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Authority 87354
 By CP NARA Date 12/10/06

HEADQUARTERS
 540th ENGINEER REGIMENT
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The first part of January was spent planning the "Shingle" operation. The 540th Engineer Regiment with attached units operated as the Beach Group for "Shingle". Difficulty was encountered in loading the attached units as they did not report until the loading had been completed. While the Services gave the Beach Group the total personnel and vehicles that would be included on the operation, the data was not found to be exact when the units reported. If the units cannot be released to assemble during the planning stage, officers should be assigned to work with the Beach Group Planning Officer. The Beach Group must also work as a unit and the units must all be familiar with each other. Therefore as much time as possible should be allowed for the units to work together as a team in planning and training for the operation.

During the initial hours of D-day the X-Ray Beaches were organized and ready to receive vehicles and cargo by daylight.

To assist the Beach Group in keeping an accurate check on equipment and supplies crossing the beach, the G-4 should furnish the Beach Group with three or four copies of all manifests; this would give the Beach Group an additional check when ships are reported as being unloaded. Also a list should be issued showing all army numbers of ships versus the navy numbers. In the "Shingle" operation the Division was the only unit that issued the Beach Group such a list.

A further help to check vehicles would be to require each driver to carry a dispatch showing type of vehicle, unit, towed trailer or gun. This dispatch would then be turned in to a checker on the beach exit road.

Air raids during the first few days had little effect on the operation of X-Ray Beaches with the exception of the loss of one pontoon. Further difficulty was encountered in using the navy pontoons as they were not of sufficient length to reach the shore.

All D-day convoy of ICT's and IST's were completely unloaded by 0800 hours 24 January (D + 2). Cargo from Liberty ships began to reach beaches on the afternoon of D + 1 and Corps dumps were opened at 0500 hours on 23 January (D + 1). This eliminated the necessity of establishing large beach dumps and all except the beach Ammo dumps were immediately "sold-out" or moved to Corps dumps. Initial difficulty was encountered when sending cargo to Corps dumps as all M.P.'s were not informed as to the location of the dumps.

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(S-3 Journal - January 1944 - continued)

During the bad weather and high seas on or about 25 January, most of the navy pontoons were washed ashore and remained there during the rest of the operation. This loss made it impossible to unload LST's on X-Ray Beaches except by ferry from LCT's. The loss of the pontoons could have been avoided if the pontoons had been pulled out to sea during the storm.

When the LCT's were used to ferry vehicles from LST's, neither the Navy Beach Master nor the LCT commanders could tell the Beach Group from which LST they received their load. This made it very difficult for the Beach Group to keep check on the unloading and make accurate reports to higher headquarters.

S. A. Knapp
S. A. KNAPP
Major, C.E.
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