squares of upper tween decks whenever possible. See Stevedore Officer's report in Annex 1 for further comments.

d. Forklifts were used on board ship wherever possible to bring the cargo from the wings into the square of the hatches. Difficulties in operating them occured when the ship acquired a list of 7 degrees during the third night of operation and when a deck was made slippery by a broken bag of soap.

e. No unusual stevedoring problems were encountered. The hatch crews, although inexperienced for the most part, performed enthusiastically and did a fine job and the winch operators seem to improve with each operation.

f. The completion times for hatches were as follows:

# 1 - 2300 26 August	# 4 - 2000 26 August
# 2 - 1645 27 August	# 5 - 0820 26 August
# 3 - 2110 27 August	

12. LCM Operations:

a. Twenty-two LCMs from the 81st Engineer Boat Company were brought to the operational site. Of these, six plus a maintenance LCM were kept in the inner basin for use as necessary. Of the other 15, there were 11 used on the day shift and ten at night with the rest moored in the Avant Port for use if the operating boats required maintenance. The gates to the inner basin can be opened only at high tide so if all standby boats had been kept there they would not have been available at all times.

b. The use of a quay for discharging LCMs is more efficient than discharging this type of cargo over the beach. There is little or no damage to hulls and no danger of broaching or damaging a propellor. There is also a lesser load on the engine and the crews are operating under less strain than when holding a craft on a beach. The use of a wharf is recommended for unloading LCMs.

c. Two unloading points were used at the start of the first day. This was not enough because as many as six LCMs were waiting to be unloaded at one time. An additional crane was added in the afternoon and there were three cranes available from that time on. Three seemed to be an efficient number. LCMs when waiting to be unloaded moored to the quay near the discharge points. When one boat was nearly unloaded a control man would call one of the waiting craft and it would move into position as soon as the empty boat pulled away. Little time was lost. At shipside a similar system was used -- the empty craft were tied by a line to the stern and were called forward by a control man just before the last bit of cargo went into a loaded LCM. The LCMs worked three hatches most of the time.

d. Control was exercised by means of control personnel on board ship, the Quay de Maree, and a T-boat. Radio communication was established between these three places.

13. Dukw Operations:

a. The 458th Transportation Amphibious Truck Company operated the Dukws. Originally it was planned to use 15 Dukws on each shift with a driver and an assistant driver in each Dukw to handle the cargo. The number of Dukws was increased to 24 on the second day and eventually stabilized at 20 per shift. When the number of Dukws was increased, assistant drivers were withdrawn from the vehicles and either drove the additional Dukws or were used as jumpers at shipside. A jumper assists the driver in placing the cargo in the craft and transfers to an empty Dukw when a loaded Dukw leaves the side of the ship. Two jumpers were employed at each hatch worked by Dukws. This method is saving of manpower and is recommended in calm seas.

b. Originally the Dukws used a concrete ramp at the east end of the Quai de Maree in the Avant Port to enter and leave the water. This proved unsatisfactory at low tide due to a concrete wall about six feet high. An alternate ramp that was to be used at high tide only had been constructed on the rocky beach about 3/4 of a mile north of the Avant Port. By experimenting it was discovered that this ramp could be used at all stages of the tide so all Dukw operations were carried out over this beach for the remainder of the operation. No unusual problems developed.

c. The 458th's home station is within a mile of the operation site so all maintenance was carried out in the unit's motor pool. The Dukw control Center was in a 2½-ton truck at the Dukw ramp. Radio communications between control personnel on the ship, the Dukw control center, and the motor pool was established.

14. Beach Section:

The Beach Section conducted cargo handling operations that involved the transfer of cargo from LCM's to tractor trailers. Three 20-ton truck-mounted cranes were spaced about 50 feet apart near the eastern end of the Quai de Maree in the Avant Port for discharging the craft. Originally only two cranes were used but because of a backlog of loaded LCM's on the first day an additional crane was added. Operations progressed smoothly with trucks and LCM's moving into position quickly when needed. Cranes were inactive at times because of maintenance requirements but no serious delays hampered the operation. Personnel were from the 188th Trans Port Company, the 460th Trans Amphibious Truck Company, and the 89th Engr Port Construction Company.

15. Truck Operations:

a. The 78th Transportation Truck Company furnished the personnel and equipment for the trucking operations between the LCM discharge points and the Intransit Cargo Area or rail point. This may be described as an ideal operation for a heavy trucking company. A minimum of nine and a maximum of 12 of the units 10-ton capacity tractor-trailers were employed at any one time. Control NCOs were at the LCM discharge point and the Intransit Cargo Area to assist in efficient trucking operations. No major problems were encountered.

b. The sides of the trailers were removed. This permitted more efficient loading and unloading. Forklifts unloaded most of the palletized cargo and cranes handled the heavy lifts.

16. Intransit Cargo Area:

a. There was approximately 100,000 square feet of Intransit Cargo Area with a single track rail line adjacent to the 750 foot long western edge. The area proved adequate but, if it had not, an additional 200,000 square feet of graded area immediately to the north could have been used.

b. Four different operations were carried out in the Intransit Cargo Area. Generally these are: (1) Unloading vehicles, (2) sorting and stockpiling, (3) Recoopering, and (4) Rail Car Loading. These operations are much the same as any normal port clearance procedures.

(1) Unloading Vehicles: Four truck-mounted cranes were used to unload Dukws. The drafts were placed on the ground and picked up by forklifts. Forklifts normally unloaded the tractor-trailers.

(2) Sorting and stockpiling: A sorter at each vehicle unloading point had a sorting list prepared from the cargo manifest that assigned certain types of cargo to certain places in the area. These places were marked by numbers set on 8-foot high movable wooden masts. The forklift operators took the cargo to the proper stockpile as directed by the sorters.

(3) Recoopering: Damaged crates and pallets that required repair or rebanding were taken to the recoopering area at the northern end of the Intransit Cargo Area. The recoopering detail made the necessary repairs.

(4) Rail Car Loading: Six Car Loading gangs loaded the rail cars each shift. Each gang consisted of 4 men. For loading boxcars a forklift and hydraulic hand trucks were used. The forklifts planing the cargo into the car and the hand trucks used to position the pallet. Many gondolas were loaded by means of a crane.

c. Exceptions to the normal operation occurred in outloading the heavy engineer crates at an alternate rail loading point about one mile away and loading some cargo directly from the tractor-trailers into the rail car.

d. No unusual problems were encountered.

e. Personnel working in the Intransit Cargo Area came from the 98th, 97th and 188th Transportation Port Companies, the 460th Transportation Amphibious Truck Co., and the 89th Engineer Port Construction Company. The equipment section of the 15th Transportation Port Battalion furnished the crane operators.

17. Transportation Section:

a. The Transportation Section was responsible for the proper outloading of the cargo. This required close coordination with French rail authorities and with the Documentation and Intransit Cargo Sections. To facilitate prompt rail movement the French National Railroad established an office next to the Transportation Section and French Army Liaison Officers worked closely with the Section. Boxcars, gondolas, and flat cars were all used in the operation and their number was determined by the rail section.

b. Operations included the inspection, sealing, and applying documents to the cars, directing the switching, preparation of freight warrants, and blocking and bracing the cargo in the cars. Personnel were provided by the 97th and 188th Transportation Port Companies and the 89th Engr. Port Construction Company.

18. Documentation Section:

a. The documentation and checking procedures followed were essentially the same as those in effect at the established LOC ports of La Pallice and Bordeaux.

(1) Cargo was tallied from the ship by hatch checkers. One hatch checker was assigned to each ship's gang. The hatch checker made a separate tally for each craft load, showing the number of pallet loads, type of commodity, consignee markings on the pallet loads, and the hatch number. Based on the data shown on these hatch tallies, the Outturn Report on thevessel's discharge was prepared. Copies of these tallies were attached to the last load of cargo to be placed in a lighter craft.

(2) Cargo was not tallied at the beach water line, as it was immediately transported to the Intransit Cargo Area.

(3) Prior to the vessel's arrival, a sorting list of the cargo on board was prepared by the Documentation Section from the data shown in the Ocean Manifest and related to the Cargo Disposition Instructions (CDI's) received from USAREUR Com A Transportation Officer. This sorting list was used to stockpile the supplies.

(4) As the cargo was loaded on rail cars based on the CDI's the pallet loads were chedked by a railcar chedker. One checker was assigned to each railcar loading gang. The railcar checker was responsible for seeing that no cargo for two destinations was loaded in the same car. Before loading a railcar, the Rail Headchecker, who was responsible for maintaining the Master Control Sorting List, decided what cargo and for what destination that particular railcar was to be loaded. He gave this information to the individual railcar checkers. The tally made by the railcar checker was then picked up by the Assistant Rail Headchecker who made the necessary entries in the Master Control Sorting List. The tally was then delivered to the Documentation Office for the preparation of the Port of Debarkation Forwarding Document (PDFD). The average time for complete documentation was 20 minutes from the time the tally left the railcar until the PDFD was completed.

b. PDFD'S were released to the Port Transportation Branch. A receipt log was maintained by the Documentation Section for each PDFD delivered to the Port Transportation Branch, showing the railcar number, number of pallets loaded, general type of commodity, destination and time of delivery of the PDFD.

c. It is recommended that all future shipments carry the complete consignee markings (visible on three sides) as shown on their corresponding Ocean Manifests in order that the Outturn Report and the PDFD's can be prepared in the most expeditious manner.

d. Various comments have been made to the effect that the present peacetime documentation procedure may not be required for a similar beach operation under wartime conditions because of the time-and-personnel-consuming factors involved. Advocates of the present documentation system have reasoned that the present peace-time system should still be required even during an emergency because of the great need of the receiving depots in wartime to have complete information on cargo being received by them. They maintain that the depot in wartime must have the required information that the present documentation system provides in order to be able to keep reliable stock records to facilitate and expedite the issue of supplies to the consuming units.

19. Other Operational Sections:

The Equipment, Engineer, and Maintenance Sections conducted normal operations and no unusual problems arose. The Maintenance Section was overtaxed with fixing the numerous flat tires of the forklifts and additional personnel will have to be added if this section is to continue this practice. Most of the Engineer Sections's work had been accomplished prior to the start of the operational phase were maintaining the lighting and cutting lumber for blocking and bracing and recoopering. The equipment Sections biggest problem, as always, was finding personnel to operate the equipment. Equipment operators came from the 15th Trans Port Bn., the 97th, 98th and 188th Trans Port Companies, and the 458th Trans Amphibious Truck Company.

Section III – Comments and Recommendations

20. General

a. Paragraph 3 of basic letter AGAO-S 563.52 (18 Feb 52) G4 requests comments on the following subjects.

(1) No unusual unloading or handling problems were encountered.

(2) For comments concerning organization see paragraph 21. No recommendations for new equipment items.

(3) In general, the vessel was well loaded. The loading of large, heavy crates in all decks of hold #3 slowed down the discharge of that hold because of time lost rigging the jumbo boom. Recommend that heavy lifts be deckloaded or placed in upper tween decks to avoid rerigging booms and increase speed of discharge. For other comments see paragraph 11 and Stevedore Officers report in Annex I.

(4) For comments on containers and pallets see paragraph 23.

(5) Documentation of cargo followed the procedures used at the two US Army Line of Communications ports in France. No recommended changes for OTB operations.

b. A transportion rate saving of $6,076 was realized be using consolidated trains to outship the cargo from La Pallice see Rail Operation report in Annex I.

21. Organization

a. Operational personnel came from 11 different units. With the exception of the truck, lighterage, maintenance, and engineer sections, the unit commanders had no operational control over their units. This practice is not in line with military principles but is necessitated because there is no single available unit that could operate any other phase of the operation by itself. The Water Section and the Intransit Cargo Area Section were the largest users of labor. If there were two type A Transportation Port Companies in the command one could be allotted to each section. Another solution would be one Type A Port Company on board the ship and either a Quartermaster or Transportation Service Company to work the shore end of the operation. For this operation labor was furnished by a Transportation Amphibious Truck Company, and Engineer Boat Company, and a Engineer Port Construction Company. In the event of an emergency all three of these units would undoubtedly be performing their basic missions and the stevedoring training they have received would be lost to the command.

b. Equipment operators are also at a premium. Each time it is necessary to train new forklift operators and at the end of the operation they are just about reaching the required operational profficiency. Forklift operators also came from a Transportation Amphibious Truck Company and an Engineer Port Construction Company so the skill the operators have acquired will also be to no avail in an energency.

c. Key officer personnel were drawn from various Port units. Most of the officers have different jobs each time and their participation in the various phases of the operation may be regarded as excellent training The ideal situation would be to have officer personnel trained in all phases of the operation.

d. Housekeeping personnel have been at a premium for the last two operations. This is because almost all of the available personnel in the port have been given operational tasks which, of course, are the most important.

e. As with many army units in Europe, the key units that participate in OTB operations are losing a vast percentage of their drafted personnel in the near future. Some of these men hold key positions in their companies and certain jobs, shuh as coxswains for LCMs, require quite a long training period. Replacements for specialized personnel should be assigned to units early so as to absorb as much training as possible before being put on their own in an operation.

f. Recommend that the 15th Trans Port Bn be brought up to full T/O&E strength so all key operational personnel may be from one unit.

22 Equipment.

a. Lighterage LCMs of the 81st Engineer Boat Company and Dukws of the 458th Transportation Amphibious Truck Company proved effective lighters for the type of cargo handled. The LCMs, with a 30 long ton capacity, were necessary to transport the heavy lifts to shore. The Dukws have the advantage of being able to transport cargo directly from the ship to the Intransit Cargo Area. They are slower in the water than LCM's, however, and where cargo capacity is approximately 4 tons in smooth water and much less in choppy seas. 10 to 11 LCMs and 15 to 20 Dukws proved to be effective for handling three hatches with each type of craft. The LCMs made 170 trips to transport 2337 long tons of cargo, an average of 13.7 long tons per trip. The Dukws made 53 trips to transport 1555½ long tons of cargo, and average of 2.9 long tons per trip.

b. Trucking:

(1) The use of heavy truck company proved to be a wise decision. This was an ideal operation for tractors with 10-ton trailors. 9 to 11 trailers were used and proved to be an effective number. The sides of the trailers were removed therby permitting forkligts to be used and proved to be to unload palletized cargo. Three or four forklifts unloaded the trailers much faster than a crane could have done. The largest single crate was 27'6½" long and 9'0" wide and the heaviest was 11 ton-both were easily transported. When conducting and operation over sand it is doubtful if the tractor-trailers would be effective. However, for operations similar to this that are conducted on good hard surfaces the use of this type of equipment is recommended. The tractor-trailers used were T/O&E equipment of the 78th Transportation Truck Company.

(2) The tractors were also used to tow the three vehicles that were discharged from the ship from the LCM discharge point to the Intransit Cargo area.

c. Cranes:

(1) Three 20-ton truck-mounted cranes were used in the LCM discharge area. Twenty-ton cranes were necessary at this point to handle the vehicles and the large 10 and 11 ton crates of engineer supplies. Most of the cargo could have been handled faster by smaller cranes or by rerigging the 20-ton cranes to use only a single fall. Three cranes, one per hatch being worked by LCMs, proved to be an efficient number and all three were is use with a backlog of loaded LCMs most of the time.

(2) Truck-mounted cranes were used in the Intransit Cargo Area to unload Dukws and trailers with heavy lifts and to load gondolas. Four cranes were used and one other could have been used effectively at several stages of the operation. Cranes are necessary in the Intransit Cargo Area to handle this type of cargo. Both 10-ton and 20-ton capacity cranes were employed.

(3) One 20-ton crawler type crane was used at the alternate rail loading site to handle the heavy lifts. This type crane proved effective and was faster than if a 20-ton truck-mounted crane had been used because it would have been necessary to put out the outriggers each time a lift was made. This crane is not an item of OTB equipment. It was made available by the LOC port of La Pallice. It's size makes it impractical to move over French roads to other beach sites.

(4) The truck-mounted cranes are from a special equipment table of allowance for OTB. Operators and maintenance men for cranes came from the 15th Transportation Port Battalion, the 97th, 98th, and 188th Transportation Port Companies, and the 458th Transportation Amphibious Truck Company.

d. Forklifts: Four different sizes of forklifts were used and their use is recommended for handling this type of cargo.

(1) Five forklifts with 84" high masts were used on board ship. These were gasoline driven with hard rubber tires and a 6000 pound capacity. The short masts are necessary to be able to operate in most of the holds. Some difficulty was encountered because the weight of a loaded forklift broke through several hatch boards. This could have been relieved by placing dunnage over the hatch boards. A deck, made slippery by a broken bag of soap, proved an obstacle to forklift operations until sand was brought aboard ship and sprinkled over the area. The use of forklifts aboard ship is recommended for handling this type of cargo. However, electric instead of gasoline driven types should be made available so as to reduce the fire hazard. A total of eight of these short-masted forklifts were available for use.

(2) Three different types of forklifts were used in the Intransit Cargo Area. All were gasoline driven with pneumatic tires. The rated capacities varied--that is 3500 pounds, 6000 pounds, and 15,000 pounds. All types proved effective and forklifts are necessary to efficiently handle this type of cargo. Forklifts were used to pick up cargo that was unloaded by the cranes, to unload pallets from flatbed trailers, and to load box cars. One forklift per working car loading gang is required and two per crane unloading point. Three to four were effectively used to unload the trailers. In the Intransit Cargo Area, a total of 20 forklifts were available for use but all were not in use.

(3) Maintenance of forklifts was carried out by a detachment of the 514th Ordnance MAM Company. Operators were provided by the 460th Amphibious Truck Company and the 89th Engineer Port Construction Company. The operators were operating forklifts for the first time and had not been adequately trained due to time limitations. The ground in the area was composed to a large extent of large stones. These large sharp stones became embedded between the dual front tires and caused many flats. Poor police of broken pallet boards with nails still in them also caused many flats but when this was discovered a police detail taken from a car loading gang was started and proved an aid. Forklift maintenance was heavy which can be mainly attributed to inexperienced operators and the rocky nature of the area. The 514th fixed the flats which throw a large load on the section. In the future a special detail will have to be formed for fixing flat tires.

(4) The forklifts are provided for by a special Table of Allowance for OTB.

e. Tractor-dozers: Bull-dozers were not used during the operation except one time when a dozer again leveled and graded the Dukw ramp. In preparing the site, of course, bull-dozers proved invaluable. A bull-dozer should always be available at a beach operation for use in an emergency. The bull-dozer on hand was T/O&E equipment of the 15th Transportation Port Battalion.

f. Truck, hand pallet, hydraulic: Small hand trucks, with a rated capacity of 4000 pounds, were used to load rail cars and occasionally on board ship in places wher it was difficult to maneuver a forklift. Pallets with less than a 3 inch clearance present a problem because the forks cannot get underneath properly. The use of these hand trucks is recommended in this type operation. This equipment, 14 of which were available for use, were provided for by a special equipment table of allowances.

g. Rigging and Stevedore gear: Standard rigging and stevedore gear was used. Rope and wire rope slings of various lengths, pipe and cable bridles, cargo nets, boxhooks, and 5-foot pry bars were used when appropriate. Most stevedore gear was T/O&E equipment of the Transportation Port Companies. Cargo nets were T/O&E equipment of the 458th Transportation Amphibious Truck Company. The pipe and cable bridles were specially designed for the first OTB to fit a 40-inch wide pallet and, after three operations, they appear to be wearing. A stronger bar, possibly a small railroad rail, should be substituted. The gear used was adequate.

h. Area Lighting system:

(1) Five Engineer field flood lighting sets #2 were used. Each set consists of one 5 KW generator and two clusters of three 750 watt lights mounted on two telescopic masts that have a maximum height of 22½ feet. Two sets were placed at the LCM discharge points and three sets were used to light the Intransit Cargo Area. An extra generator was available for use if needed. The lighting proved adequate although an additonal set could have been used advantageously to light the Intransit Cargo Area. Two of the sets used are T/O&E equipment of the 89th Engineer Port Construction Company. The other three sets were borrowed from the 83rd Engineer Construction Battalion. A great amount of dust was raised in the Intransit Cargo Area and cut the effectiveness of the lights. The solution to this problem is to either eliminate the dust or add more lights.

