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Cargo Unloading Mark Set In 'Supply Over Beaches'

LA PALLICE, Aug. 27 (Special)—Brig Gen Charles C. Blanchard, CG of operation "Supply over the Beaches," has announced that stevedore gangs set a new record for unloading cargo.

The men who set a new three-month high for this Army exercise in unloading ships on the open seas consisted of mixed gangs from the 81st Engr Boat Co, 89th Engr Port Construction Co, 460th Transportation Amphibious Truck Co, and 188th Transportation Port Co.

In setting this record the gangs each averaged nine tons an hour. Considering the handicaps of working at sea without normal port facilities, and the varied cargo, the record was considered excellent.

Blanchard also pointed out that each succeeding operation in this exercise has shown continued improvement in unloading techniques displayed by personnel.

He declared the purpose of the operation is to develop an organization which can perform these operations anywhere along the West European coast in the event of an emergency.

U.S., French Hit Beaches In Exercise

ABOARD THE SS NEVADA, off the French Atlantic Coast, June 7 (Special)—Brig Gen Charles C. Blanchard, CG, U.S. Army's current operation "Supply Over the Beaches," came aboard this ship in preparation for the start of the first American offshore loading operation on the beaches of France since the close of World War II.

Col Sydney F. Hyde, veteran Army portman, was also aboard the ship to personally supervise the start of operations. U.S. Army personnel were aboard the ship.

The training exercise, a joint Franco-American affair, is being conducted near Pointe de Grave, France, for the purpose of giving personnel taking part an opportunity to perfect their cargo landings. It is the first Franco-American operation of its kind.

On Schedule

The ship's captain, Frank H. Robert, of Baltimore, Md., said the ship came within sight of land Wednesday and arrived exactly on schedule as ordered by Army authorities. The ship was out of New York.

"Ducks" of the 46th TATC and LCMs of the 81st Engr Boat Co, are taking part in the unloading operation. Crane operators, fork-lift drivers, documentation men, service unit personnel and a host of other Army specialists joined with the boatmen to get the cargo from the ship, over the beaches to a sorting area, and on to railroad cars. The cargo will be for use of American troops in Europe.

Crew members aboard this ship expressed skepticism over the unloading schedule. One man said, "It just can't be done that fast." However, at the close of the first day, Hyde said that the Army's team of workers had put ashore considerably more cargo than scheduled.

General Satisfied

Blanchard, who is living with his men under field conditions at Pointe de Grave, expressed satisfaction at the conclusion of the first day's operation. He said, "It looks as though the overall operation will be a success, but I am reserving my complete opinion."

One chief concern of the general during this exercise was the safety of his men. "Naturally," the general commented, "in an operation of this type, when unloading must be done on the open sea, there is always danger from storms, high winds or rough seas."

"A happy feature of this operation, thus far, has been the absence of any serious accidents," according to Lt Eugene Lindberg, medical officer for the operation.

Beach Tests Reveal Live German Shell

POINTE DE GRAVE, France, June 17 (Special)—A live German 88-mm artillery shell was discovered here by American troops taking part in the Army exercise "Supply Over the Beaches."

The shell was discovered near a gasoline dump by a soldier from the 55th Trk Co while troops of the 89th Engr Port Construction Co were excavating with a steam shovel.

Lt Col Warren B. Steel, an ordnance officer, was called and he carried the shell, with the detonator pin still intact, about a mile down the bumpy beach road in a jeep, took it out to sea in a "duck," and finally dropped it into the Atlantic about a mile offshore, Army sources said.

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Monday, August 25, 1952

Zonal News

Beach Test Continues

LA PALLICE, France, Aug. 24 (Special)—The third phase of the U.S. Army's training exercise "Operation Over the Beaches" got under way here today when men of units under the command of Brig Gen Charles C. Blanchard, CG of the USAREUR Com Z Base Section, started bringing in the first cargo from the SS Eastport Victory in LCMs and DUKWs to the landing beach for sorting.

Among those on hand when the ship dropped anchor off the French coast here were Col Ruel A. Neiger, CO of the 7730th Trans Major Port, and Lt Col Thomas Quirk, 15th Port Bn CO. Brig Gen William W. Ford, CG, Advance Section, USAREUR Com Z, arrived at the Lalzu airfield yesterday and viewed the first day of the operations.

