

HEADQUARTERS 305TH ENGINEER COMBAT BATTALION
APO 80, U. S. Army

PERSONNEL AND ALLIED ADMINISTRATION FOR THE MONTH
OF AUGUST, 1944

Month of August, Administrative and Personnel Sections studied and applied battle administrative procedures. Battle casualties, G-1 periodic, strength reports, etc.

Also time was spent in Graves Registration procedure.

Practical experience was gained in late August while the battalion was engaged in the Battle of Argentan.

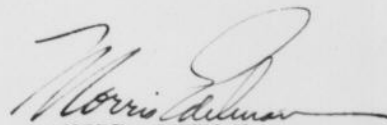
Liaison between the personnel section (rear echelon) and S-1 was accomplished through Message Center, motor messenger, and the adjutant made frequent trips to and from the sections.

Mail procedure was studied and by the end of the month was running smoothly.

Conversion of English money was a problem as money had been brought over in small amounts which had to be turned in for conversion to French money.

Many additional allotments of pay were processed as opportunity to spend money was not as great as many had anticipated.

Morning reports and morning report summaries were after a time finally mastered, but not without numerous first sergeants calls - and letters of instruction.


MORRIS EDELMAN
1st Lt. CE Adj

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INTELLIGENCE OPERATIONS, USE OF SECTION, ETC.

Month of August 1944

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The intelligence section spent the early days of August in reorganization to meet combat conditions. A map depot was set up, and independent of the S-2 section for expeditious break down and distribution of maps to the division and attached units. The reconnaissance section operated smoothly and efficiently, and brought in complete and accurate engineer information to meet the demands of our rapid advance through France. An enemy map depot was captured near Argentan and it provided us with some excellent map coverage beside a knowledge of the enemy use and supply of maps, also map cases and excellent cabinets for use of Division Staff Sections.

Frank Feleppa

FRANK FELEPPA
1st Lt. CE S-2

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HISTORICAL JOURNAL OF SUPPLY

SUMMARY

August 1944:

The destruction of one Tractor, D7, and one Trailer, low bed, 20 ton occurred while loading this equipment upon a cargo ship at the piers in England.

Upon arrival at the destination in France, disembarkation was slow, due to the fact that we were aboard an ordinary cargo ship and not one of the modern beach landing ships. It took two days for us to disembark our men and equipment, whereas, the men and equipment in the L.T.S. were unloaded in a few hours.

During this time one 1-ton Trailer containing one portable water purification unit was lost, and could not be located prior to our departure from the assembly area.

Our two days at the assembly area was spent in preparation of a long move; requisitioning for essential shortages; and requesting rations be issued to complete our two day reserve stock.

Some plans were devised to store all our impregnated clothing and equipment, duffel bags and all Chemical Warfare Equipment, except our Flame Throwers. Two cities were designated as storage places for the supplies mentioned. However, nothing was accomplished because the unit received orders to move.

During moves, the problem of supplying battalion with gasoline has to be accomplished. This was done by distributing the loads of the two vehicles appointed to carry gasoline, among our remaining vehicles. This caused all our vehicles to carry a bit more than their maximum loads. We then began to devise plans whereby we could distribute our loads in such a manner so as to enable us to use any vehicle for supply trips at a moments notice. This plan was finally ironed out before the end of the month, as you will see.

Orders were received for the second time since our arrival in France, to store all impregnated clothing and equipment, and all Chemical warfare, except Flame Throwers, and Recreation Kits, and duffel bags in a nearby city. Storing of all these supplies took all day and was finally completed by midnight.

Our frequent moves carried us further and further away from the Engineer Supply Depot, so that we could barely make three trips a week to pick up supplies. Also, our status changed so often by being attached to different corps within a week, that supplies began to be difficult to secure. Oftimes we had to ride one entire day before we discovered what depot supplied us.

The following plans were formed in order that we would be able to distribute the over-maximum loads of our vehicles:

a. Three water points were assigned to the combat units. The Infantry organizations were to supply their transportation in order to move these water points. This relieved our transportation problem somewhat, but the plan was not agreeable to all Infantry organizations concerned. In fact, one Infantry outfit completely forgot to transport the water point assigned to them during one move, which was about 365 miles across France. Since we had to return to pick up this water point, the plans were revised. This time, the water points were assigned to our line companies who were assigned to the various combat teams. This plan worked.

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b. The other plan to ease the over-maximum loads of our vehicle was briefly this: Arrangements were made with our line companies whereby they would give us one their pole type trailers so we could carry our supplies. A boxlike structure was put on the trailers and all demolitions and mines were placed on these trailers. This saved a lot of time in loading and unloading. The cargo in the trailers were never touched unless they were to be issued. All the assault boats were placed upon another pole type trailer, instead of having part of them upon a trailer and another half on a truck.

c. Also, all water points were given 1-ton trailer to carry some of their equipment.

A Map Depot was operated under the direction of the S-2, with vehicles supplied by the S-4, and men by each of the line companies.

About the 28 Aug. we were able to secure one portable water purification unit to replace that lost upon the beach. This one consisted of British Tanks, the capacity of which is about 2,000 gallons. These were later exchanged for the American type, capacity of which was 3,000 gallons.

The further East we traveled from the beach we landed upon, the more critical our supply problem became. . . especially gasoline. This was remedied somewhat by the capture of German gasoline. This gasoline was not as good as the American gasoline because of its low octane quality.

Secured many German supplies after different engagements were over-with. Some of these were generators and electrical supplies which really was quite essential to our functions. At one time we secured several thousand German pencils, and distributed them throughout the division.

Was able to secure three radios ~~SEC 184~~ in order that quicker communications could be made with the line companies since they were not with their combat teams. Actually under the T/E the organization was only authorized four of these radios. We now had seven.

Arrangements were made with the Med Detachment to swap their tent Command Post for a 1-ton trailer. This tent was a necessity because it enabled us to do our paper work during the night.

A German trailer that was captured was converted into a Photo Lab. from captured German aluminum.

Edward F. Pacheco

EDWARD F. PACHECO
Capt. CE S-4

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