Before another operation is conducted at La Pallice it is planned to spread oil throughout the area. A maintenance crew from the 89th and 83rd Engineers maintained the area lighting system. There was no serious breakdown.

(2) Coleman gasoline lanterns were used to light the inside of the rail cars. All types of equipment that were equipped with lights used them when working. Electric lights were provided for the operations headquarters, the motor pool, and bivouac area.

23. Cargo:

a. The cargo unloaded from the SS EAST POINT VICTORY consisted of the following percentages of technical service supplies: 70% QM II, 11% Engineer, 9% Ordnance II, 7% Medical, and 3% Signal. It was all part of the normal supply requirement for the US Army in Europe. Most of the cargo was palletized or crated and required cranes or forklifts at the transfer points. Most of the pallets were designed so they could be picked up from any side by forklifts and were equipped with an overlapping top section so slings could be easily attached. Figures 10, 12, 13, and 15 clearly show this type of pallet. This pallet proved excellent and was the easiest to handle. It's dimensions were 40"x 48" with the 40" side the one to which the sling is attached. The use of this standard pallet is recommended.

b. Large skid-mounted crates were handled without difficulty. Approximately 20 large crates of engineer bridge supplies were unloaded. The largest crate was 27' 6" long, 9' 0" wide, and 4' 8" high. The heaviest weighed 22,270 pounds. While it was easy to unload these crates from the LCMs at a quay with 20-ton crane with outriggers, they would have proven extremely difficult to handle on a sandy beach in the surf. Crawler type cranes would necessarily be used in the sand and the only type available for OTB has a 7 to 10-ton capacity. Two of these cranes would have to be used one at each end of the crates. This would put the crane in the rear too far out in the water, even on a good beach, and in danger of it's being drowned out with even a small surf. The sending of crates of this size and weight for OTB operations should be avoided. See figure 19.

c. Pallet loads of cargo should all be square on top or poor stowage on board ship, in lighters, and in storage areas will result. Medical and signal supplies violated this principle, with Medical by far the worst violator. See figures 4, 14, and 15 for examples.

d. QM pallet loads of paper bags were much sturdier this time than on OTB-2. On OTB-2 the bags were bound to a bare pallet. This time the pallet loads were reinforced with 1-inch boards placed both vertically and horizontally. This proved to be a better method and resulted in less amount of damage to the cargo. See figure 13.

e. Two methods of palletizing QM steel banding were employed. Figure 17 shows both methods. Figures 3 and 10 show the method of palletizing that proved the most efficient to handle. Thenethod of placing four bundles on a standard 40"x48" pallet proved the most efficient in that the pallets could be handled in the normal manner at transfer points. The single bundles were on small square pallets that were extremely fragile. Although banding held the bundles together, almost all the pallets were damaged. This type pallet was not suitable for forklifts because the

pallet load must be laid on its side and the forks run through the center of the rolls. Wire rope slings, used in the transfer operation, must be threaded through the center of the rolls to lift the bundles.

f. Vehicles were discharged for the first time on OTB. They were deckloaded and presented no difficult problems. Three Engineer bolster trucks (weight approximately six tons each) were offloaded into LCMs, taken to the Quai de Maree, lifted out by the 20-ton cranes, and towed to the Intransit Cargo Area. (See figure 1).

g. Engineer prefabricated bridge deck panels were also deckloaded and presented no handling problems. Single sections were 17' 8" long and weighed 4,320 pounds. Two of these sections connected together were not too long for an LCM cargo well or for transporting by 10-ton trailer. However, they had to be disconnected to load into the gondolas at the rail loading point. See figures 1, 2, 11 and 18.

h. Ordnance supplies were mostly crated and consisted mainly of vehicle parts and assemblies. Crates containing axle assemblies proved rather fragile. See figures 6 and 16.

i. Engineer supplies, in addition to those already mentioned, were both palletized and crated. Some of the crates had built in pallets on the bottom.

j. Signal supplies were palletized on standard 40"x48" four-way pallets for the most part. Most pallets loaded were uniform.

k. QM supplies were almost all on the standard 40"x48" pallets and proved easy to handle. See figures 3, 5, 8, 10, 13, and 17 for examples of pallet loads.

l. Medical supplies were almost all palletized on the standard 40"x48" pallets. Many of the pallet loads were uneven and caused stowing difficulties on the ship, in lighters, and in the storage area. Crates of steel cots and mattresses proved fragile and difficult to handle.

m. No figures on recooperage were kept but an estimated 5% of the pallets required repair or rebanding by the time the supplies reached the Intransit Cargo Area.

24. Unit Strength

a. The strength of the units that participated in [illegible] is shown below. These figures are average and do not include personnel such as firefighters, cooks, and bus drivers whose normal stations were near the operational site or who could perform their duties at their home station.

	OFF.	EM
15th Trans Port Bn.- H, I & S Co.	7	45
55th Trans Truck Co (Petrol)(Det)	0	9
73th Trans Truck Co (Det)	1	26
97th Trans Port Co (Det)	3	31
98th Trans Port Co (Det)	2	0
188th Trans Port Co	4	95
458th Trans Amph Truck Co	4	109
460th Trans Amph Truck Co	4	103
550th Trans Staging Area Co	0	14
81st Engr Boat Co	6	210
89th Engr Port Const Co	2	120
687th Eng Water Supply Co (Det)	1	2
514th Ord Medium Automotive Maintenance Co (Det)	1	15
591st Medical Ambulance Co (Det)	0	3
759th Medical Detachment	1	8
529th MP Co (Det)	1	20
513th QM Bath Co (Det)	0	13
Total	36	821

b. Operational personnel comprised 29 officers and 709 EM of the above total. The others performed support functions. Operational breakdown is shown on following chart.

25. Tonnage Statistics

a. Total Tonnage discharge from ship: 3770 Long Tons.
b. Average tonnage per hour per hatch gang: 10.6 Long Tons.
c. Lighterage Craft used: 11 LCMs days, 10 LCMs nights; 20 DUKWs (ave)
d. Total trips per craft; 170 by LCMs; 536 by DUKWs
e. Tonnage Lightered.(Long tons): LCMs-2337, DUKWs-1555½ *
f. Averate tonnage per trip: LCMs-13.7, DUKWS- 2.9; Long Tons
g. Average turnaround time (Estimated); LCMs 3 hrs; DUKWs 1 hr.
h. Average tonnage per craft per shift (Long Tons): LCMs-33; DUKWs-11**

* Discrepancy with hatch tallies.
** Based on Numbers of craft shown in C above.

26. Number of Cars and tonnage, By Class, Cleared by Rail

DATE	CARS	L/T	CONSIGNEE & DESTINATION
		ENG IV	
24 Aug	26	176.38	Toul Eng Depot
		MED II	
25 Aug	13	73.	Rhine Medical Depot
26 Aug	19	100.01	" " "
28 Aug	19	83.78	" " "
28 Aug	4	15.1	" " "
Totals	55	271.89	
		QM II	
25 Aug	48	286.55	Nahbollenvach QM Depot
26 Aug	42	293.49	" " "
27 Aug	91	707.65	" " "
28 Aug	17	229.30	" " "
Totals	198	1516.99	
		QM II	
27 Aug	29	235.53	Giessen QM Depot
			" " "
28 Aug	44	401.16	" " "
Totals	73	636.69	
		QM II	
27 Aug	46	370.80	Munich QM Depot
28 Aug	17	141.8	" " "
Totals	63	512.60	
		ORD II	
27 Aug	14	135.36	Karisfeld ORD Depot
28 Aug	26	221.28	" " "
Totals	40	357.16	
		ORD II	
28 Aug	1	3.1	Mannhiem ORD Depot
		SIG II	
28 Aug	23	131.4	Pirmasens Signal Depot
		ENG II & IV	
28 Aug	25	244.3	Kaiserslautern Eng Depot

27. Number of Cars and Tonnage Cleared by Rail:

DATE	DAY SHIFT CARS	DAY SHIFT TONNAGE	NIGHT SHIFT CARS	NIGHT SHIFT TONNAGE	TOTAL TONNAGE	TOTAL CARS
0700 24 Aug to 0600 25 Aug			26	176.38	176.38	26
0700 25 Aug to 0600 26 Aug	61	359.55			359.55	61
0700 26 Aug to 0600 27 Aug			61	393.50	3950	393.50
0700 27 Aug to 0600 28 Aug	60	506.16	120	943.18	1449.34	180
0700 28 Aug to 0600 29 ug	176	1471.74			1471.74	176
	297	2283.45	207	1513.06	3850.51	504

Total tonnage shipped: 3,850.51 L/T
Total Rail Cars Used: 552
Average Long Tons Loaded per Car: 6.97 L/T

OPERATIONAL ORGANIZATION CHART
OVER THE BEACH OPERATION NO. 3

Director - Lt Col Thomas R. Quirk C.O. 15th Trans Port Bn

Each Shift:	Equipment:	Personnel:
6 Ship Gangs	21 LCM's	29 Officers
3 LCM Beach Points	30 DUKW's	709 EM
4 Intransit Cargo Area Cranes	11 Trucks	738 Total
6 Rail Loading Gangs	7 Cranes	
	17 Forklifts	

D-Day Shift, N-Night Shift

D	OPERATIONS SECTION	N
1	Operations Officer	0
0	Asst Operations Officer	1
1	Operations NCO	1
1	Statistical Clerk-Typist	1
1	Messenger-Driver	1
1	Radio Operator	1
	Total: 2 Off, 6 EM	

D	WATER SECTION	N
2	Stevedore Officer	2
6	Stevedore NCO	6
7	Winchmen	7
6	Signalmen	6
36	Holdmen (6 per gang)	36
1	Rigger- Gear NCO	1
5	Forklift Operator	5
1	Timekeeper	1
	Total: 4 Off, 124 EM	

D	BEACH SECTION	N
1	Beach Control Officer	
2	Beach Control NCO	2
3	Crane Operator	3
6	Crane Hookman	6
3	Crane Signalman	3
	Total: 2 Off, 28 EM	

D	INTRANSIT CARGO SECTION	N
1	Intransit Cargo Officer	1
8	Intransit Cargo NCO	8
1	Recooperage NCO	1
3	Cooper	3
12	Forklift Operator	12
4	Crane Operator	4
16	Crane Hookman (4 per gang)	16
24	Railcar Loader (4 per gang)	24
	Total: 2 Off, 136 EM	

D	DOCUMENTATION SECTION	N
1	Documentation Officer	1
1	Documentation NCO	1
2	Documentation Clerk	2
1	Ship Headchecker	1
6	Hatchchecker	6
1	Rail Headchecker	1
1	Ass Rail Checker	1
6	Rail Checker	6
1	Statistician Typist	1
3	Outturn Report Clerk	0
	Total: 2 Off, 41 EM	

Continued on next page

D	TRANSPORTATION SECTION	N
1	Transportation Officer	1
1	Transportation NCO	1
3	Rail Team EM	3
1	Clerk Typist	1
1	Interpreter	0
2	Case Tractor Operator	2
5	Rail Crossing Guard	5
	Total: 2 Off, 25 EM	

D	HVY EQUIP SECTION	N
1	Heavy Equip Officer	0
1	Heavy Equip NCO	1
3	Maint & Grease EM	3
	(Note; Equipment operators are shown in section where actually working)	
	Total: 1 Off, 8 EM	

D	DUKW SECTION	N
1	Control Officer	1
1	Maintenance Officer	1
1	Beach Control NCO	1
1	Ship Control NCO	1
3	Radio Operator	3
33	Drivers & Assts	33
11	Mechanics	12
1	Dispatcher	1
2	Jeep Driver	2
1	Truck Driver	1
	Total: 4 Off, 107 EM	

D	LCM SECTION	N
1	Beach Control Officer	1
1	Ship Control Officer	1
1	Maintenance Officer	1
10	Maint Sec (1 & 2 Ech)	10
15	Maint Sec (3 & 4 Ech)	15
11	Control EM	11
4	Communications EM	4
3	Boatswain	0
0	Asst Boatswain	3
11	Coxswain	10
22	Engineman & Asst	20
11	Seamen	10
	Total: 6 Off, 170 EM	

D	ENGINEER SECTION	N
1	Repair & Utilities Off	1
1	Operations NCO	1
1	Blocking & Bracing NCO	1
6	Blocking & Bracing EM	6
1	Engr Equip NCO	1
1	Electrician NCO	1
1	Electrician	2
1	Light Truck Driver	1
2	Engr Equip Mech	2
1	Compressor Operator	1
	Total: 2 Off, 31 EM	

D	MAINTENANCE SECTION	N
1	Maintenance Officer	0
1	Maintenance NCO	1
6	Mechanic	5
1	Wrecker Operator	1
	Total: 1 Off, 15 EM	

D	TRUCK SECTION	N
1	Truck Officer	0
2	Truck Control NCO	2
11	Drivers	11
	Total: 1 Off, 26 EM	

SECRET SEC INFO

BEACH ACTIVITY REPORT

VESSEL: "SS EAST POINT VICTORY" DATE: 24 AUGUST TO 28 AUGUST 1952

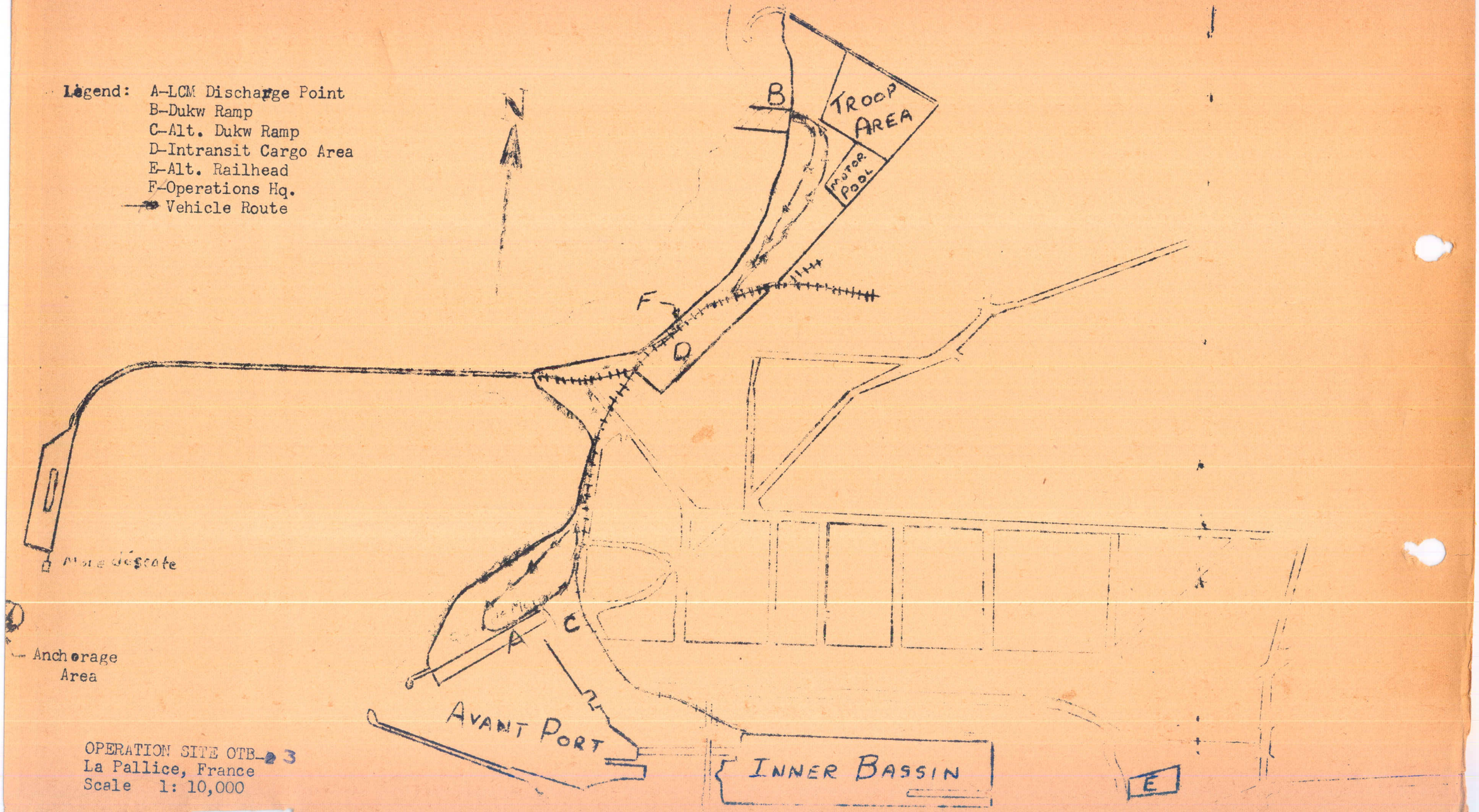
	*Long Tons Discharged ex Vessel			**Long Tons Cleared ex Port			Long Tons Disch to Date ex Vessel At End of Shift		Long Tons Cleared to Date ex Port At End of Shift		Long Tons Remaining to be Cleared ex Port	
	Day	Night	Total	Day	Night	Total	Day	Night	Day	Night	Day	Night
1st day	464	474	938	173	147	320	474	938	173	320	301	618
2nd day	686	540	1226	300	334	634	1624	2154	620	954	1004	1210
3rd day	459	591	1050	496	424	920	2863	3214	1450	1874	1413	1340
4th day	1183	73	556	535	489	1024	3697	3770	2409	2898	1288	872
5th day	—	—	—	600	272	872	—	—	3498	3770	272	—

* Data based on hourly reports from vessel

** Data based on reports from Documentation Section.

NOTE: These figures may be revised when final Outturn Report is completed.

