

## REPORT OF OPERATIONS - NORTHWEST FRANCE

## PART IV - MONTH OF JULY

## REPORT ON SUPPLY AND EVACUATION

## I - SUPPLY:

a. Supply Operations:

(1) Supply operations functioned smoothly during this period although the heavy fighting resulted in continuous losses of arms and equipment. The replacement of these items presented a constant problem.

b. Class I:

(1) Truckhead distribution of rations was made to all units although on several occasions it was necessary to make a unit distribution to several widely scattered companies. Supplies were distributed on the following basis:

"B"	189,029	34.2%
"C"	16,736	3.0%
"D"	28,848	5.2%
"K"	186,393	33.86%
"10-1"	129,172	23.4%
"Hospital"	1,200	.3%
"5-1"	225	.04%
TOTAL	551,603	100.00%

(2) Type "B" rations were issued to units for the first time on July 9, '44.

(3) Beef and fresh bread were issued to the units for the first time on July 17, '44.

(4) P X rations were available on regular schedule during this month. The supply was entirely adequate, in fact there actually was an excess supply on hand during the earlier part of the month.

(5) Water was abundant and an adequate supply was maintained at all times. Water points were operated under Div control. Halazone tablets were used by many of the smaller units when they found themselves in areas which vehicles could not reach during daylight.

c. Class II:

(1) All units of the Div and attached troops received a complete change of clothing during this period. These items were shirts, wool o.d., trousers wool o.d., underwear, trousers HBT, jackets fatigue, and three pairs of socks per individual. Field jackets were issued as needed.

(2) An adequate supply of Class II items was maintained throughout the period.

*Declassified per May 3, 1972*

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d. Class III:

(1) Gasoline consumption averaged 5.9 gals per gas consuming vehicle per day. The average was abnormally high during this period due to the long hauls from supply dumps which in many cases were still located back at the beach. There was no shortage of gas, oil or lubricants. The following is a total of all gasoline, oil and lubricants consumed by the Div and attached troops consisting of a Tank Destroyer, Anti-aircraft and Arty Bn:

<u>Item</u>	<u>Unit</u>	<u>Consumed</u>
Gasoline, #80 Octane	Gal.	123,035
Oil Engine Det. SAE #10	"	240
" " " " #30	"	1,015
" " " " #50	"	115
Oil Eng Non-Det SAE #30	"	50
Universal Gear Lube #90	Lb.	425
Grease GP #1	"	460
Grease GP #2	"	625
Grease GP #4	"	12
Shock Absorber Fluid	Gal.	8

e. Class IV:

(1) Items of Class IV QM supplies were plentiful and were issued on a 15-day basis. These items consisted of stationery and office supplies, soap, toilet paper, brushes, etc.

(2) The following total of salvage items were laundered by the laundry Plat attached to the Div and re-issued on requisition to all units.

Trousers, wool O D	6950 pr
Shirts, wool O D	7127 ea
Jacket, HBT	8366 ea
Trousers, HBT	8794 pr
Jacket, field	353 ea
Towel, bath O D	4914 ea

f. Personal Effects.

(1) Processing of personal effects for deceased or hospitalized officers and enlisted men of the Div was taken over by the O D Q M on July 10 '44. A personal effects section was organized which consisted of a QM officer and three enlisted men. The processing of personal effects had presented a serious problem until the formation of this section. Other Divs of the VIII Corps followed this plan after visiting our QM Co.

(2) The total personal effects processed by this sec. from July 10 to July 31 '44 were 1761 officers and enlisted men. These effects were then turned in to the Army effects QM.

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g. Ammunition:

(1) Ammo expended for the period was 3735 tons. The following tabulations, based on ETOUSA U/F; dated 10 Dec '43, is a breakdown of the above tonnage:

<u>Small Arms</u>	<u>No. of Rounds</u>	<u>Percentage U/F</u>
Carbine	224797	2.08
Cal..30 5/clip	305512	9.06
Cal..30 8/clip	864463	5.64
Cal..30 MG	941870	22.42
Cal..45	80953	3.11
Cal..50	81449	1.36
Gren, hand, frag.	15874	11.14
Rocket, AT 2.36"	1324	1.94
<u>Mortar:</u>		
60mm Mortar	15865	2.88
81mm Mortar	68496	16.88
<u>57mm:</u>		
57mm Gun	2030	.89
<u>Artillery:</u>		
105mm How M3 (all types)	13974	12.94
105mm How M2 (all types)	79912	17.76
155mm How M1 (all types)	10751	11.94

(2) The following items not included in the above list of tonnage, were also expended during this period:

<u>Type</u>	<u>Rounds</u>
Adapter, Proj., M1	533
Gren., Rifle, WP	2310
* 8cm. Mortar (German)	4000
"Gannon Grenade"	
Gren. #82 MKI (Br) F/247	300

(\*Represents amount drawn thru the D.O and does not include amount recovered and used by using unit.)