The first two phases of the training exercise took place on the beaches at Pointe de Grave, about 60 miles north of Bordeaux on the tip of the Gironde River estuary.

The DUKWs in the operation are from the 458th DUKW Co and the LCMs from the 81st Engr Boat Co.

was a carbine and ammunition. He had placed the ammunition in a drawer and was apparently about to stand the carbine in a closet when it discharged, killing him instantly.

2 Escape Death As DUKW Sinks

ROCHEFORT — Quick action by Sgt Willard Carl, DUKW driver, and Pfc Morris Striggle, assistant driver, both of the 458th Trans Amph Tk Co, saved two men from possible drowning or fatal exposure in the icy waters of the Atlantic Ocean after their craft capsized Tuesday.

During the monthly "Over the Beaches" exercise held here, a DUKW operated by Pfc Martin O. Shanor and Pvt Jacob Ricco, both of the 458th, turned over in a heavy sea after unloading its cargo on the USMS James E. Robinson anchored a mile offshore.

The craft sank immediately and the two men, both wearing life-jackets were thrown clear, into the water. They managed to stay afloat until Sgt Carl and Pfc Striggle, who witnessed the accident, rushed to site and pulled them out.

'Change of Pace' Provided In Army Beach Operation

LA PALLICE, France, Aug. 25 (Special)—Brig Gen Charles C. Blanchard, CG of the Army's operation "Supply Over the Beaches," said here the exercise's third phase will provide his troops with "a change of pace."

The general was referring to the rougher terrain and obstacles his fleet of small boats are fac-

ing in contrast to the gentler slopes encountered during last month's operation off Pointe de Grave, France.

The site of the new operation was hewn out of limestone rock by the 89th Engr Port Construction Co, under supervision of 1st Lt Arthur E. Newlin. The engineers completed their task in six working days.

The steamer East Point Victory was unloaded before thousands of amazed French vacationists. The ship was anchored offshore near the path of the La Rochelle-Ile de Re ferry run and the spectators saw the endless procession of DUKWs from the 458th Trans Amph Trk Co, commanded by Capt Charles C. Brown, and the larger LCMs of the 81st Engr Boat Co, commanded by Capt Lawrence W. Anderson.

Mr. and Mrs. Al Redden have received word from their son, Oliver, at Ft. Story, Virginia that he has been promoted to private 1st class. He is an instructor in the Duck Drivers school at Ft. Story.

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Pvt. Oliver Redden, son of Mr. and Mrs. A. L. Redden, of Grey Goose is now stationed at Ft. Story, Va., in training with the 455th Transportation and Amphibious Truck Co. When he completes infantry basic he will attend Duck Drivers' School; ducks are amphibious trucks. Redden was drafted through the Pierre selective service office on Feb. 28.

SLICE OF HAM

"ARE YOU SURE WE GOT PUNCTURE-PROOF TIRES?"

AP News Service 10-11

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goes on Open Seas



Members of the 460th Transportation Co (upper left) load bridge planking onto a gondola car after it has been lightered ashore from a ship offshore in Operation "Over the Beaches." Men of the 188th Transportation Co (lower left) are unloading cargo into a lighter. A boat of the 81st Engr Boat Co (above) watches over two DUKW of the 458th Transportation Co in the harbor of La Rochelle. —U.S. Army Photos

Transportation Unit 'Makes' Ports for Landing Supplies

LA ROCHELLE, France, Oct. 11 (Special)—What if the Normandy landings should have to be repeated?

American soldiers are practicing now for just such an eventuality in a project known as "Operation Over the Beaches." The operation, conceived in the Pentagon, has in mind the training of Army men for landing cargo in case the ports along the west coast of Europe become inoperative as they were during World War II.

Every month a ship is dispatched from the U.S. to France, carrying supplies for American forces in Europe. The ships are unloaded on the open sea and the cargoes carried ashore by small boats.

Handles Bulk of Task

The 7703d Transportation Major Port, commanded by Col Ruel Nelger, was given the bulk of the task of carrying out operations. Supporting elements were selected from personnel already stationed in France at Base Section, USAR-EUR Com Z, commanded by Brig Gen Charles C. Blanchard.