SECRET Encl No 6



OPERATION SITE OTB-23
La Pallice, France
Scale 1: 10,000

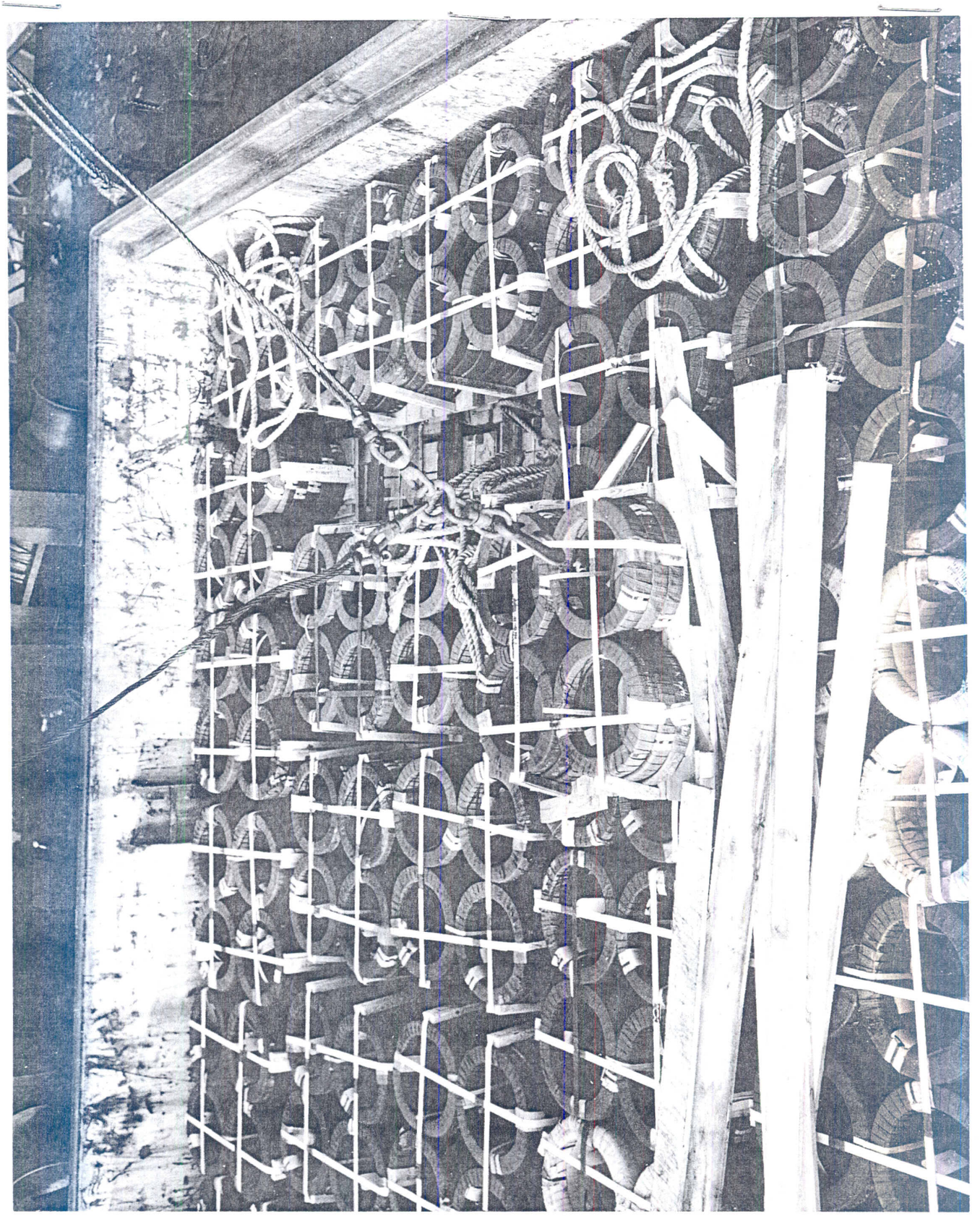
BAS/52-886 24 AUG LA ROCHELLE FR
THE THIRD PHASE OF OPERATION OVER THE BEACHES IS A TRAINING EXERCISE IN OFFLOADING CARGO FROM A VICTORY SHIP USING LIGHTERAGE AND TRANSPORTING IT TO THE BEACHES AND THEN BY RAIL ON TO TROOPS AND INSTALLATIONS IN EUROPE. HERE IS A ARMY 2½ TON TRUCK BEING UNLOADED FROM HATCH #3 OF THE SS EAST POINT VICTORY WHICH IS ANCORED IN THE PORT OF LA ROCHELLE FR.
PHOTOGRAPHER CPL CLAPHAM
SIG C 497th SIG PHOTO SER CO APO 21

bolster trucks from the
les were handled during OTB
eck panels by hatches

INFO

Discharging Engineer bridge deck panels near hatch #4.

Fig 2



Stowage of QM pallets of steel banding at top of hatch #1. Well stowed.

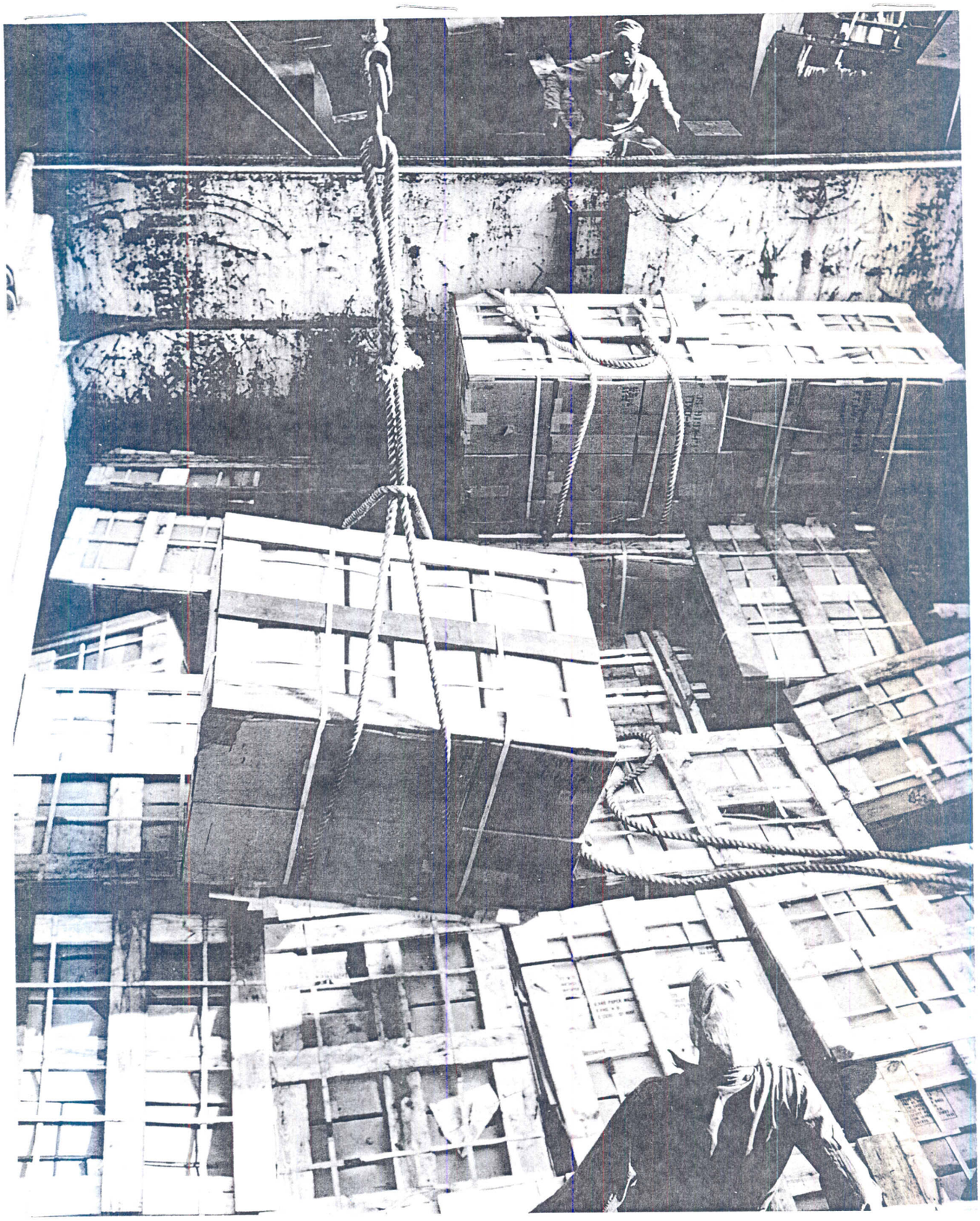
Fig 3

~~SECRET~~ SEC INFO

Stowage of Ordnance and Medical supplies at top of hatch #2. Uneven tops of medical pallets caused some of this uneven stowage.

Fig 4

SECRET SEC INFO



Well stowed QM pallets being unloaded with rope sling.

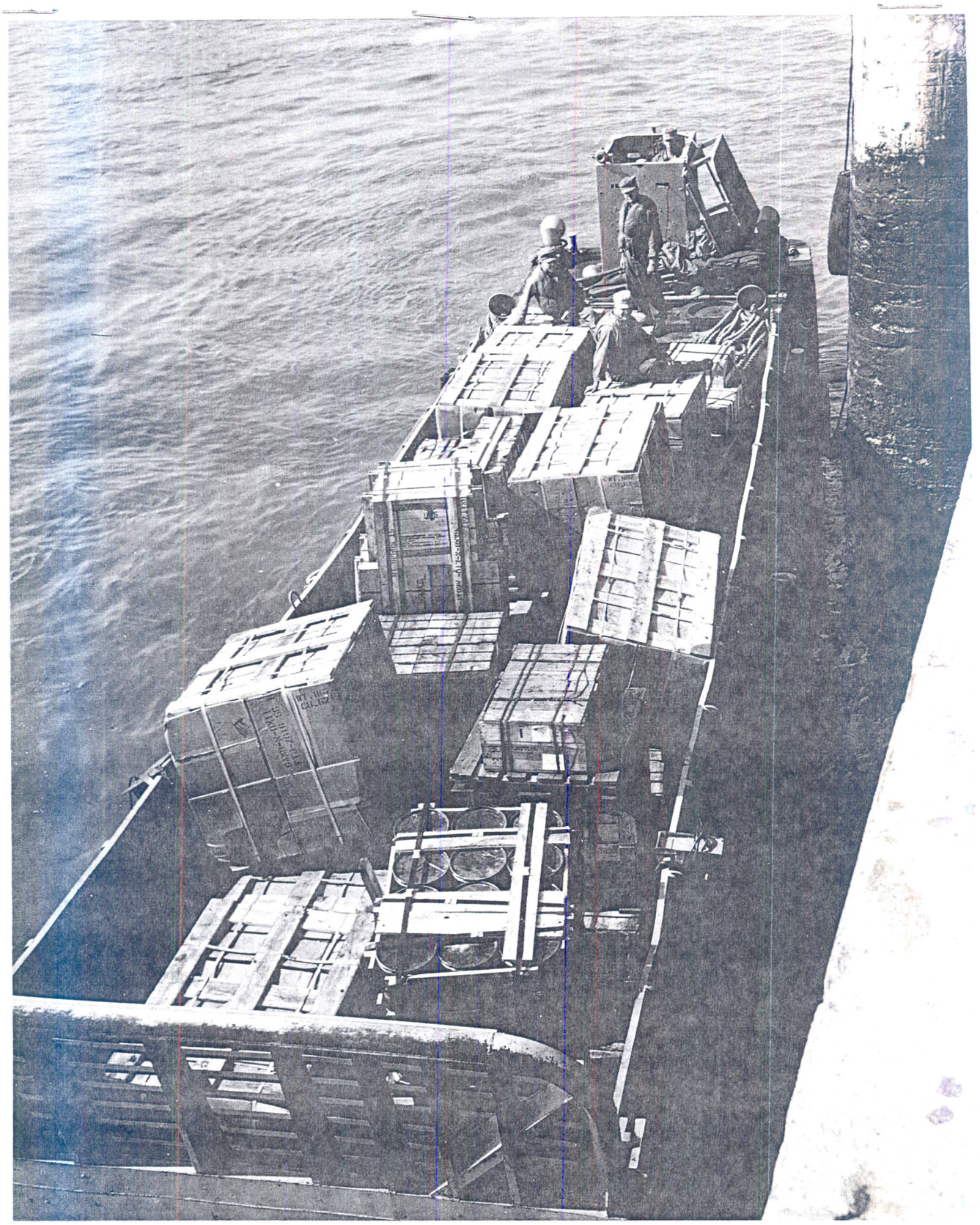
Fig

SECRET

Ordnance crates in Dukw.

Fig 6

BAS/52-897 24 AUG LA ROCHELLE FR
THE THIRD PHASE OF OPERATION OVER THE BEACHES IS A TRAINING EXERCISE IN OFFLOADING CARGO FROM A VICTORY SHIP BEING LIGHTERAGE AND TRANSPORTING IT TO THE BEACHES AND THEN BY RAIL ON TO TROOPS AND INSTALLATIONS IN EUROPE. HERE A DUKW OF THE 498th T A C CO IS BEING LOADED FROM THE DECK OF THE SS MAST POINT VICTORY IN THE PORT OF LA ROCHELLE FR L TO R SGT OSCAR COLLEY AND PFC EDWARD CROWE DOUGH OF THE 498th T A C CO.
PHOTOGRAPHER OFF CHAPMAN
DEF C 497th SIG PHOTO SER CO A/C 21



Typical LCM load. Palletized medical, quartermaster and signal supplies are shown.

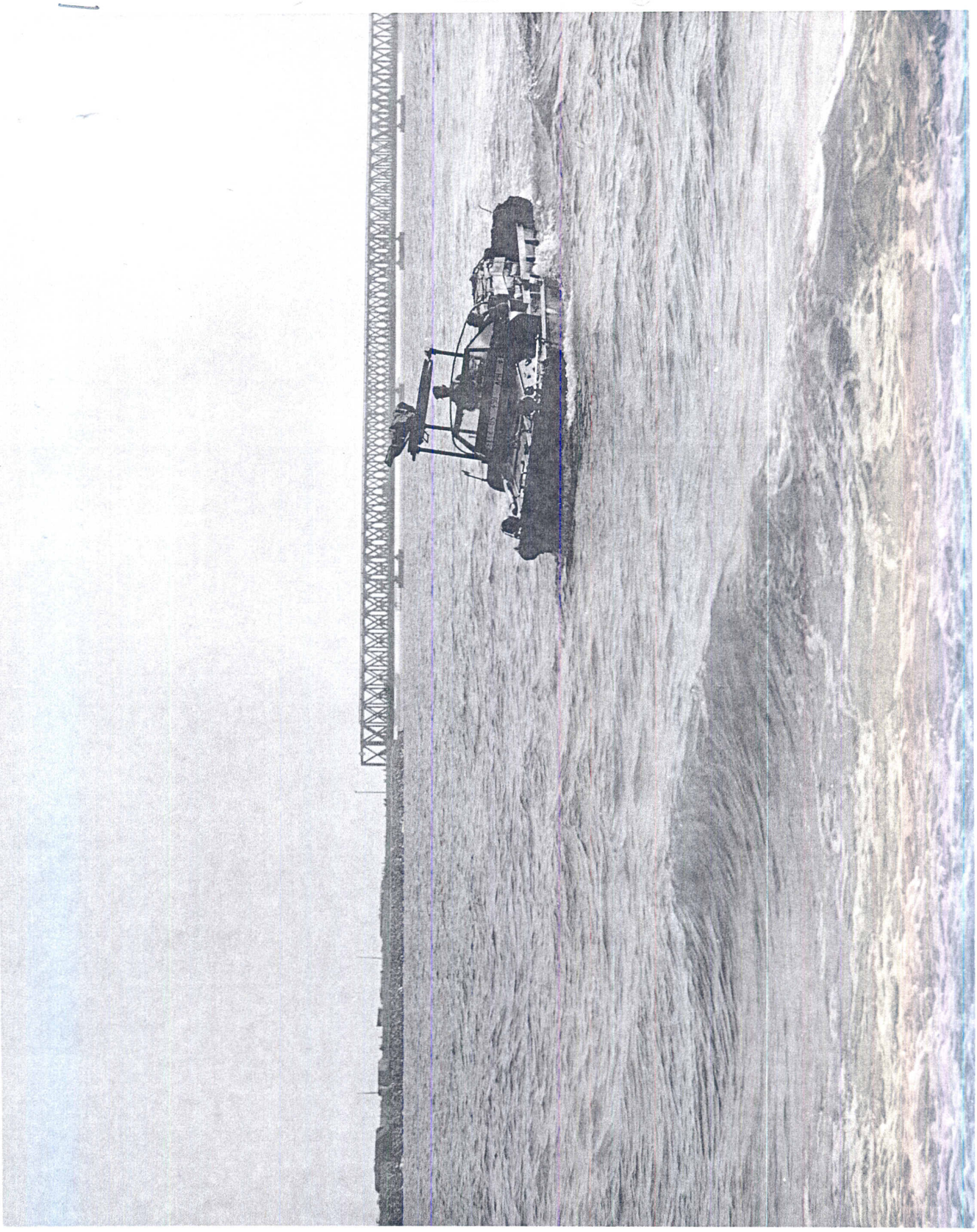
Fig 7

SECRET SEC INFO

Discharging light QM pallet from LCM at Quai de Maree. LCM's waiting to be discharged were moored where shown and were brought to the discharge points as soon as an empty LCM pulled away.

Fig 8

SECRET SEC INFO

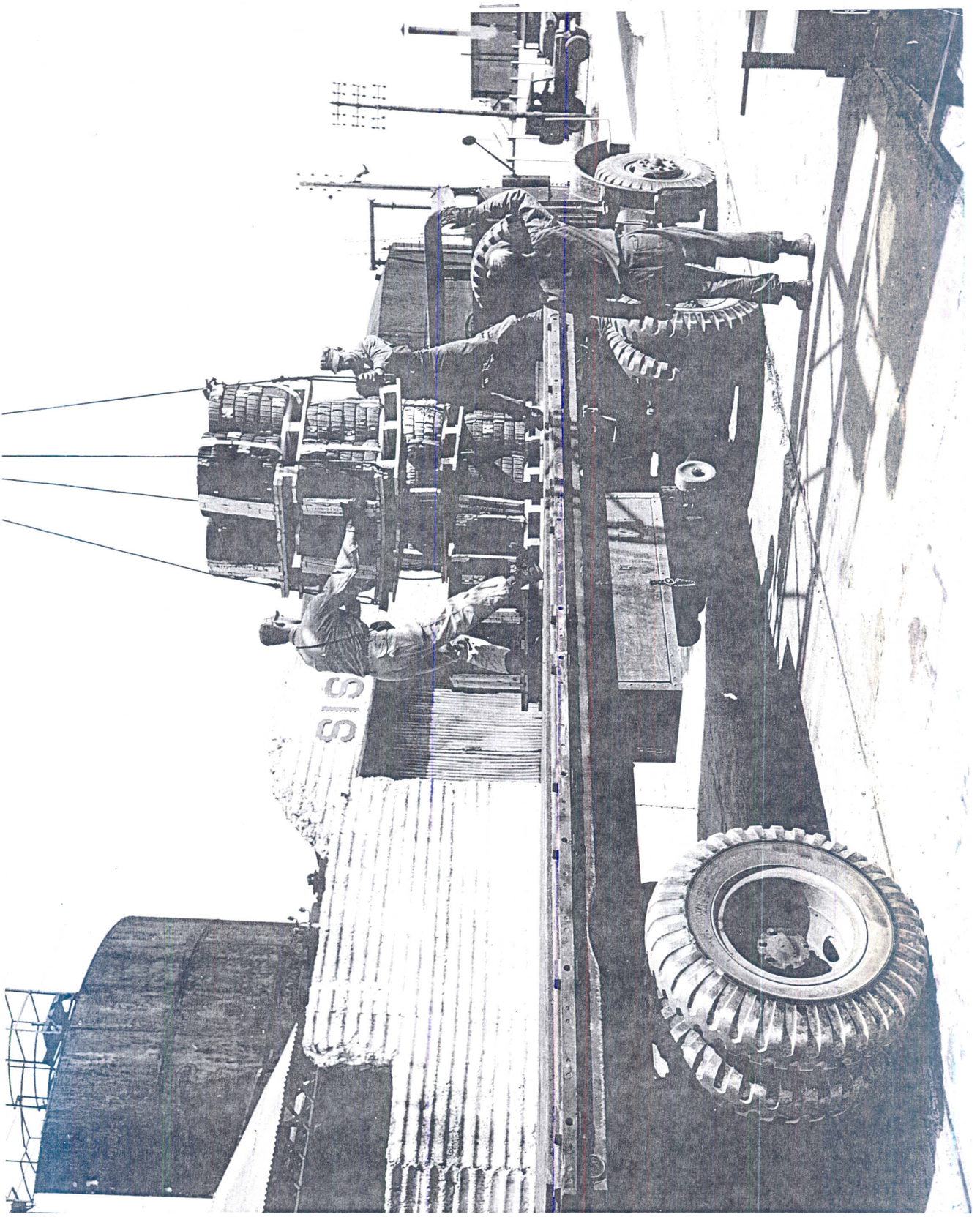


Duks approaching beach. Intransit cargo area can be seen at left with operation headquarters tents slightly to it's right. Mole d'Escale and its approach are shown at left. Note rocky nature of beach. Below the low water mark beach was composed of rock ledges.