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(3) ASP's were relatively close (10-15 miles) and ammunition trains accomplished quick draws. Adapter, Projection, M1 (for Gren., hand, frag.) was used because Gren., Rifle, Frag. Impact M17, was unavailable. Gren., Rifle, WP was available in limited quantities only. Critical items for the period were Gren., hand, fragmentation and Shell, 81mm Mortar (Lt.). Shell, 8cm. Mortar (German) was successfully employed in captured mortars. "Gammon Grenades", Gren. #82, MKI, British, F/247, were received from the 82nd Airborne Division and were not available from any other source.

## II - ORDNANCE MAINTENANCE:

a. 3rd Echelon maintenance of Motor vehicles was comparatively light due to restricted road nets. Some 3rd Echelon maintenance was devoted to repairing vehicles damaged by enemy artillery fire.

b. All artillery and crew served weapons were given a technical inspection during this period.

c. Experiments were conducted with the German 8cm Mortar and range tables were developed.

d. Thirty (30) German, 8cm mortars, complete, were recovered, reconditioned issued to and used effectively by units of the division.

e. Nineteen (19) vehicles, or 1% of the division T/E allowances were lost due to combat.

f. The following items were critical during the period: Binoculars, Launcher grenade, M-7, Rifle Cal..30, 1903A4, Rifle, Auto. Brng Cal..30, M1918A2, Gun Machine Cal..30 1917A1, Mount, M.G. Cal..30 1917A1, Gun M.G. cal..30 1919A4, Mount, M.G. cal..30, M2, Mortar, 60mm, M2w/mount and sight, Mortar, 81mm, M1, w/mount & sight, & watch, wrist.

## III - EVACUATION:

a. Efficiency in the treatment and evacuation of casualties was very gratifying. Supplies were adequate, easily obtained and of good quality.

b. Rest areas were established by Regt in which exhaustion cases were treated in rear areas. Cases chosen for these areas were those thought to be a mild type of exhaustion and retained no longer than thirty six (36) hours. Approximately eighty (80) per cent of these individuals returned to duty within the thirty six hour time period, with only twenty (20) per cent requiring further treatment.

c. Report of casualties for the period 1 July to 31 July '44 inclusive:

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	<u>Wounded</u>	<u>Disease</u>	<u>Injury</u>	<u>Exhaustion</u>	<u>Total</u>
Division Total	2640	690	27	688	4045
Evacuated	2566	523	10	467	3566
Returned to Duty	74	167	17	221	479
Allies Total	238	92	29	21	380
Evacuated	227	59	19	14	319
Returned to Duty	11	33	10	7	61
Civilian Total	48	6	0	1	55
Evacuated	48	5	0	1	54
Discharged	0	1	0	0	1
Prisoner Total	147	2	2	0	151
Evacuated	147	2	2	0	151
Grand Total	3073	790	58	710	4631

IV - BURIAL:

a. The Graves Registration of the C D Q M evacuated the dead of the Div from Regtl and Bn Coll points direct to the Le Forges Cemetery which was located near Bloisville and operated by the VIII Corps.

b. The G R O turned in to the Div G-1 and A.G. identifications of 2864 officers and enlisted men who were interred.

V - SALVAGE & CAPTURED MATERIEL:

a. The following is a summary of enemy supplies and equipment captured or destroyed during this period:

(1)	<u>Item</u>	<u>Amount</u>
	Vehicles (all types)	60
	Tanks MK III, IV & V	12
	Artillery (all types)	16
	Motorcycles	28
	Machine guns	13
	Mortars	22
	Bicycles	40

(2) Two ammo dumps containing approximately 30 tons of all types of ammo.

(3) Large quantities of small arms.

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OFFICIAL:

MOUNTAIN

a. Service troops and trains did not present any particular problem during this period and continued to function smoothly.

VII - SERVICE TROOPS & TRAINS:

a. Primary roads were better than average and were kept in a good state of repair by maintenance crews. Secondary roads were narrow and clay surfaces presented a constant maintenance problem. It was necessary to put a traffic circulation plan into effect, throughout this period. A number of small streams had to be forded or bridged and rigid M P control was maintained at all times.

VI - TRAFFIC:

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