Among the things the Army hopes to learn from the operation is knowledge of beach, tide and weather conditions which would be valuable in the event of future landings.

Specifically, the operation is giving the Transportation Corps practical experience in unloading ships at sea and, it is believed, might be the basis of developing a port organization capable of landing cargoes in support of troops where no established ports exist.

Warburg Council Head

Dig Foxhole Quick, Vet

Army searching late letters from his girl mother, the staff oblige. Sfc Frank G. senior newsman, look ers to his off-post home night. The next morning he latched typewritten translations to asso thankful soldier.

Classes, Rooms?

Every so often, a dependent woman drags a reluctant child into the room, breathlessly managing to stammer something like "I want to register Mary Lou for dependent's school."

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Save for me.

Monday, August 4, 1952

Officer Lauds Troop Speed In Cargo Test

POINTE DE GRAVE, France, Aug. 3 (Special)—A U.S. Navy captain, an Army officer and the master of the SS Oshkosh Victory took part in an unusual panel radio discussion about the Army's "Operation Supply over the Beaches" now being held here.

Brig Gen Charles C. Blanchard is in command of the training exercise, which involves discharging cargo on the open sea into Ducks and LCMs for transport to a "beach-head." The cargo is transported over the beach to a storing area, then placed on freight cars and shipped to U.S. troops throughout Europe.

During the broadcast, Navy Capt William N. Mansfield, CO of the La Pallice-Bordeaux districts of the Military Sea Transportation Service, revealed the amazing speed with which the Army units were accomplishing their task.

Unloaded in 83 Hours

During Phase I of the operation, he said, the first ship was unloaded at sea in 83 working hours. The same cargo was loaded at New York by commercial seamen with all facilities available in 86 hours. And it usually takes longer to unload a general cargo than to load it, Mansfield said.

Col Ruel Neiger, CO of the 7703d Transportation Major Port, added that this was accomplished with less men. The Army's work crews had only nine men each compared to 16-men gangs which loaded the vessel.

The ship's captain, Manoel Machado, said he was amazed at the Army's efficiency in discharging his vessel's cargo.

"A general cargo of this type is a real test," he said. "With short training, the Army crews are working like old hands at this job. The effectiveness of the operation here on the open sea approximates that of an operation in a commercial port."

Ability of Men Praised

Neiger said the reasons for the success of the operation thus far have been the ability of the men and "palletization" of the cargo. "By palletization," he explained, "I mean packaging the cargo in approximately one-ton packs and lashing it to a specially designed board which can be lifted as a unit. The resultant savings in manpower and time are tremendous," he said.

The colonel added:

"With rough weather and storms at sea and the natural hazards of unloading tons of cargo held by single strands of wire cable, there is always danger of fatalities. Thus far we have not had a single major accident and only one sling of cargo fell into the sea."

This, a load of Navy beans, was recovered, however.

Mansfield interjected that the beans, being good Navy beans, floated and enabled the "rescue" to be accomplished.

104 Draft Eligibility

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U.S. Relaxes House Buying Restrictions

WASHINGTON, June 10 (AP)—The Government has relaxed its restrictions on how much you must pay down to buy a new house.

Under the new program, effective tomorrow, purchasers will be allowed to make down payments 20-50 per cent less than those now required under Regulation X, which has been in effect nearly two years.

On the least expensive houses, down payment requirements were cut in half. On the most expensive, they were reduced 20 per cent.

The relaxed controls program means only 5 per cent will be needed in down payments on some houses and that the maximum required will be 40 per cent.

Federal Reserve Action

The action was announced by the Federal Reserve Board. Here is what the board order will do:

1—On a house costing \$7,000 or less, 5 per cent down payment will be required. It has been 10 per cent.

2—On houses costing \$25,000 or more, 40 per cent will be required. It has been 50.

3—On houses between those figures, a sliding scale fixes requirements at a sum between 10 and 40 per cent of the sale price.

The order applies only to new housing—that is, private residences built since October 1950, when Regulation X went into effect.

There were no controls on houses built before the effective date of Regulation X.