Fig 9

SECRET

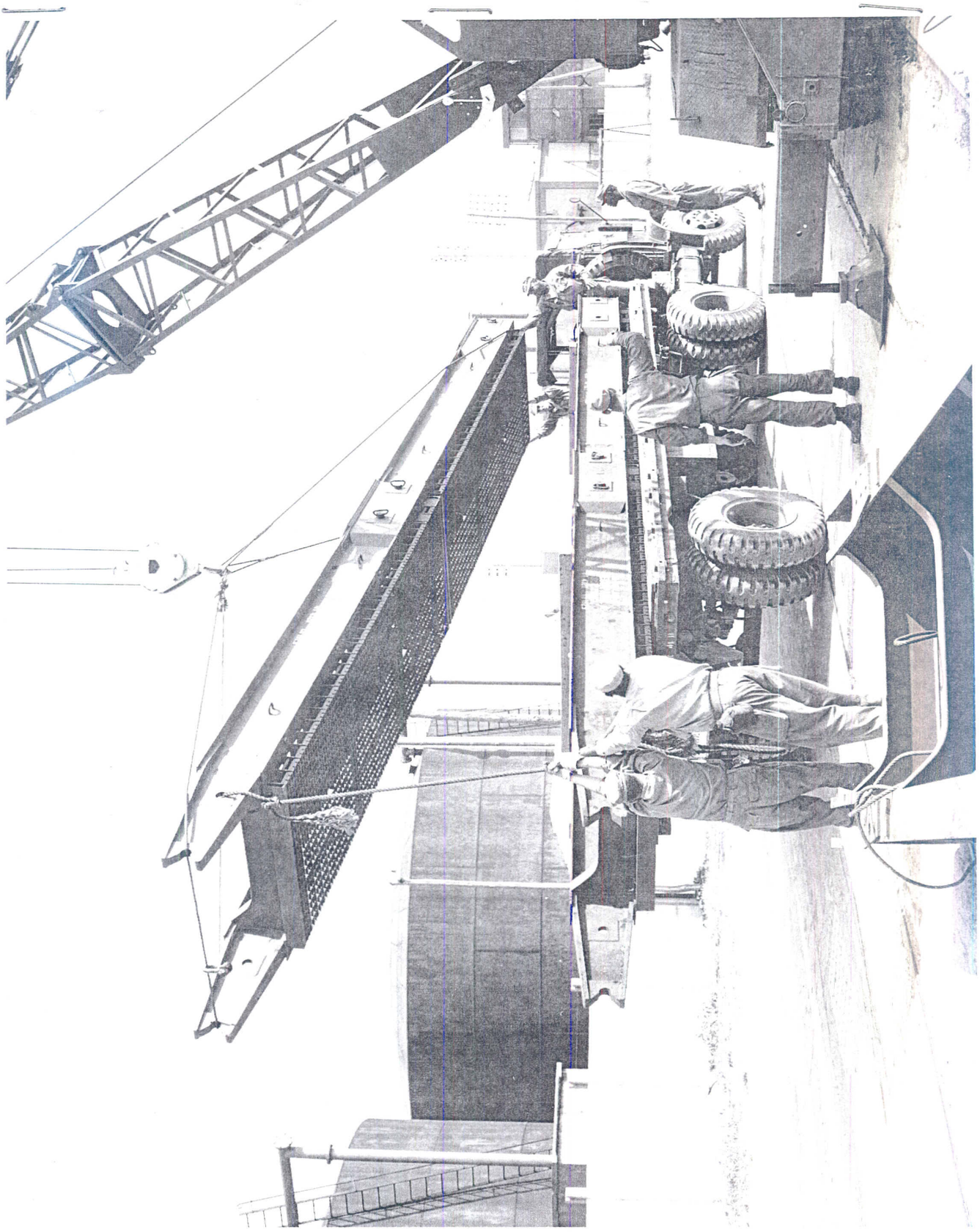
[illegible]/92-910 24 AUG LA ROCHELLE FR
THE THIRD PHASE OF OPERATION OVER THE BEACHES
WAS A TRAINING EXERCISE IN OFFLOADING CARGO
FROM A VICTORY SHIP USING LIGHTERAGE AND
TRANSPORTING IT TO THE BEACHES AND THEN BY
RAIL ONTO TROOPS AND INSTALLATIONS IN EUROPE.
HERE A DUKW OF THE 458th T A T CO COMES
ASHORE ON THE BEACH AT THE PORT OF LA ROCHELLE
FR.
PHOTOGRAPHER CPL CLAPHAM
DET G 497th SIG PHOTO SER [illegible] APO 21



Loading trailer with steel banding at Quai de Maree, the LCM discharge point. Note two pallet draft.

Fig 10

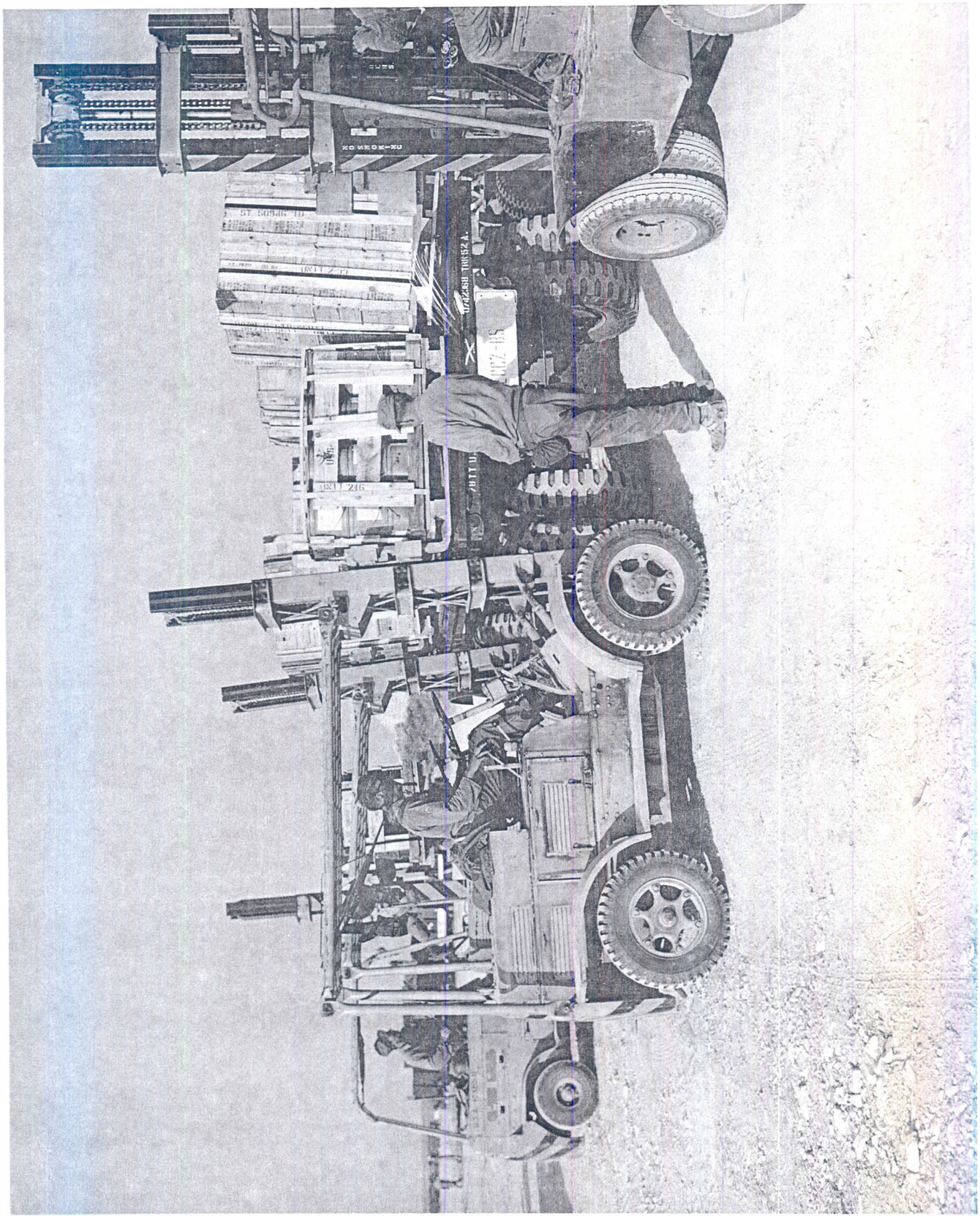
SECRET SEC INFO



Loading trailer with bridge deck panels at LCM discharge point. Two panel sections were too long for the rail cars so they were disconnected in the intransit cargo area while still on the trailer.

Fig 11

~~SECRET~~ ~~Sec~~ INFO



Unloading trailer with forklifts in the Intransit Cargo Area. This unloading method was used whenever possible.

Fig 12

SECRET SEC INFO

Forklift picking up QM pallet load that has just been unloaded from a Dukw by a crane in the Intransit Cargo Area. This reingorced type of palletizing large paper cacks proved more effective than the unreinforced type used during OTB-2.

Fig 13

SECRET SEC INFO

Pallet loads of medical supplies in the Intransit Cargo Area. Note the effect of uneven top of pallet loads.

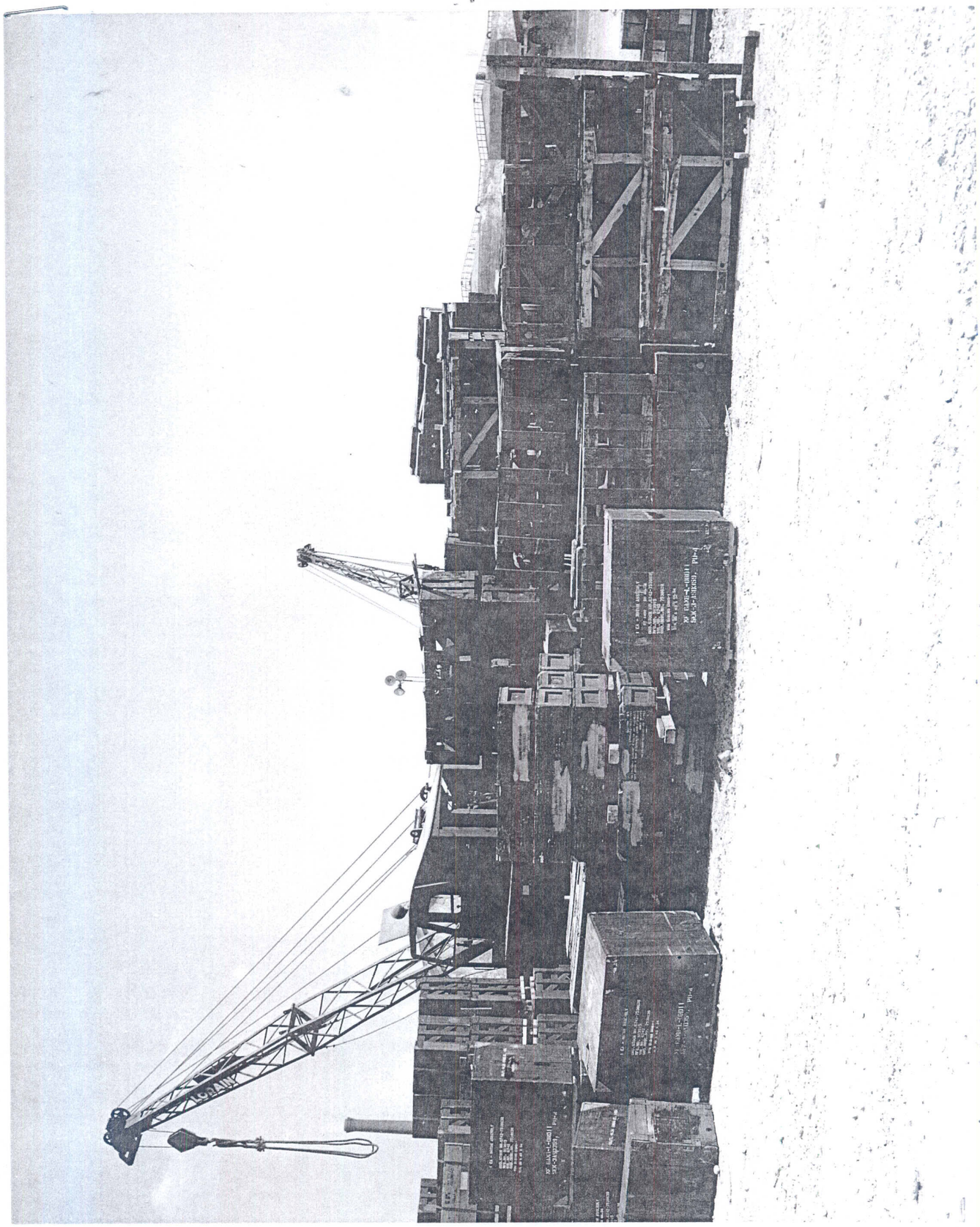
Fig 14

SECRET DEC INFO

Pallet loads of medical supplies in the Intransit Cargo Area. Uneven tops and different heights of pallets do not permit efficient stowage.

Fig 15

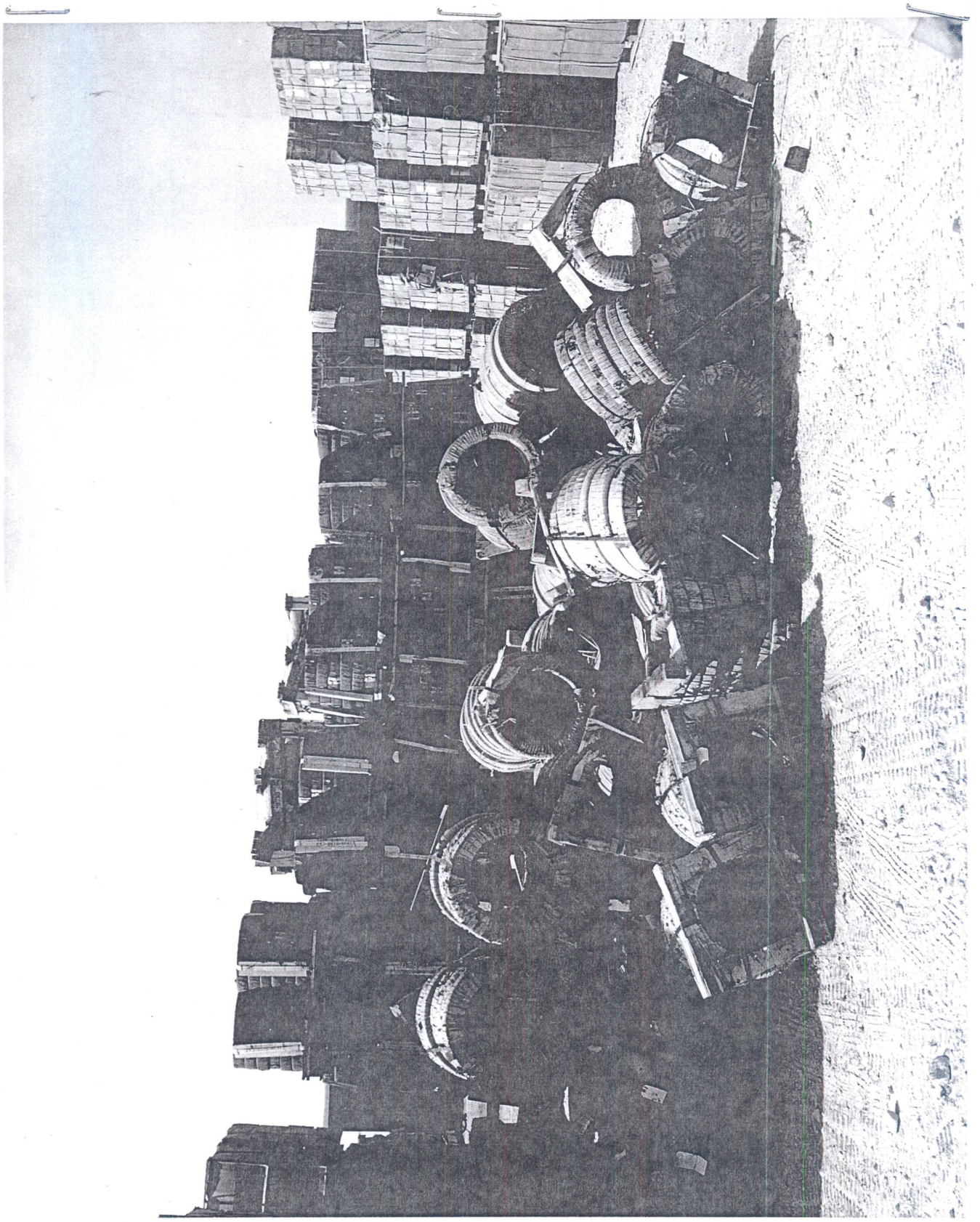
~~SECRET~~ SEC INFO



Ordnance supplies in Intransit Cargo Area. Crates at right containing axle assemblies proved rather fragile.

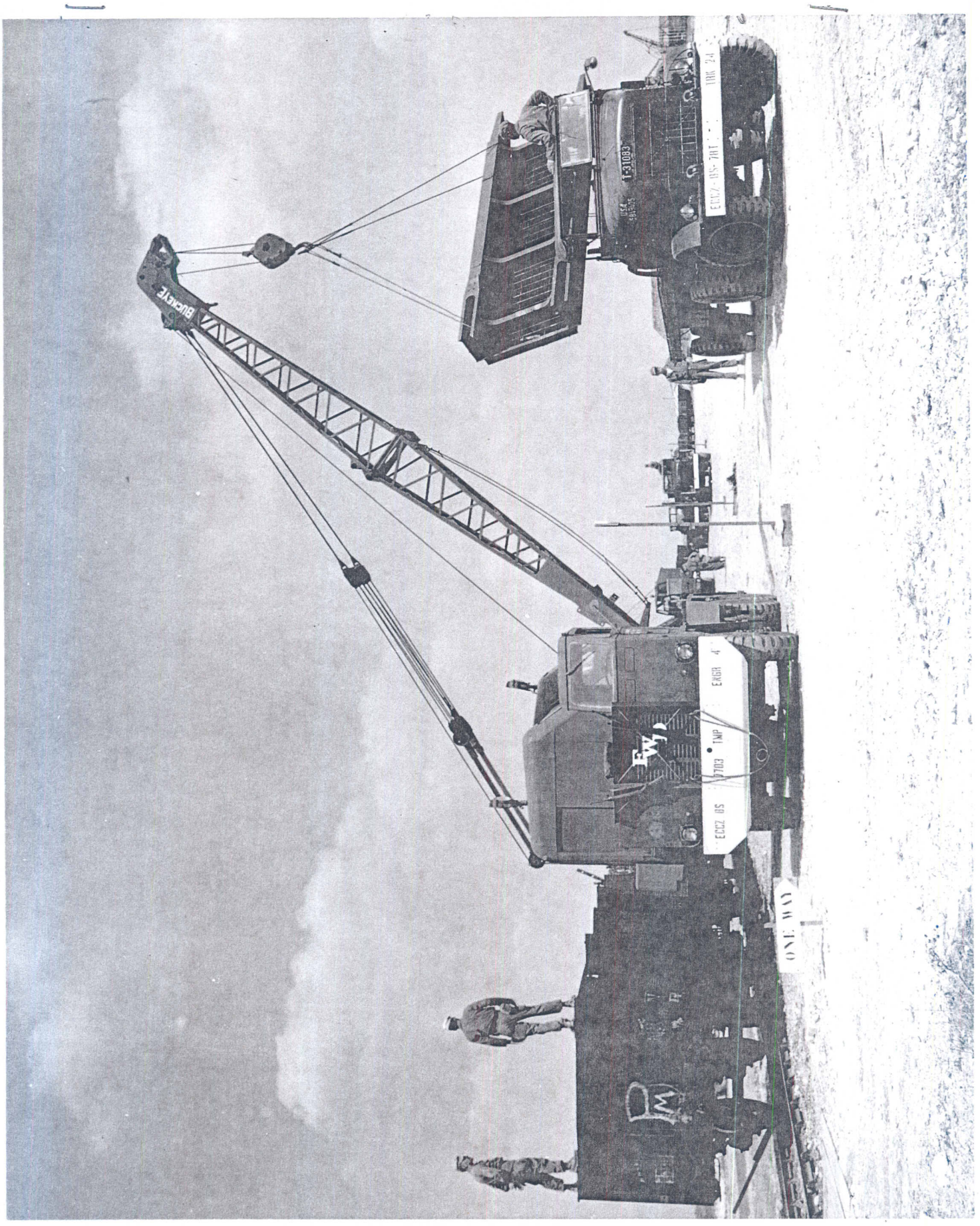
Fig 16

~~SECRET~~ ~~SEC INFO~~



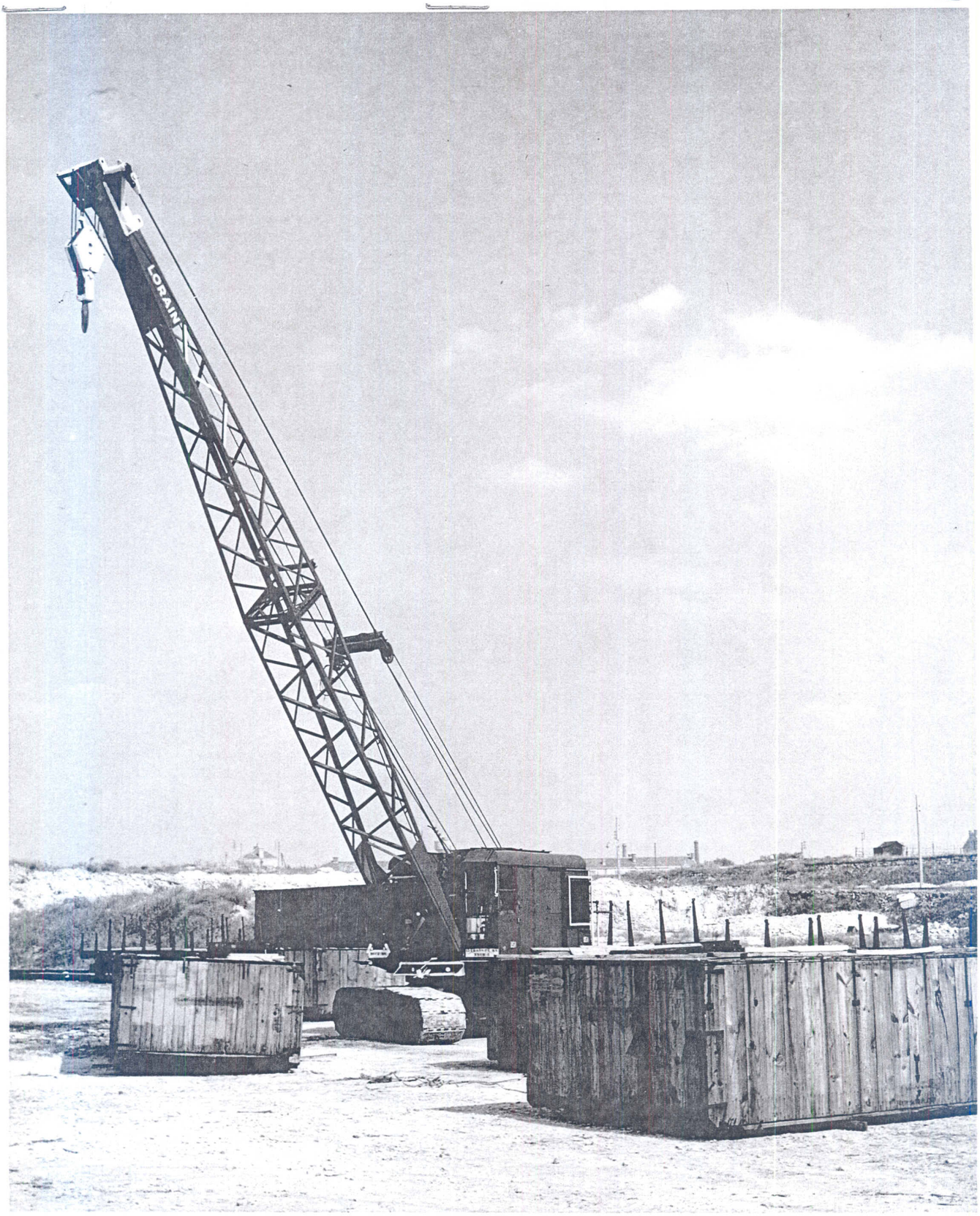
QM supplies in Intransit Cargo Area. Center of photo shows two methods of palletizing steel banding. The method in background with four (4) bundles on a standard size pallet proved the most efficient to handle.

Fig 17



Transferring bridge deck panels from trailer to rail car in the Intransit Cargo Area. Single sections of these 17'8" long panels only could be loaded on gondolas.

Fig 18



Large crates of engineer supplies that were loaded onto flat cars at the alternate rail loading site. Extra large flat cars had to be ordered for these crates. The dimensions of the largest crate was 27'6" long, 9'0" wide, and 4'8" high. The heaviest weighed 22,270 pounds.

Fig 19

SECRET SEC WHEA

ANNEX I

Annex I contains the reports of units and operational personnel that participated in OTB-3.

a. The following units reports are included.

(1) 51st Engr Boat Company
(2) 89th Engr Port Construction Company
(3) 759th Medical Detachment
(4) 514th Ord Medium Automotive Maintenance Company
(5) Hq, Hq & Service Company, 15th Trans Port Bn
(6) 458th Trans Amphibious Truck Company
(7) 460th Tmansportation Amphibious Truck Company

b. The following operational personnel reports are included.
(1) S-3, 15th Trans Port Bn
(2) Operations Officer, OTB-3
(3) Stevedore Officer, OTB-3
(4) Heavy Equipment Officer, OTB-3
(5) Rail Transportation Officer, OTB-3

~~SECRET SEC INFO~~

81ST ENGINEER BOAT COMPANY
APO 21 US Army

29 August 1952

SUBJECT: Historical Report for Period 6 August 1952 to 23 August 1952

TO: Historian
7703d Transportation Major Port
APO 21, US Army

1. Summary

81st personnel engaged in On The Job Training, Special Training, and preparation for Operation SOB # 3. Unit participated in SOB # 3 at La Pallice, France

2. Events

6 August 1952 – 21 August 1952 Normal duties, special training, and preparation for SOB # 3 at La Pallice, France.

22 August 1952 LCM convoy left Boat Basin No 3 Rochefort, France. Movement consisted of one hundred four (104) EM and two (2) Officers; 22 LCM's and two "J" Boats (See Sailing O 2, Hqs 15 Transportation Port Bn, dtd 20 August 1952). Departed Rochefort 0600 hours and arrived at Avant Port, La Pallice, France 0930 hours. All maintenance problems were handled satisfactorily while underway. Upon arrival, a certain amount of confusion was encountered since no adequate anchorage area had been secured for our use by higher hqs. 1700 hours all craft were shifted into Avant Port Basin.

23 August 1952 Rebriefing of LCM crews by Control Section and a reiteration of safety pfecautions. 1500 East Point Victory arrived La Pallice.

24 August 1952 Unloading of Victory Type Ship beginning with day shift at 0700 hours. LCM crews to act as stevedores to load and unload craft due to lack of beach party personnel. Day shift consisted of eleven (11) LCM's. There were also 4 LCM's acting as standbys. As it was the final decision that all boats would not be used, 15 LCM's were moved to outer basin (Avant Port); 11 of these were to be used during the operation on a round the clock basis, ie, two crews working the same LCM. Night shift utilized 10 LCM's. Each shift was augmented by the addition of a Control Boat. Personnel consisted of 69 EM and 3 Officers on day shift, and 62 EM and 3 Officers on the night shift. 26 EM from this unit were used as stevedores on the night shift. 5 EM were used as stevedores on the Day Shift. During the first day LCM's were continually waiting at dockside since only two Mobile Cranes were working. 1600 an additional crane was utilized, thereby lessening the LCM turn around time and increasing the tonnage over the beach.

25 August 1952 Night shift experiencing little difficulty in operating. Crane breakdowns hampering operation somewhat. Inadequate and old worn slings being used for unloading. Insufficient amount of suitable slings and no box clamps to expedite difficult unloading of box cargo. Day operations proceeding satisfactorily.

26 August 1952 Unit experiencing no maintenance problems with LCM's as yet. Commuting between La Pallice and Rochefort working no hardship on personnel. Box hooks finally utilized in unloading.

27 August 1952 LCM operations ceased at 2350 hours. Boats secured 2400 hours. Personnel returned to Rochefort with the exception of the stevedore crews.

~~SECRET SEC INFO~~

28 August 1952 Convoy of LCM's departed La Pallice 1430 hours and arrived Basin # 3, Rochefort, France 1740 hours

3. Problems and Solutions

a. Administration

Negative

b. Supply

Negative

c. Transportation

(a) Commuting between La Pallice and Rochefort worked little hardship on personnel. Buses were adequate, on time, and comfortable.

d. Training

(a) Mission gave crews training in pierside unloading. Competition on shift basis and with other units was spirited. Winch operators very efficient.

e. Personnel and Services

(a) Morale of men on operation was good. PX supplies were adequate but impossible for men on shift in that the truck stayed in tent area and therefore were not accessible to men working on pier.

f. Communications

Negative

g. Maintenance

(a) LCM Negative

(b) Motor Pool Negative

h. Field Messing

(a) Mess facilities were poor and entirely too makeshift. Lighting at midnight chow was insufficient and not conclusive to favorable messing.

i. LCM Operations

(a) Shipside

Negative

(b) Pier, except for original lack of support from crane operations causing LCM's to delay unloading slowing down the operation, the remainder of the operation progressed satisfactorily. Run from the ship was 15 minutes and average unloading time required 50 minutes.

4. Statistics

a. Tonnage moved daily by LCM's, including the amount of trips made:

	DAY SHIFT		NIGHT SHIFT		DAILY TOTAL	
Date	Trips	Tons*	Trips	Tons*	Trips	Tons*
24 August	27	322	28	371	55	693
25 August	26	394	23	287	49	681
26 August	30	316	16	300	46	616
27 August	13	270	7	75	20	345
	96	1304**	74	1033**	170	2337**

* Long Tons = 2240
** Includes Odd Tonnage

b. Average Turn around time for an LCM was approximately 2 hours.

5. Lessons Learned

a. Due to lack of beach party personnel, trained boat men were used as stevedores aboard ship and on the beach. It is a considerable waste of trained personnel in utilizing them in this capacity.

b. It was decided by higher Hqs to use the same LCM's on both the night and day shifts using two crews. Cost consciousness and conservation being a paramount issue in Army policy, it is felt that proper time could not be devoted to maintenance, as prescribed in pertinent TM's & FM's.

c. Since it is the policy of this unit to have coxswains sign for on board equipment, it is impossible to clearly ascertain who has responsibility of such equipment when two crews are operating the same craft and an item is lost. In the case of individual responsibility, a statement of charges can be drawn up, but in the above case of two crews running the same craft, items must be surveyed.

d. Crane operators did, at times, impede unloading in that crane maintenance took place while shift was in progress and should take place between shifts. While LCM shifts overlapped, crane operations came to a halt at shift changes resulting in the absence of LCM's under the hook at shipside.

e. 81st Engr Boat Co should be consulted as to the unit's requirements peculiar to the operation and its development. Citing as a specific instance, the anchorage area for LCM's was wholly inadequate causing confusion in last minute arrangements. Consulting the Company prior to an operation would lessen the confusion and any hardships caused by insufficient prior planning.

Lawrence W. Anderson
LAWRENCE W ANDERSON
Capt, CE
Commanding

SECRET SECURITY INFORMATION

89TH ENGINEER PORT CONSTRUCTION COMPANY
APO 21 US ARMY

5 September 1952

SUBJECT: Historical Report for OTB #3

TO: Commanding Officer
7703 Transportation Major Port
APO 21, US Army

1. Summary: This unit, augmented by equipment and operators of the 83rd Engineer Construction Battalion, and 15th Port, was assigned the responsibility for: the preliminary surveys, sounding, plottings and charts of the beach area; construction and grading of access roads, hardstands & DUKW ramps; clearing and grading of the tent sites; maintenance of engineer equipment, all lighting, blocking and bracing of rail cars; common labor in general support of the operation.

2. Events:

a. 9 June 1952: Preliminary hydrographic surveys were started this date and continued with completion of initial plottings and charts on 21 June 1952

b. 30 July 1952: Began cutting slope for DUKW ramp on beach with 2 D-7 Dozers.

c. 31 July 1952: Two additional D-7 Dozers and one grader at work. Began cut on access roads and hardstands for sorting area.

d. 1 August 1952: Continued grading of DUKW ramp, access roads and hardstands. Began leveling tent areas.

e. 5 August 1952: One additional D-7 Dozer began work this date. Work continuous on grading and preparation of all areas.

f. 6 August 1952: Two D-7 Dozers departed the operational area this date. Work on all areas continuing. DUKW ramp on beach completed.

g. 8 August 1952: One D-7 Dozer arrived as replacement equipment. Two D-7 Dozers returned to units. Work continuous on all areas. Began work on two railroad crossing in sorting area with ten men. One 5 ton roller began compaction of all graded areas.

h. 10 August 1952: Railroad crossings completed this date. Work continued on grading and compaction of all areas.

i. 14 August 1952: All areas completed and equipment returned to their units.

j. 20 August 1952: Began removal of sunken hull from DUKW ramp. Size of hull necessitated cutting it into 8 2000 lb. pieces to facilitate removal. Began wiring of tents in operational area. Received directive this date to supply 90 men and 1 officer for general labor in support of operation.

k. 21 August 1952: Ninety men and 1 officer arrived operational area this date. Pitching tents, digging latrines, kitchen police and guard. Continued removal of hull on DUKW ramp. Continued electrical work.

l. 22 August 1952: Thirty-five men on lumber and carpenter details for ice boxes and flooring of VIP tents. Twenty-two men on permanent kitchen police in VIP and troop messes. Completed clearance of wreckage from DUKW ramp. Continued electrical work.

m. 23 August 1952: Set up flood lighting equipment on sorting area, DUKW ramps and LCM unloading area. Continued general [illegible] support.

n. 24 August 1952: Commenced unloading ship. Eleven men on dayshift: 7 men blocking and bracing, 2 forklift operators and 2 beach control NCO's. Fifty-five men on night shift: 7 men blocking and bracing, 12 crane operators, 18 forklift operators, 12 holdmen, 5 stevedore NCO's.

SECRET SECURITY INFORMATION

5 September 1952

SUBJECT: Historical Report for OTB #3

o. 25 August 1952: All personnel returned to company area this date.

3. Problems: No serious problems encountered.

4. Techmiques: No techniques developed.

5. Statistics: Approximately 20,000 cu. yards of earth moved in preperation of operational area.

HERBERT M. LIEBERT
Captain CE
Commanding

759TH MEDICAL DETACHMENT
APO 21 US ARMY

30 August 1952

SUBJECT: Historical Report for Period 20 Aug to 29 Aug 1952

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB Historian

1. Summary: OTB-3 was concluded without any serious injury or outbreak of respiratory or gastro intestinal disease.

2. Events: 20 Aug - Departed Rochefort 0900 hours and arrived La Pallice camp site 1000 hours. Dispensary tent pitched and in operation 1400 hours.

21 Aug - Routine sick call held. Sanitation inspection made.

24 Aug - Aid station set up on board ship at 0630 hours.

25 Aug - Sanitation inspection made with Lt Shaw, Basec Sanitation Officer.

27 Aug - Inspection of camp site and aid station by Lt Col Milton, Basec Surgeon.

29 Aug - Operation completed 1300 hours. Unit departed for home station 1400 hours, arrived Rochefort 1500 hours.

3. Problems:

a. Construction of all sanitary facilities very difficult due to teleological nature of terrain.

b. Excessive dust was a constant problem and definite threat to the health of the troops.

4. Techniques: All aid men thoroughly versed in splint application under adverse and unusual conditions.

5. Statistics: See inclosure.

6. Lessons Learned:

a. Dental officer is not essential for this type of operation.

b. A full time medical officer is not necessary on a 24-hour basis when working in close proximity to a fixed medical installation.

c. All men assigned to such an operation should be screened regarding physical profile number and any recent illness or disease that would make him unfit for the type of field duty that will be encountered.

d. Shower units should be available on camp site as men are working long hours and are reluctant to travel to other stations for purpose of showering.

e. Laundry unit both a very important morale and health aid and should be included if possible in an operation such as this.

SECRET SEC INFO

30 August 1952

SUBJECT: Historical Report for Period 20 Aug to 29 Aug 1952

f. There should be dust control measures taken before troops move in this type of area.

1 Incl:
Statistics Report

s/ Alfred J. Casagrande
t/ ALFRED J. CASAGRANDE
1st Lt MC
Commanding

Medical Cases Seen on Operation CTE-3

Date	New Cases	Old Cases	Quarters	Hospital	Disease	Injury
21 August	6	0	0	0	5	1
22 August	8	1	0	0	8	1
23 August	6	4	0	0	8	2
24 August	11	3	0	0	12	2
25 August	7	2	0	0	5	4
26 August	9	4	0	0	11	2
27 August	11	3	0	0	12	2
28 August	9	4	0	0	11	2
29 August	3	2	0	0	5	0
TOTAL	70	23	0	0	77	16

Inclosure No. 1

SECRET SEC INFO

514 ORDNANCE M.A.M. DET.
APO 21 US ARMY

1 September 1952

SUBJECT: Historical Report for Period 20 August 1952 to 29 Aug 1952

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB-3 Historian

1. SUMMARY: This Organization (514 Ordnance MAM Det) consisting of one (1) officer and fifteen (15) EM, 514 Ordnance MAM Company, left Rochefort Arsenal, Rochefort, France, APO 21, at 0700 hours, 20 August 1952 for exercise OTB-3 and returned to home station, Camp de Bussac, Bussac, France, APO 21, at 1730 hours, 29 August 1952. Used organic vehicles to transport troops and equipment.