Annapolis



Helene Frances Kidd, this year to the honor-winning company of on is Vice-Adm H. W. Hill, academy. Presentation of colors is

Life in Those United States

New Tar

CHICAGO, June 10 (UP)—A new type of penicillin that concentrates in specific body tissues, particularly the lungs, was reported at the eve of the 101st convention of the American Medical Association.

'Over The Beaches' Commences 3rd Phase

LA ROCHELLE, France—Operation and maintenance of the LCM's used in the third phase of operation "Supply Over the Beaches" is the job of the 81st Engineer Boat Co, commanded by Capt. Lawrence W. Anderson.

Designed to train men in the off-loading of supplies from large freighters onto small craft, transferring the cargo to a beach area and then on to military installations in western Europe by rail, the present "Over the Beach" exercise differs somewhat from the past two phases.

Because there is no adequate beach where the 56-foot LCM's have space to unload their cargo to waiting crawler cranes, the U.S. Army has leased a commercial dock for conventional unloading purposes.

From the time the various types of Army cargo leave the big victory ship, anchored several hundred yards off shore, until the trailer trucks receive the supplies at the dock from the LCM's the 81st stays in constant communication with her LCM crews. This maintains a smoothly run and continuous cycle of ship to shore operations.

PFCs Warren Knispel and William Locker, Shore Radio Operators, receive their instructions from the Net Control Station. They then relay messages to either the freighter or to PFC William J. Glavan aboard the control boat, a U.S. Army T-boat, who then contacts the operators of the LCM's.

Working on alternating ten-hour shifts, the 81st teams up with other base section units to bring the cargo from the ship to the beach by the fastest and most effective means.

Winch operators of the 188th Transportation Port Co and stevedores of the 460th Transportation Amphibious Truck Company lift the cargo out of the holds and over the sides to the waiting LCM's which, when fully loaded, head straight for the dock.

At the dock, cranes operated by the 15th Port Bn lift the bulky supplies onto large ten-ton semi-tractor trailer trucks of the 78th Transportation Heavy Truck which carry their load to the sorting area to be readied for rail shipment.

LA PALLICE, France—The third phase of the U.S. Army's "Over the Beaches" has been announced by Brig. Gen. Charles C. Blanchard, CG of the operation.

In discussing this third phase, the General said that the current operation will provide his troops with "a change in pace". The General referred to the rougher terrain and obstacles his fleet of small boats will face in contrast to the gentler slopes encountered during last month's operation off Pointe de Grave.

The site of the present operation actually was hewn out of solid limestone rock by the 89th Engr Port Const Co under supervision of Lt. Arthur E. Newlin. The engineers completed their task in six working days.

It included leveling of sorting areas, grading beaches, building an access road, and drilling holes in the solid rock with a pneumatic hammer for tent pegs. This latter process was necessary to erect the tents since the ground was too hard for them to be inserted in the conventional manner.

The problem was given a realistic note in constructing a DUKW ramp when the 89th had to cut up an old steel hull from a ship beached during WW II. The craft had been left as an obstacle during the war as a deterrent to landing attempts.

Sgt. Alfred J. Shell, NCOIC, had his men cut the hull into one-ton strips of steel with oxy-acetylene torches. This enabled the bulldozers to push the cut-up ship along with the maze of twisted cables, broken concrete slabs and other debris.

With the smoke stack of the once-proud French ocean liner "Champlain" protruding from the water at the spot where she was scuttled during the last war, the scene took on an even stronger note of realism.

The first day's unloading operation aboard the S.S. East Point Victory was witnessed fleetingly by thousands of amazed French vacationists.

The ship was anchored offshore near the path of the La Rochelle-De Re ferry run and the spectators saw the endless procession of DUKWs from the 458th Transportation Amphibious Truck Company and the larger LCMs of the 81st Engineer Boat Company.

In a later interview, General Blanchard said that the current problem would be tougher than the last one.

"Our purpose here is to perfect the technique of our troops in unloading cargo on the open sea, bringing it ashore with small craft, and then storing and shipping it to our soldiers in Europe. This in the event that the ports of western Europe become inoperative during any emergency."

The troops continued working around the clock under blazing arc lights. Aboard the S.S. East Point Victory, the ship's