2. EVENTS: General Blanchard, Basec Commander, inspected the company and shop area, 24 August 1952.

3. PROBLEMS: Due to the rough terrain there were more flat tires on MHE encountered than on the two previous operations.

4. STATISTICS:

a. The 20th and 21st of August 1952, this unit set up tents and shops and contacted units that this unit is to support in exercise OTB-3.

b. The 22nd of August 1952, this unit received two (2) automotive job orders and one (1) miscellaneous job order and completed one (1) automotive job order. MHE was unloaded and processed for operation.

c. The 23rd of August 1952, this unit received two (2) automotive job orders and one (1) miscellaneous job order and completed one (1) miscellaneous job order. MHE was processed for operation.

d. The 24th of August 1952, this unit received no job orders and completed one (1) miscellaneous job order. Twenty MHE vehicles were dispatched to the sorting area for day and night shift operations.

e. The 25th of August 1952 this unit received six (6) automotive job orders and completed six (6) automotive job orders. Twenty-five MHE vehicles were dispatched to the sorting area for day and night shift operations.

f. The 26th of August 1952 this unit received three (3) automotive job orders and completed four (4) automotive job orders. Twenty-eight MHE vehicles were dispatched to the sorting area for day and night shift operations.

g. The 27th of August 1952 this unit received three (3) automotive job orders and completed four (4) automotive job orders. Twenty-six MHE vehicles were dispatched to the sorting area for day and night shift operations.

h. The 28th of August 1952 this unit received one (1) automotive job order and (1) miscellaneous job order and completed one (1) automotive and one (1) miscellaneous job order, also cancelled and

SECRET SEC INFO

1 September 1952

SUBJECT: Historical Report for Period 20 Aug 1952 to 29 Aug 1952

evacuated one (1) automotive job order to Rochefort Arsenal. MHE was loaded into trailers and preparations were made for return to home station.

s/ Frank R. Zimmerman
t/ FRANK R. ZIMMERMAN
1st Lt Ord Corps
Detachment Commander

SECRET SEC INFO

HQ HQ & SV CO
15TH TRANS PORT BN
APO 21 US ARMY

TMP 15 3 September 1952

SUBJECT: Operation OTB-3 Historical Report for Period 20 Aug 1952 to 29 August 1952

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB Historian

1. Mission: To provide administration and housekeeping for the 15th Transportation Port Battalion composite, as directed by the Commanding Officer, 15th Transportation Port Battalion.

2. Day by Day Summary of Events:

a. At 0830 hours, 20 August 1952, this unit consisting of seven (7) Officers and forty-three (43) enlisted men, departed Rochefort sur Mer, France, for Operation OTB-3 by truck convoy via La Rochelle, France. Truck convoy consisted of four (4) 2½ ton trucks, one (1) 3/4 ton truck and one (1) ¼ ton (Jeep) truck arriving at La Pallice, France at 0930 hours, 20 August 1952.

b. From 20 August 1952, through 23 August 1952, this unit erected three (3) latrines and erected one (1) orderly room tent, two (2) supply tents and five (5) tents to house troops.

c. All units were attached to the 15th Transportation Port Battalion for rations and operational control on 20 August 1952, are stated below.

(1) 188th Trans Port Co.
(2) 514th Ord MAM Co.
(3) 78th Trans Heavy Trk Co.
(4) 550th Trans Stag Area Co.
(5) 460th Trans Amph Trk Co.
(6) 55th Trans Trk Co.
(7) 687th Engr Water Sup Co.
(8) 759th Med Detachment

On 21 August 1952, the 89th Eng Port Const Co., were attached for operational control. On 23 August 1952, 529th M.P. Co., and 515th Eng Fire Fighting Platoon were attached for rations and operational control. On 25 August 1952, 513th Quartermaster Bath Section was attached for rations and operational control.

d. On 23 August 1952, two (2) enlisted men returning from leave joined the unit on OTB-3, bringing the total to seven (7) Officers and fo rty-five (45) enlisted men participating in the operation.

e. During the period 23 August 1952 to 29 August 1952, this unit furnished two (2) latrine orderlies, three (3) cooks, and six (6) enlisted men for actual operation of Battalion Headquarters, Message Center and Communication Section, ten (10) EM to motor pool as drivers and mechanics, eighteen (18) EM to heavy equipment section.

f. The communications section laid 6 miles of telephone wire and installed 15 field phones in the operations area and took in the wire and phones at completion of operation.

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g. Seven (7) Officers and forty-five (45) enlisted men departed La Pallice, France at 1300 hours, 29 August 1952, in two (2) convoys for Rochefort, France.

(1) Heavy equipment returned with all the equipment which was furnished for the operation by this unit.

s/ Roy W. Harvey
t/ ROY W. HARVEY
Capt TC
Commanding

SECRET SEC INFO

HEADQUARTERS
458TH TRANSPORTATION AMPHIBIOUS TRUCK COMPANY
APO 21 US ARMY

314.7 4 September 1952

SUBJECT: Historical Report, Over the Beach Operation #3

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB Historian

1. SUMMARY:

The 458th Transportation Amphibious Truck Company participated in OTB #3 at La Pallice, France from 23 August 1952 to 29 August 1952. Primary mission of the 458th Transportation Amphibious Truck Company was to provide lighterage and labor details for operation. This unit was located at La Leu, France, with motor pool at Bertrand, France which is approximately one mile from La Leu and one-half mile from the operation site of OTB #3 at La Pallice. In addition to providing lighterage and labor for the operation, this unit also provided second echelon maintenance for the administrative motor pool at OTP #3. This unit messed at the consolidated mess at La Leu; and carried food in mermite cans from La Leu to DUKW control center on the beach for noon meal and midnight meal.

2. EVENTS:

a. From the 20th of August 1952 till the 22nd of August 1952, this unit provided personnel to erect fifteen (15) tents at various locations in the OTB area. Also this unit made last minute arrangements for participating in operation.

b. On 23 August 1952, operations got under way at Quai de Marre using ramp which was of concrete construction. This ramp proved satisfactory except at low tide. At low tide, this ramp could not be used because at the end of the ramp there was a drop off of six (6) feet. It was impossible to use ramp because front wheels of DUKW's would not clear ramp. After considerable experimenting, it was decided to abandon Quai de Marre ramp and use the beach at OTB site exclusively for all tides. During low tide on the beach, the DUKWs bounced around considerable on the rocks, but no damage to the DUKWs was encountered. The use of the beach proved satisfactory for twenty-four hour operations.

c. This was the first operation that ship and sorting area were not in sight of DUKW Control Center, therefore radio communications had to be relied on exclusively. This proved entirely satisfactory.

3. PROBLEMS:

The only problem encountered in this operation was the use of the beach at low tide; but by trial and error method, it was found that this beach highly satisfactory. No other problems were encountered.

4. TECHNIQUES:

Palletized cargo seems to greatly facilitate unloading ships, and expedites placing it in rail cars, which in turn makes the DUKW turn around time much less.

SECRET SEC INFO

4 September 1952

SUBJECT: Historical Report, Over the Beach Operation #3

5. STATISTICS:

a. This unit supplied details as follows:

(1) Thirty (30) EM to erect tents prior to operation.
(2) Seven (7) EM for labor details at OTB area.
(3) Sisty-six (66) drivers and assistant drivers for DUKWs.
(4) Twenty-two (22) mechanics.
(5) Ten (10) kitchen police.
(6) Nine (9) cooks and cooks helpers.
(7) Eight (8) radio operators.
(8) Two (2) dispatchers.
(9) Two (2) beach control NCOs.
(10) Two (2) ship control NCOs.

b. Tonnage report for operation OTB:

(1)	Quai de Marre	20 tons
(2)	Beach Area OTB #3	1535½ tons
	TOTAL TONNAGE	1555½ tons

c. Number of trips

(1)	Quai de Marre	12
(2)	Over the Beach	524
	TOTAL TRIPS	536

d. Gasoline consumed on operation: 3500 gallons

e. Water hours of DUKWs: 581 hours

f. Land miles driven: 800 miles.

6. LESSONS LEARNED:

In view of the fact that this was the first operation this unit has participated in as a DUKW Company, the following lessons were learned:

(1) A continuous flow of DUKWs should be dispatched to ship, but not to an extent where they are piled up at ship side waiting for a hatch to work.

(2) Jumper system may be applied at ship side to conserve on personnel.

(3) At least ten additional DUKWs should be waiting at motor park for immediate dispatch to ship in case operational requirements are increased.

s/ Charles C. Brown Jr
t/ CHARLES C. BROWN JR
Captain TC
Commanding

SECRET SEC INFO

HEADQUARTERS
460TH TRANSPORTATION AMPHIBIOUS TRUCK COMPANY
APO 21 US ARMY

29 August 1952

SUBJECT: Historical Report, OTB-3

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB Historian

Transmitted herewith Historical Report of Over the Beach # 3.

s/ Judd W. Denney
t/ JUDD W. DENNEY
Captain TC
Commanding

SECRET Sec INFO

OPERATION OVER THE BEACH NUMBER 3
HISTORICAL REPORT

The 460th Transportation Amphibious Truck Company participated in Operation Over the Beach #3 as stevedores, fork lift operators, hook-up men for cranes, rail car loaders, and mechanics for the Consolidated Motor Pool. All personnel with the exception of two (2) Officers were assigned to the day shift.

Busses from the 112th Transportation Truck Battalion were used to transport the men daily to and from the operation site. This mode of transportation proved very satisfactory. The exception, of course, was that a long working day was encountered. Reveille was held at 0400 hours with breakfast at 0430 hours. The busses departed Rochefort Arsenal daily at 0515 hours arriving at site of operation at approximately 0600 hours. The men were immediately dispatched to their various jobs. DUKW's were used to transport the stevedores to the ship. Chow was served at the Consolidated Mess for all personnel working on shore. DUKW's were used to carry chow from the Consolidated Mess to people working on the ship. The busses departed the operational site at 1815 hours arriving Rochefort Arsenal at approximately 1915 hours.

The fork lift operators for the day shift were made up from the maintenance platoon. They served in a dual role as operators and mechanics, this proved to be a wise move because of the many break-downs that were encountered. In most cases the mechanic was able to have his fork lift in working condition in a very short time. The sorting area was quite bumpy and there were plenty of rocks to warrant malfunctions of the fork lifts.

One officer and a dispatcher ran the consolidated motor pool. This job consisted of dispatching all vehicles in the maneuver area. Preventive maintenance rosters were kept up to date by all units and scheduled maintenance was performed by two mechanics of the 460th Transportation Amphibious Truck Company and two mechanics of the 15th Transportation Port Battalion. Third echelon maintenance for the consolidated motor pool was performed by a platoon of the 514th Field Maintenance Company.

The following is a breakdown of assignment:

Stevedores	43 men
Rail Car loaders	29 men
Hook-up Men for cranes	13 men
Fork lift Operators	13 men
Mechanics	2 men
Dispatcher	1 man
Bus Driver	1 man
Jeep Driver	1 man
TOTAL EM	103 men

Officers (Beach Operations)	2
Stevedoring Officers	2
Motor Officer	1
TOTAL OFFICERS	5

24 August 1952:

The company departed Rochefort Arsenal 0510 hours 24 August 1952 for site of Operation "Over the Beach" # 3, La Pallice, arriving at site at 0615 hours.

Sfc Campbell with a detail of 42 men and Lt Van Buren departed shore for the East Point Victory arriving at 0645 hours. The ships gear had been rigged the night before. The first load went over the side at 0725 hours. The first day was spent unloading deck cargo that consisted of tread way bridge sections. The operation was slowed down due to the lack of "M" boats. The first day approximately 350 tons of cargo was unloaded.

25 August 1952:

The second day the same schedule was followed and approximately 680 tons fo cargo was removed. The winch on hatch # 2 broke down (armature burned out) and the men were unable to work this hatch.

26 August 1952:

On the third day hatch number 2 went back into operation at 0945 hours. Due to a list of 7 degrees on the ship, there was great difficulty in operating the fork lifts in # 3 and # 4 hatches. But the men, overcoming this difficulty, still unloaded 621 tons of cargo.

27 August 1952:

On the fourth day, the ship was cleared of cargo with exception of approximately 90 tons located in hatch number 3. At 1545 hours a Dukw loading on the starboard side of hatch number 3 was in the process of sinking due to improper loading when Sfc Campbell rushed to the scene and through his knowledge and initiative kept the Dukw from sinking.

28 August 1952:

On the 28th of August, the detail from the ship (stevedores) helped clean up the sorting area. They finished at 1800 hours and departed for Rochefort, finishing "Over the Beach # 3." No accidents or serious injuries occured during this operation.

# # #

SECRET SEC INFO

HEADQUARTERS
15TH TRANSPORTATION PORT BATTALION
APO 21 US ARMY

2 September 1952

SUBJECT: Historical Report for S-3 Section, Period 3 August to 30 August 1952.

TO: Commanding Officer
Headquarters, 15th Trans Port Bn.
APO 21, US Army

1. Summary: Much time was spent in planning the carrying out of the mission assigned to this headquarters and many hours were used in determining where to obtain the necessary personnel available to carry out the primary mission of training a nucleous for over-the beach supply missions. It is beleived that this headquarters, and sub-ordinate units strength must be increased materially before proper training of annchcons can be accomplished. The unloading and moving of the supplies from the East Point Victory to and over the beach was accomplished in excellent time. All personnel involved are to be commended for their untiring work.

2. Events:

a. 030830 - Planning for third "Over-the-Beach" began.

b. 041535 - Lt Col Thomas R. Quirk, Commanding Officer, this headquarters, met with Col Ruel C. Neiger, Commanding Officer, 7703d Transportation Major Port, and received information pertaining to planning for third "OTB". Pertinent information passed to staff for action.

c. 050930 - Col Neiger, C.O. 7703d Trans Major Port; Lt Col Quirk, C.O. this headquarters; Major John Whitfield, Executive Officer this headquarters; Capt William E. Boatright, S-3 this headquarters; Capt Bernard R. Huetter, Historian for Over-the-Beach; Capt Lawrence W. Anderson, C.O. 81st Engr Boat Company; Capt Judd W. Donny, C.O. 460th Trans Amphibious Truck Company; Capt Charles C. Brown, C.O. 458th Trans Amphibious Truck Company, made reconnaissance of selected site st La Pallice, France, for OTB-3.

d. 060000 to 200001 - Period spent in planning, drafting and issuing letter of instructions, alerting units for move, etc.

e. 200800 - This headquarters moved to OTB site and began setting up camp.

f. 211500 - Brigadier General C. C. Blanchard, Commanding General, BASEC, USAREUR, COM Z; and Col C. W. Gettys, BASEC, USAREUR, COM Z; arrived at OTB site and conferred with French officials.

g. 231420 - East Point Victory arrived and lowered anchor about seven hundred (700) yards South West of the Mole de Escale and about thirteen hundred (1300) yards from shore. Boarding party consisted of Customs Officials, Military Sea Transport Service officials, Lt Col Quirk, and 1st Lt Samuel H. Bartley, Chief Stevedore Officer, boarded the vessel to make necessary arrangements for unloading.

f. 240700 - Off loading from the ship began. First draft received over the side at 0725.

g. Details of operation are contained in operation officers report.

h. 272110 - Discharge of ship completed.

i. 301400 - Final load of supplies departed from the Intransit Cargo Area.

j. 301330 - Last personnel involved in the mission departed from the OTB site for home station.

3. Problems:

a. The chief and primary problem involved was lack of personnel, not only of key technical personnel, but even laborers. Personnel was utilized from every available unit and in a great many cases highly skilled personnel, such as draftsmen, were performing ordinary laborers work. The solution, which is highly recommended, is believed to be the increasing of this headquarters, and port companies to full T/O&E strength; also providing a Quartermaster Service Company for the additional labor currently not available.

b. One important problem was that of safety. Due to understandable desire of all concerned to move the cargo as rapidly as possible, a good number of chances were taken which should not have been allowed. Also a good number of chances were taken due entirely to inexperienced personnel. The primary solution to this problem is sufficient personnel to become experienced, and secondly proper supervision and training. It is necessary to have the same personnel each time in order to properly supervise and train and this so far has been impossible due to the fact that a great number of the personnel have not been on the same job twice during any of the successive OTBs.

c. One problem was that of visitors, or VIPs. Quite often visitors arrive with no notice. While this can be, and is, handled without much confusion, it would greatly assist in planning if the ranks, names, organizations, dates of arrival, and planned length of stay, for all visitors were forwarded to this headquarters as far in advance as possible. This is done in a great number of cases and is very useful.

4. Statistics will be included in various reports from other staff sections and it is not considered desirable to duplicate them in this report.

William E. Boatright

WILLIAM E. BOATRIGHT
Captain TC
S-3

188TH TRANSPORTATION PORT COMPANY
APO 21 US ARMY

4 September 1952

SUBJECT: Operation Section OTB-3

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB Historian

1. Prior to the opening of OTB-3, the undersigned officer spent eight days at Rochefort attending the advance planning conferences, considerable difficulty was encountered in obtaining the necessary personnel to conduct the maneuver. On the 20th of August 1952, I joined the advance party of the 188th Transportation Port Company at the maneuver area.

2. The morning of August 23rd we conducted a dry run for all operational personnel. At this time it was determined that some personnel officially scheduled for participation in the operation were no longer available.

3. Operations officially commenced at 1900 hours, 23 August 52, with the placing of two gangs aboard ship to remove lashings and bracing on deck cargo. Discharge of cargo was started at 0800, 24 August 52 and the ship completed operations at 2110 hours, 26 August 52.

4. The main difficulty encountered during operation was acute shortage of personnel. In this category we suffered a shortage of qualified NCO's in all phases. Men who had been offered as specialists such as forklift operators and crane operators in some instances were not qualified.

s/ Wesley F. Pratt
t/ WESLEY F. PRATT
Capt TC
Operations Officer

SECRET SEC INFO

188TH TRANSPORTATION PORT COMPANY
APO 21 US ARMY

2 September 1952

SUBJECT: Stevedore Operations OTB-3

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB Historian

SS EASTPOINT VICTORY arrived at anchorage at 1425 hours, 23 August 1952. After preliminary survey two gangs were placed aboard at 1900 hrs to remove lashing and bracing of deck cargo. Operations officially started at 0700 hours 24 August 52 with six gangs aboard ship. First hatch to complete discharge was #5 at 0820, 26 August 52. Number 4 hatch, second to complete at 2000 hours 26 August 52, #1 finished at 2300 hours, 26 Aug 52. The following day saw completion of #2 hatch at 1445 hours and #3 at 2110 hours. All hatches closed and ship cleared for sea at 2320. A total operational time of seventy-four (74) hours, twenty minutes was required to complete discharge with an average rate of discharge 10.6 tons per gang hour. Within above time period was a loss of 16 hours, 25 minutes at #2 hatch due to burned out armature on port winch.

The following comments and recommendations are offered for evaluation on future operations:

a. One-inch dunnage floor should be nailed across all hatch ways on lower decks by loading port prior to loading cargo. This will prevent undue breakage of hatch boards when forklifts are run across hatchways (ninety hatch boards destroyed this vessel).

b. All heavy lifts when possible should be placed on deck, by heavy lifting gear, and squares of upper tween decks at same points. Stowage of heavy lifts in other decks involves loss of time in rerigging gear and reduces the speed of discharge by prohibiting maximum use of gangs.

c. When it is necessary to place heavy lifts in lower decks, overstowage of other types of cargo is not desirable. Bracing and shoring is more desirable for some reasons as mentioned in comment #2.

d. Heavy individual packages notable ordnance and engineer cargo, non-palletized should be stowed in square of hatch rather than deep in the wings. Necessity of removing this cargo from wings by individual piece results in loss of time and tonnage. Further, nature of this cargo prohibits uniform stowage in wings due to curve of ships hull.

e. Recommend dunnage floor be placed under first two cargo tiers in depth around square of hatch in lower hold. Working off of crowned square of hatch into wings it is difficult to place blades of fork lift under pallet. This operation becomes more difficult with inexperienced operators, resulting in damage to cargo.

f. Weight limitation be placed on heavy QM cargo such as soap and banding metal at one long ton.

g. QM strapping is better handled on pallets rather than skids. Light skids have tendency to break up under stress of handling.

h. That a solid steel bar be substituted for existing hollow steel pipe in available pallet bridges.

SECRET SEE IMFD

2 September 1952

SUBJECT: Stevedore Operations OTB-3

i. All personnel connected with ships operations particularly those officers and men of the 188th Trans Port Co., 460th TATC, 81st Eng Boat Co., and 89th Eng Port Const Co., be commended by port authorities for job well done.

s/ Samuel H. Partley
t/ SAMUEL H. PARTLEY
Captain TC
Executive Officer

ESTIMATED GEAR REQUIREMENTS FOR 1 GANG HANDLING
GENERAL AND PALLETIZED CARGO

1 Pallet Bridge
1 Pinch Bar
4 40'x1½" Manila Rope slings w/18" eyes or 8 20'x1½" manila rope
1 Forklift preferable low boom
4 30'x5/8" wire slings

Additional for ship as a whole

2 sets 40'x3/4" wire slings eye and eye
8 sets 8'x5/8" wire slings
2 pallet bridals
Additional specialized equipment to meet cargo requirements i.e. box hooks, barrel chimes.

~~SECRET~~ SEC INFO

HEAVY EQUIPMENT SECTION
15TH TRANSPORTATION PORT BATTALION
APO 21 US ARMY

TMP15 3 September 1952

SUBJECT: Historical Report for Equipment Section OTB-3

TO: Commanding Officer
7703 Trans Major Port
APO 21, US Army
Attn: OTB Historian

Submitted herewith is the history of the Heavy Equipment Section, 15th Transportation Port Battalion on "Operation OTB", covering the period from the date of notification of the intended operation to the date of completion.

Introduction:

We were first notified of a pending operation by verbal order of the Port Commander of 7703 Transportation Major Port of the third phase of Operation OTB. He informed us that our mission would be to furnish heavy equipment to unload a ship, SS EAST POINT VICTORY, at La Pallice. He also informed us that we were to have top priority as to personnel and equipment and additional training.

The equipment was moved down to the beach at La Pallice on 20 August 1952. The equipment consisted of:

7 Mobile Cranes
1 Prime Mover
1 Lubricator
1 Shop Truck
2 Bulldozers
3 Trucks, 6x6
1 Wrecker, 6 ton

After arrival, the operation began of clearing the beaches, moving the gravel and rock off the beaches, building motor pool areas, digging garbage pits and cleaning an area for the troops living quarters. The men worked 10 or more hours a day clearing the beaches. Before arrival of the ship, the men used bulldozers to grade down the sorting area and quite a few experiments were made of unloading LCM's and DUKW's. Captain Pratt furnished crane operators and bulldozer operators which were obtained from other units.

One unusual experience on this operation was that cranes had to double up to unload one M-Boat at the landing. There were four (4) cranes used in the sorting area and were used at maximum output at all times. The operators from various units proved to be very efficient.

All heavy equipment was dispatched and maintained by the 15th Consolidated Motor Pool. Second echelon maintenance was performed by two mechanics from the 15th Motor Pool and two mechanics from the 460th Transportation Amphibious Truck Company. The Motor Officer and dispatcher of the 460th Transportation Amphibious Truck Company worked the day shift and the night shift was controlled by the assistant motor sergeant and dispatcher of the 15th Transportation Port Battalion.

The 514th F. M. Ordnance Company set up a shop in the consolidated motor pool and handled 3rd echelon maintenance and materials handling equipment.

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SUBJECT: Historical Report

The gasoline and diesel were handled by the 55th Heavy Truck Company. The dispensing of the fuel was controlled through the motor pool.

RECOMMENDATIONS: Recommend that the Port companies send three (3) men from each company for training on cranes and bulldozers.

Recommend not to use TC trailers for moving heavy equipment. Twenty (20) ton Engineer trailers or Air Force trailers are recommended to move heavy equipment.

Recommend Heavy Equipment Section be assigned 20-ton trailers instead of having to borrow them at all times.

Men of the 15th Transportation Port Battalion were superior in their work due to the experience they had in the 1st and 2nd operations.

In conclusion the Heavy Equipment Section was composed of men from the 15th Transportation Port Battalion, 97th Transportation Port Company, 98th Transportation Port Company, 188th Transportation Port Company and 458th Transportation Amphibious Truck Company. They worked very efficiently together as a team, learning how to run various types of equipment.

The operation was completed on Wednesday, 27 August 1952, at 2100 hours and the sorting area on Friday morning at 0200 hours.

s/ Grayson Simpson
t/ GRAYSON SIMPSON
Captain TC
Engineer Operations Officer

SECRET SEC INFO

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HEADQUARTERS
7703 TRANSPORTATION MAJOR PORT
APO 21 US ARMY

2 September 1952

SUBJECT: Historical Report, Rail Operation, SOB #3

TO: Commanding Officer
HEADQUARTERS
7703 Trans Major Port
APO 21, US Army

The following is a historical report relative rail movement of cargo discharged from S/S East Point Victory, 24 August to 29 August 1952.

a. Rail Facilities:

Rail tracks at the beach of La Pallice where operation SOB was held are property of SNCF La Pallice. There is a total of 2,800 feet of track, 750 feet of trackage in the loading area, 2,050 feet in storage area Most of the trackage was recently rehabilitated by the SNCF. The trackage consists of single traks, both in loading area and storage area from which rail cars are moved in for loading. Actual ork started 24 August 1952 an was completed 29 August 1952. In order to facilitate prompt movement of al rail equipment the SCNF established an office next to the rail team and documentation tents alongside loading area with the French Army Personnel.

b. Rail Equipment:

SCNF switch engines were used to switch in empties and remove full cars. SCNF requested from forty- five (45) minutes to one hour notice when engine was requested for switching purposes. One case tractor was utilized. Loaded cars were seitched out by case tractor 5 to 15 at a time. Empties were moved up in like manner, Upon accumlation of twenty (20) loaded cars SNCF would switch loaded cars to an area at La Pallice basin consolidating some into trains. Spotting same number of empties cars in storage area.

c. Personnel:

Two rail teams were utilized, one day shift and one night shift. Day team consisted of Transportation Officer and seven (7) enlisted men. N shift consisted of Transportation Officer and five (5) enlisted men. Three (3) enlisted men were used for inspection, sealing, applying shipping documents switching and supervising loading and blocking. One (1) enlisted man was used to maintain car records. One (1) clerk was utilized in the of office for edition of cocuments and for the typing of military freight warrents, Rail Car manifests and Carr placards. One (1) interpreter was also used by Transportation Officer in the day shift for dealing with Frenc authorities.

d. Consolidated Trains

(1) Consolidated trains were dispatched from SOB to the border crossing of Forbach and Kehl in order to take advantage of 6% reduction provided for in SNCF/USA Convention Agreement. Consolidated trains must consist of an Minimum of 1250 or a Maximum of 1300 Metric tons. Tonnages include weight of equipment plus actual weight of cargo. or tax weight as applicable since the above cited agreement also provide for a 10 Metric ton Minimum per car.

(2)

~~SECRET - SECURITY INFO~~

(2) Consolidated trains were broken down when arrival at border points to various destination within Germany. A net saving of approximately $6,076 in rail rates was realized by consolidating trains.

(3) Releases were transmitted daily to Traffic Regulating groups at respective border points in order for trains to be broken down and dispatched to the nine destinations.

e. Conclusion

A total of 417 rail cars consisting of 3,201 tons was consolidated into 7 consolidated trains. A saving of 6% was made by these Consolidation amounting to 2,126,874 Francs of $6,076.

s/ CARL D. REED
Major, TC
Port Transportation Officer

SECURITY INFORMATION

HEADQUARTERS
15TH TRANSPORTATION PORT BATTALION
APO 21 US ARMY

OTB-3 19 August 1952

SUBJECT: Letter of Instructions

TO: See Distribution

Map: Inclosure 1 & 2

Organization: Inclosure 3

1. GENERAL SITUATION: In the event of an emergency, the capacity of the existing ports serving the LOC may be insufficient as a result of damage and/or increased traffic. It is therefore considered desirable that a nucleous be trained to conduct "supply over the beach" operations.

2. MISSION: The 15th Transportation Port Battalion, augmented by selected personnel and units from Base Section, USAREUR, COM Z, will conduct a "supply over the beach" operation, to include offloading from a ship anchored offshore, transporting to selected beaches, moving over the beach to sorting areas, sorting, classifying, documenting, and outshipping by rail and/or motor transportation to designated depots, approximately 7,000 Measurement Tons of cargo. This operation will take place at LA PALLICE, FRANCE.

3. TASKS OF SUBORDINATE UNITS:

a. Headquarters, 15th Transportation Port Battalion, augmented, provides the command and headquarters personnel, equipment, maintenance, and operation support.

b. Headquarters Company, 15th Transportation Port Battalion, augmented, will supervise, administer and maintain attached units (Incl 3), plus approximately fifty (50) visitors, provide signal support, and operate the consolidated motor pool.

c. 188th Transportation Port Company, augmented, will provide control and supervisory personnel and labor for transferring cargo from the ship to rail cars.

d. 458th Transportation Amphibious Truck Company will provide lighterage and labor personnel.

e. 460th Transportation Amphibious Truck Company will provide labor personnel.

f. The 81st Engineer Boat Company will provide lighterage and such labor personnel as required.

g. The 89th Engineer Port Construction Company will provide personnel to support the operation to include the maintenance of engineer equipment, all lighting, blocking and bracing of rail cars and other necessary physical facilities.

h. The 759th Medical Detachment, augmented by the 591st Medical Ambulance Detachment, will provide dispensary services and medical evacuation.

i. The 76th Transportation Truck Company will provide transportation of supplies from the beach to the intransit cargo sorting area for such supplies as are handled by the 81st Engineer Boat Company.

j. The 514th Odrnance Medium Automotive Maintenance Company will provide maintenance support for all wheeled, tracklaying vehicles and materials handling equipment in the operation.

k. The 55th Transportation Truck Company will privide tractors and tankers for the transportation and dispensing of POL supplies.

l. The 687th Engineer Water Supply Company will provide potable water for the operation and assist in firefighting.

m. The 529th Military Police Company will provide traffic control within the area of operations, assist in the maintenance of general order and discipline, and will provide security for the operation.

n. The 515th Engineer Firefighting Company will provide equipment for, and perform, any necessary firefighting.

o. The 7703d Transportation Major Port will provide a historian for the operation, and such Technical Service Representatives as are necessary to assist in proper discharge, documentation and forwarding of Technical Service cargo.

p. The 550th Transportation Staging Area Company, augmented, will provide messing facilities and operate the mess for the operation.

q. The 97th Transportation Port Company will provide supervisory and labor personnel for the operation.

r. All units will operate their T/O&E vehicles from the consolidated motor pool.

s. (1) Units will be prepared to depart home stations upon five (5) hours notice. Units will move only upon receipt of orders from this headquarters.

(2) Full basic loads will be taken by all units.

(3) Units will move with such T/O&E equipment as directed by the S-4, this headquarters.

(4) Units are authorized to leave at home station, a rear guard detachment for the safeguarding and maintenance of such property as does not accompany the unit.

(5) Historical reports of all units and staff sections will be submitted within three (3) days after completion of the operation. Reports will be submitted in four (4) copies to this headquarters, attention S-3.

(6) Full field equipment, to include weapons, will be taken by all personnel.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative matters, see Incl 4

b. Logistical matters, see Incl 5

5. COMMAND AND SIGNAL MATTERS:

a. Command Posts.

(1) Base Section USAREUR COM Z, La Rochelle, France.

(2) 77[illegible]d Transportation Major Port, Rochefort, France

(3) 35th Transportation Port Battalion, La Pallice, France

b. Signal SOI, Base Section, USAREUR, COM Z, will apply.

BY ORDER OF LT COLONEL [illegible]

JOSEPH [illegible]
Captain TC
Adjutant

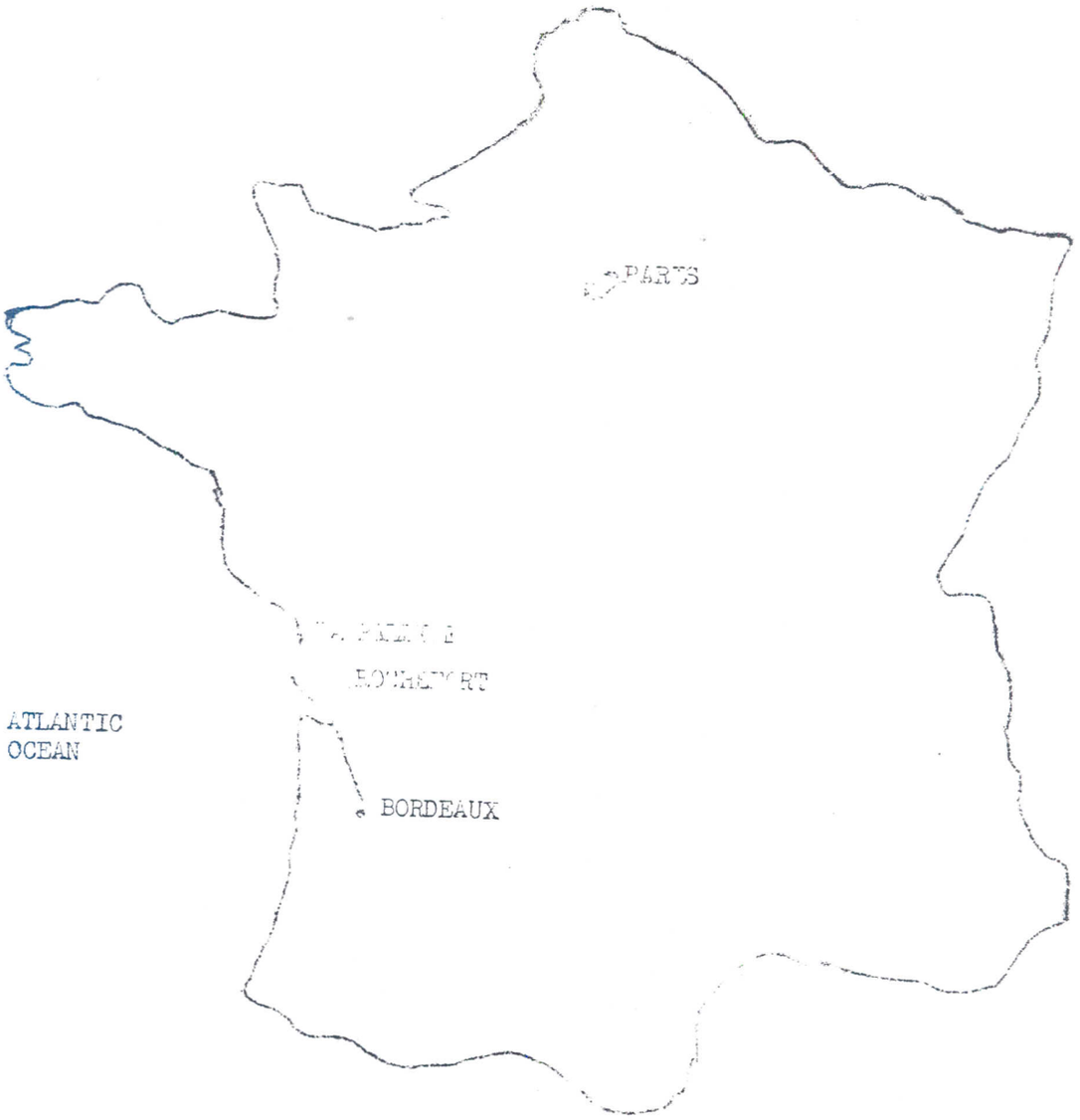
Inclosures:
1- Map
2- Map
3- Troop List
4- Administrative Matters
5- Logistical Matters

DISTRIBUTION: [illegible] plus 40 copies CTR-3 Historian

HEADQUARTERS
[illegible] TRANSPORTATION PORT BATTALION
APO [illegible]
US ARMY

OTB-3

19 August 1952

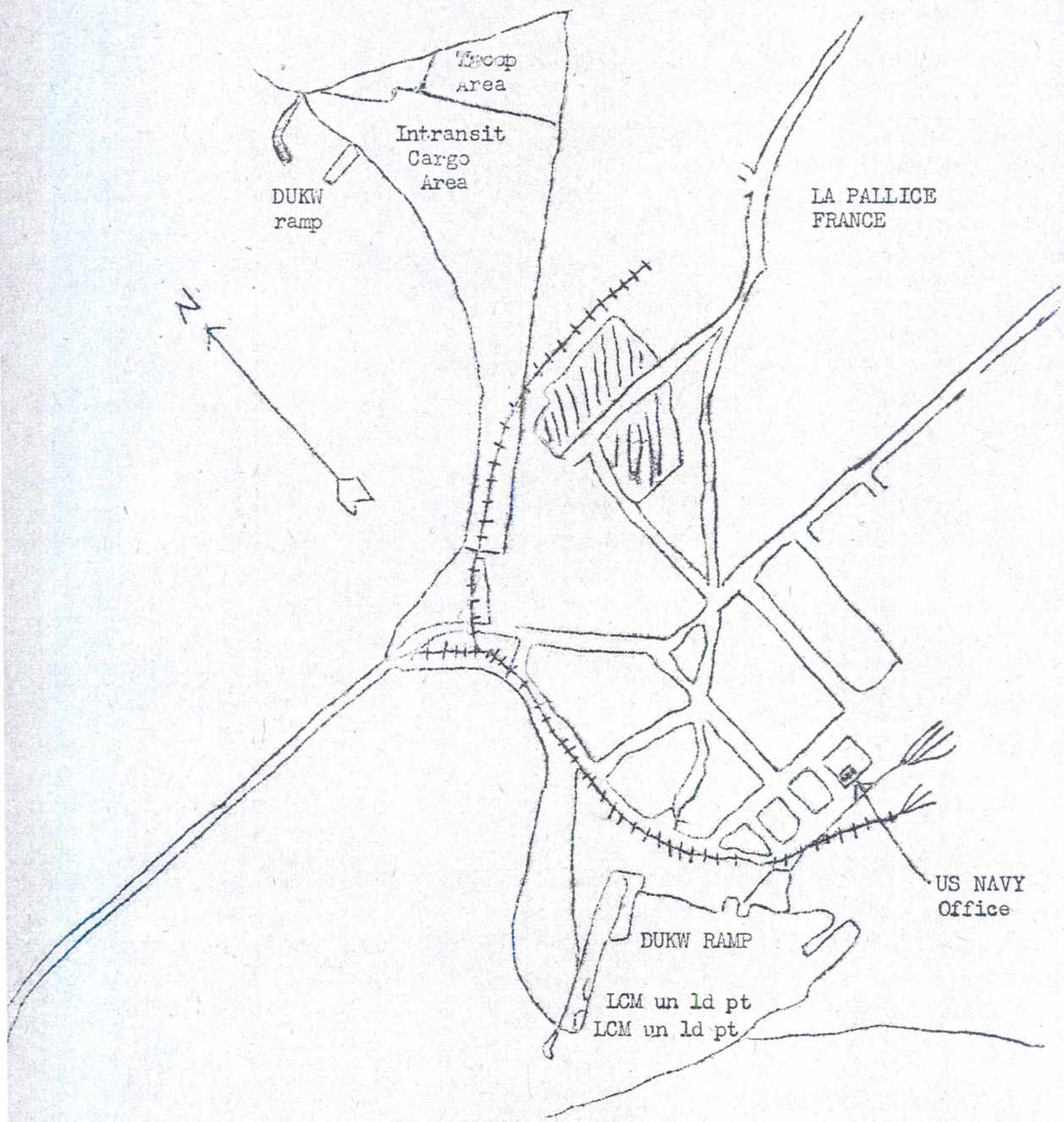


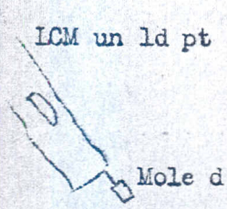
Incl 1

HEADQUARTERS
15TH TRANSPORTATION PORT BATTALION
APO 21 US ARMY

OTB-3

19 August 1952





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HEADQUARTERS
[illegible] TRANSPORTATION PORT BATTALION
APO 21 US ARMY

OTB-3 19 August 1952

Incl No. 3 (Troop List)

7702d Trans Major Port (Det)

[illegible] Trans Port Battalion
[illegible] AV
183d Trans Port Company

458th Trans Amphibious Truck Company

460th Trans Amphibious Truck Company

738th Trans Heavy Truck Company (Det)

559th Trans Truck Company (POL) (Det)

97th Trans Port Company (Det)

550th Trans Staging Area Company

81st Engineer Boat Company (Det)

89th Engineer Port Construction Company (Det)

515th Engineer Firefighting Company (Det)

607th Engineer Water Supply Company (Det)

7[illegible]th [illegible] Detachment

[illegible]st Medical Ambulance Detachment

514th Ordnance Medium Automotive Maintenance Company (Det)

Incl 3

HEADQUARTERS
15TH TRANSPORTATION PORT BATTALION
APO 21 US ARMY

OTB-3 19 August 1952

ADMINISTRATIVE MATTERS

1. Administrative actions, less basic personnel administration, will be performed by this headquarters. Detachments administered by parent unit will be attached for duty, rations and quarters, to Headquarters, Headquarters and Service Company, 15th Transportation Port Battalion.

2. Full field equipment will be taken by all personnel.

3. Uniform: The prescribed work uniform for all personnel will be as follows:

a. Cap, field cotton w/visor; or cap, HBT, OD-7.

b. Jacket, HBT, OD-7;

c. Belt, waist, web, OD-3, w/clip and buckle;

d. Trousers, HBT, OD-7; or trousers, field, cotton OD.

e. Socks, wool, cushion sole, OD.

f. Boots, service, combat, russet; or shoes, service, if issued in lieu of combat boots. Personnel or units requiring special type footgear will wear same.

g. Jacket, field, M 1943, will be worn if required by weather conditions.

4. Drivers of all vehicles going to or away from operational area will wear class "A" uniform.

5. Civilian clothing and/or private automobiles will not be taken to the operational area.

6. Dependents will not be permitted in the operational area.

7. Correspondence will be prepared in accordance with SR 340-15-1.

8. Morning Reports will be in this headquarters not later than 0800 hours daily.

9. Mail will be distributed to authorized mail clerks at 1800 hours daily, except Sundays, at this headquarters.

10. Passes and leaves will be granted according to normal pass regulations.

11. Each unit or detachment, will immediately upon arrival in the operations area submit an initial roster, in duplicate, to this headquarters of all personnel present. Rosters will be prepared by rank, alphabetically, and with service numbers.

a. Gains and losses of personnel will be submitted daily by roster, prior to 0700 hours.

BY ORDER OF LT COLONEL QUIRK:

Joseph Quave

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JOSEPH QUAVE
Captain TC
Adjutant

INCL NO. 4

SECURITY INFORMATION
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Headquarters
15th Transportation Port Bn
ROCHEFORT, FRANCE
200800 Aug 1952

Sailing O 2

Maps and Charts:
1. Chart #4872 (French)
2. Track Chart (See Annex A)

Organization: 81st Engineer Boat Company OTB #3 Operational Personnel, Lt Ward H Parker, CE, USA.

1. 81st Engineer Boat Company OTB #3 Operational Personnel will move by sea to La Pallice through friendly waters a distance of 27 miles from Rochefort, France.

   a. It is known that mine fields exist in these waters; it is, therefore, imperative that all craft stay in formation and follow the convoy leader.

   b. Convoy will consist of 81st Engineer Boat Company Operational Personnel.

2. 81st Engineer Boat Company OTB #3 Operational Personnel will move to LaPallice for the mission of participation in OTB #3.

3. a. (1) 81st Engineer Boat Company Operational Personnel will clear port of Rochefort Basin #3 at 0600 hours 22 Aug 52 and proceed as per track chart (Annex A).

   (2) Estimated time of arrival at La Pallice 1000 hours.

   (3) Convoy will maintain single-file formation Rochefort Basin #3 until reaching mouth of Charente River where, upon signal from Control Boat, formation as per Annex B will be taken.

4. See Administrative O Nr 1 Annex C.

5. Signal (See Annex E)

Annexes:	Track Chart	Annex A
	Convoy Formation	" B
	Administrative O 1	" C
	Personnel Roster	" D
	Signal	" E

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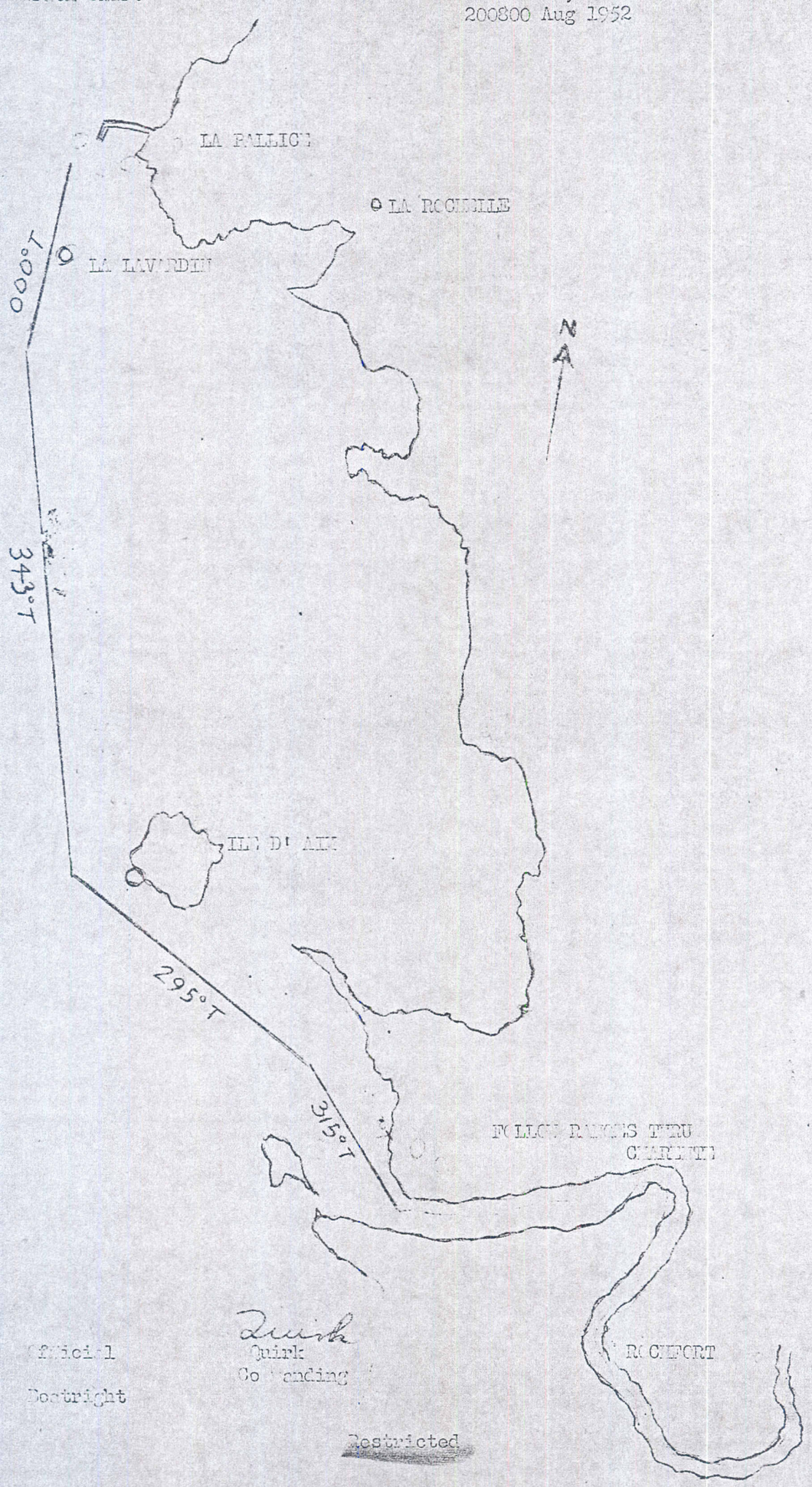
Annex A to Sailing O 2
Track Chart

Headquarters
15th Transportation Major Port
Rochfort, France
200800 Aug 1952



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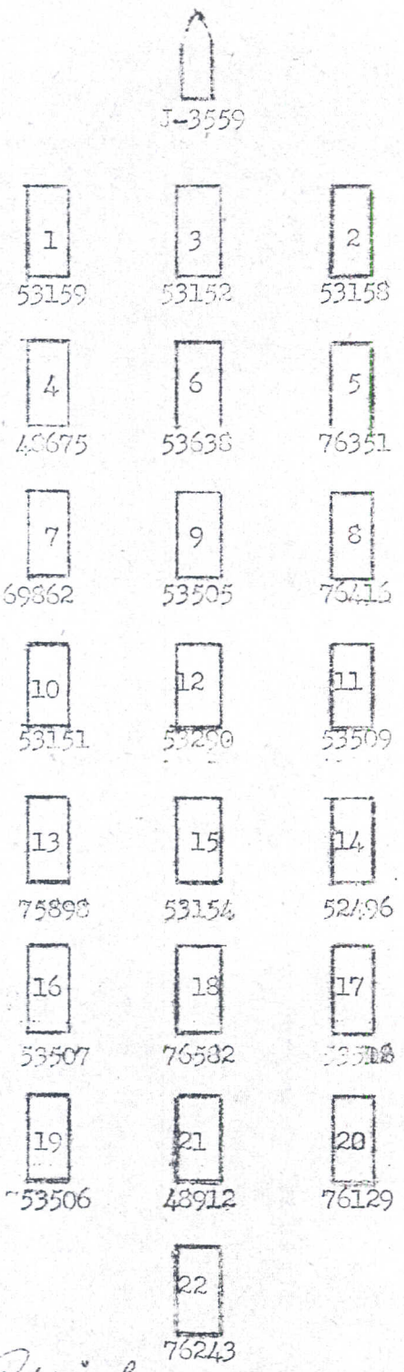
HEADQUARTERS
15th Transportation Port Bn
Rochfort, France
200800 Aug 52

Annex B to Sailing 02

Convoy Formation



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15th Transportation Port Bn
ROCHEFORT, FRANCE
200800 Aug 52

Annex C to Sailing O 1

Administrative O Nr 1

1. SUPPLY

a. Class I: There will be no subsistence while underway

b. Class II: Necessary items of individual equipment will be taken along with such items of TO&E equipment and POS as necessary.

c. Class III: All craft will leave Rochefort with sufficient fuel supply and POL emergency supplies on board.

d. Class IV: Omitted

e. Class V: Omitted

f. Individual Equipment

(1) Uniform during movement will be fatigues with combat boots, field jacket M1943, cap, fatigue HBT, and pistol belt and canteen.

(2) Mess gear will be carried by all personnel.

(3) No weapons will be carried.

2. EVACUATION & HOSPITALIZATION

a. In event of emergency requiring immediate medical attention, a 'J' boat will be dispatched. 81st Engr Boat Co Aid man will accompany movement.

3. TRANSPORTATION

A. Via LCM's, 'J' Boats

4. SERVICE

Organization: 104 EM, 2 Officers

Following personnel will have duties indicated:

1st Lt Ward M Parker	Control Officer
Sgt Anthony Zonfrelli	Control NCO

5. PERSONNEL (See Annex D)

6. MISCELLANEOUS

a. All personnel will wear life jackets while aboard craft.

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Headquarters
15th Transportation Port Bn
ROCHEFORT, FRANCE
200800 Aug 1952

Annex D to Sailing O 2

ROSTER OF PERSONNEL ~~X~~ BOAT

NAME	RANK	ASN	STATUS
J/3559			
Flaherty, John T	PFC	US55065433	Cox
Bramming, Herbert	PFC	US55111684	Eng
Zeller, Lawrence	PFC	US55109993	Crew
Olson, Harold J	Sgt	RA19236818	Signal
Parker, Ward H	1st Lt	0437792	CO
Hirsch, Howard D	Cpl	US55064242	Cont.
J/3560			
Mooney Edwin	CPL	US51109148	Cox
White, John	PFC	RA11719755	Eng
Todeschi, George K	PFC	US51082832	Crew
Knisel, Warren H	PFC	US56087210	Signal
Zonfrelli, Anthony	Sgt	RA11221041	Cont
LCI/53159			
Toogood, John	CpL	US51083102	Cox
Rookery H E	PFC	RA16361293	Eng
Strack, R A	PFC	RA16361288	Asst Eng
Shusterman, L S	PFC	US51082944	Crew
LCI/53158			
Hintz, C P	Sgt	US56081174	Cox
Boyer, D G	PFC	US55068839	Eng
Moody, E B	PFC	US56110479	Asst ong
Feuer, J	PFC	US55065616	Crew
LCI/53151			
Micholson, F L	CPL	US56082860	Cox
Gilbert, D	PFC	US55111692	Eng
Smith D	PFC	US55045034	Asst Eng
Bangerter, C	PFC	US56060429	Crew
LCI/48675			
Paronti, E R	PFC	RA16349190	Cox
Williams, J R	PFC	US55111704	Eng
Plotkin, S P	PFC	US51005571	ASST Eng
Borgsma, E	PFC	RA16363545	Crew
LCI/76351			
Witt, A S	CPL	US55081972	Cox
Bacon, E S	PFC	US55111675	Eng
Rogalke, R L	PFC	US55097460	Asst Eng
Wilhelm, John	PFC	US55080088	Crew
LCI/53638			
Voss, G A	CPL	US55100877	Cox
Marhiewicz, H S	PFC	US55100856	Eng
Sorvo, J T	PFC	US51082834	Asst Eng
Mitchell, M S	PFC	US55097400	Crew
LCI/69862			
West, W E	CPL	US56094938	Cox
Hobson, R L	PFC	RA16345566	Eng
Vachris, F H	PFC	US51082992	Asst Eng
Dolcatti, R	PFC	US56060377	Crew

SECRET INFORMATION
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LCM # 76416	RANK	ASN	STATUS
SCHRICK, DONALD D	CPL	US 56066226	COX
KLEIN, HERBERT F	PFC	RA 17314962	ENG
FITZGERALD, PATRICK A R	PFC	US 55085437	ASS ENG
MORRIS, DONALD	PFC	US 55085713	CREW
LCM 53505			
KOCH, BLASE	PFC	US 55109995	COX
CARTER, H. I.	PVT-2	RA 15479008	CREW
KILLIAN, F. H.	PFC	RA 16361286	CREW
STINSON, R. S.	PFC	RA 16342714	CREW
LCM 53151			
NELSON, J.	PFC	US 56110455	COX
CHANDLER, E. A.	PFC	US 53033403	ENG
VALDEREM, J. C.	PFC	US 56110478	CREW
SURRIDGE, R. R.	PFC	US 56110489	CREW
LCM 53509			
LEBLANC, R. A.	CPL	US 55100822	COX
SMALL, G. P.	PFC	US 55085500	ENG
LAWRENCE, H. R.	PFC	US 56087212	ASS ENG
HOOD, H.	PFC	RA 17324774	CREW
LCM 53290			
BEARD, E.	CPL	US 55072611	COX
CURTIS, K. D.	PFC	US 55085559	ENG
BABIN, F. S.	PFC	US 51082960	ASS ENG
JEDLICKA, G. A.	PFC	US 55085419	CREW
LCM 75898			
DEWEY, J. E.	CPL	US 55097872	COX
SAND, E. W.	PFC	RA 17305632	ENG
HELLIUL, G. S.	PFC	US 55110006	ASS ENG
PEKERUK, S.	PFC	US 55102516	CREW
LCM 52496			
DONOVAN, J. E.	CPL	US 55 085411	COX
MARSH, D. L.	PFC	US 55085587	ENG
NELSON W. A.	PFC	US 55080080	ASS ENG
OXBORROW, R. B.	PFC	US 56000430	CREW
LCM 53154			
BLANKO, B. J.	SGT	US 51083374	COX
FLEMING, L. T.	PFC	US 55102521	ENG
CHRISTIANSON, H. B.	PFC	RA 17218688	ASS ENG
OLDENKAMP, L. R.	PFC	US 55102513	CREW
LCM 53507			
JOHNSON, F. H.	CPL	US 55109938	COX
BEERS, P. D.	PFC	US 55085494	ENG
HAUSER, G. R.	PFC	US 55085355	ASS ENG
LEWIK, R. S.	PFC	US 55066063	CREW
CALL, W. K.	SGT	US 56111348	PASS

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Annex D (Cont)

	RANK	ASN	STATUS
LCM#53512			
Flood, F C	CPL	RA16363696	Cox
Nilson, H W	PFC	US55085665	Eng
Cherry, J D	PVT-2	RA11236590	Asst Eng
Pliszka, B	PFC	US55065543	Crew
LCM#76582			
Allen, L H	CPL	US55097960	Cox
Englebert, L C	PFC	US56111331	Eng
Wiering, J C	PFC	US55085638	Crew
Love, R J	PFC	US52116453	Crew
LCM#53506			
Curtis, W R	PFC	US56060404	Cox
Kitchener, H T	PFC	RA11220982	Eng
Brown, W G	PFC	US56062482	Asst Eng
Johnson, C R	PFC	US55085617	Crew
Gutknecht, M R	Sgt	US55085529	Pass
LCM#76129			
Hogan, J K	CPL	US55097956	Cox
Opager, L E	PFC	US55085688	Eng
Swanson, A O	PFC	US55102512	Crew
Horovsky, J	PFC	RA12291949	Crew
LCM#48912			
Groenier, R S	Cpl	RA11209532	Cox
Olson, N E	PFC	US55109959	Eng
Hinds, R W	Pvt-2	US51133745	Asst Eng
Yoder, D E	PFC	US52081961	Crew
Claplanhoo, E E	SFC	US56081470	Pass
Rabel, K A	Sgt	US56089512	Pass
LCM#76243			
Christenson N H	Sgt	US56094913	Cox
Minor, G R	PFC	US56082860	Eng
Mortonson, L P	PFC	US55097407	Crew
Brill, O G	Sgt	US56093510	Pass
Fischman, A S	PFC	US55154470	Pass
Franklin, W E	PFC	US55100842	Pass
Brewer, V E	PFC	US53033390	PAss
Gargrave, T H	CPL	US55064892	Pass
Von Mueller, W R	SFC	RA39744255	Pass

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SECURITY INFORMATION

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Headquarters
15th Transportation Port Bn
ROCHEFORT, FRANCE
200800 Aug 1952

Annex E to Sailing O 1

SIGNAL INSTRUCTIONS

Radio Communications for the 81st Engineer Boat Co from 0530 hours 22 August 1952, to 1200 hours 22 August 1952.

Channel Assignments
Frequency: Channel Twenty Two (22) 44.4 MC
Alternate: Channel Thirty Two (32) 46.4 MC

Call Signs
J-3559.....Rover One.....Control Officer
J-3560.....Rover Two.....Control NCO

Net will be opened at 0530 hours 22 Aug 52

Special Instructions
1. Assignment of radio operators:
J-3559.....NCS.....Sgt Olson
J-3560.....Pfc Knispel

2. Net will remain in continous operation until secured by the NCS.

3. No unauthorized person will operate sets except under emergency conditions.

4. Proper names will not be used, only persons job title will be used.

5. No obscene, profane or indecent language will be used at any time.

6. The net control station will check every half hour for signal strength and readability.

7. A station log will be kept by each station, giving time opened, stations in net, and a running log ofoperational messages in brief form.

8. Alternate channel used on authority of communications officer only.

9. Each radio station will carry the following equipment:
1 ea. SCR-300
2 ea. BA-70
1 ea. SE-11
1 Set Semaphore Flags

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