

SECRET

From: 0900 1 October, 1945  
To: 0900 2 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 8

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1)	Organic units	17,586
(2)	Assigned or attached units	2,359
(3)	Allied Internees and POW's	0
(4)	Japanese Prisoners	0

TOTAL 19,945

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	10	0
Emergency Type	7	0
TOTAL D/S	17	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor 80 octane	2395 Drums	0 Drums	150 Drums
(4) Fuel, Diesel	805 Drums	0 Drums	30 Drums
(5) Gasoline, unleaded range fuel	370 Drums	0 Drums	15 Drums

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) The following critical items were reported on Periodic Report No. 1 for period 0900, 24 September, 1945 to 0900, 25 September, 1945, and have not as yet been furnished:

	<u>QUANTITY</u>	<u>REMARKS</u>
DDT Powder, Concentrate	2000 lbs	5thMarDiv QM ltr Ser 2996 dtd 24Sep45 to 8th ServRegt.
10% DDT Insecticide Louse Powder	1000 lbs	Requisitioned 24Sep45 from 8thServRegt.

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelon: 0
- b. Number of casualties awaiting evacuation to higher echelon: 0

4.. Status of Transportation:

- a. See enclosure (A) attached.

5. Condition of Roads, Bridges, (Including weight capacity) and Traffic Circulation:

- a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.



ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 1 October, 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1-ton, 2-wheel, cargo	213	211
1-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	91	91
1-ton, 2-wheel, greasing	22	22
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	13	13
1-ton, 2-wheel, water, 300 gal. cap.	96	96
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, Unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	6	6
10-ton pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
1-ton, 2-wheel, welding	14	14
Laundry Unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlights	6	6
Van Type Laundry	3	3

TRUCKS:

1-ton, 4x4	410	404
1-ton, 4x4, radio equipped	121	118
1-ton, 4x4, cargo	84	82
1-ton, 4x4, cargo	8	8
2-ton, 6x6, cargo	159	156
2-ton, 6x6, short wheel base	66	66
2-ton, 6x6, dump	69	69
2-ton, 6x6, tank gasoline, 750-gal.	4	4
2-ton, 6x6, wrecking	10	10
2-ton, 6x6, artillery repair, M9A1	1	1
2-ton, 6x6, instrument repair	1	1
2-ton, 6x6, machine shop, M16A1 or A2	3	3

ENCLOSURE (A) (Cont'd).

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
TRUCKS (Cont'd):		
2 $\frac{1}{2}$ -ton, 6x6, M-12	1	1
2 $\frac{1}{2}$ -ton, 6x6, M8A1	1	1
2 $\frac{1}{2}$ -ton, 6x6, amphibian (DUKW)	100	99
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	2	2
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	3	3
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	39
Ambulance, $\frac{1}{2}$ -ton, 4x4	8	8
Ambulance, 3/4-ton, 4x4	3	3
Cars, 5-passenger	3	3
Motorcycles	6	6
3/4 ton, 4x4, cargo	5	5

CARRIERS:

Light Cargo, M29C (Weasel)	34	34
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TRACTORS:

Light	14	14
Medium	32	32
Heavy	46	46



SECRET

From: 0900 2 October, 1945  
To: 0900 3 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 9

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: New Ammunition Dump site selected at 73.05 - 12.6.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	16,113
(2) Assigned or attached units	2,334
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	18,447

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	10	0
Emergency Type	6	0
TOTAL D/S	16	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	2320 Drums	0 Drums	100 Drums
(4) Fuel, Diesel	790 Drums	0 Drums	20 Drums
(5) Gasoline, unleaded range fuel	341 Drums	0 Drums	10 Drums

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages other than previously shown.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelon: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity) and Traffic Circulation:

a. No remarks.

*F. A. Stevens*

F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 2 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/4-ton, 2-wheel, cargo	213	211
1/2-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	91	91
1-ton, 2-wheel, greasing	22	22
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	13	13
1-ton, 2-wheel, water, 300 gal. cap.	97	97
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburator and ignition	1	1
6-ton, cargo track laying	6	6
10-ton pole	1	1
16-ton machinery	11	11
25-ton machinery	1	1
45-ton machinery	1	1
1-ton, 2-wheel, welding	14	14
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
Van Type Laundry	3	3

TRUCKS:

1/4-ton, 4x4	410	403
1/4-ton, 4x4, radio equipped	121	117
1-ton, 4x4, cargo	84	81
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	159	155
2 1/2-ton, 6x6, short wheel base	66	66
2 1/2-ton, 6x6, dump	69	69
2 1/2-ton, 6x6, tank gasoline, 750 gal.	4	4
2 1/2-ton, 6x6, wrecking	10	10
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6, M-12	1	1

ENCLOSURE (A) (Cont'd).

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRUCKS (Cont'd):</u>		
2 $\frac{1}{2}$ -ton, 6x6, M8A1	1	1
2 $\frac{1}{2}$ -ton, 6x6, Amphibian (DUKW)	100	99
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	2	2
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	3	3
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	39
Ambulance, $\frac{1}{2}$ -ton, 4x4	8	8
Ambulance, 3/4-ton, 4x4	3	3
Cars, 5-passenger	3	3
Motorcycles	6	6
3/4-ton, 4x4, cargo	5	5
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	33
<u>TRACTORS:</u>		
Light	14	14
Medium	32	32
Heavy	46	46

ENCLOSURE (A)



SECRET

From: 0900 3 October, 1945  
To: 0900 4 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 10

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	16,113
(2) Assigned or attached units	2,334
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL 18,447

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	10	0
Emergency Type	5	0

TOTAL D/S 15 0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	2270 Drums	0 Drums	70 Drums
(4) Fuel, Diesel	780 Drums	0 Drums	10 Drums
(5) Gasoline, unleaded, range fuel	313 Drums	0 Drums	10 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

- (1) 1300 Traps, Rat, requisition GS 7-46 to 8thServRegt  
Via VAC G-4.

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 0
- b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

- a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity) and Traffic Circulation:

- a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 3 October, 1945.MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	213	211
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	83	83
1-ton, 2-wheel, greasing	23	23
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	90	90
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Flood Light	6	6
6-ton, 2-wheel, van type Laundry	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	410	406
1/2-ton, 4x4, radio equipped	121	118
1-ton, 4x4, cargo	83	80
1 1/2-ton, 4x4	8	8
2 1/2-ton, 6x6, cargo	154	149
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	67
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	9	9
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6, M-12 (Welding truck)	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	99
4-ton, 6x6, wrecker	1	1

# ENCLOSURE (A) (Cont'd.)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	37
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6

## CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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## TRACTORS:

Light	15	15
Medium	37	37
Heavy	45	44



SECRET

From: 0900 4 October, 1945  
To : 0900 5 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 11

Maps: KYUSKU, scale 1:25,000, AMS L872

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	16,113
(2) Assigned or attached units	2,334
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	18,447

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	10	0
Emergency Type	4	0
TOTAL D/S	14	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	2220 Drums	0 Drums	50 Drums
(4) Fuel, Diesel	770 Drums	0 Drums	10 Drums
(5) Gasoline, unloaded, range fuel	285 Drums	0 Drums	10 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously shown.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0


b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity)

a. No remarks.

  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4

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Copy to: CG, VAC (4)  
CO, 3thServRegt(2)  
File (1)  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 4 October, 1945.

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
$\frac{1}{4}$ -ton, 2-wheel cargo	213	211
$\frac{1}{2}$ -ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	83	83
1-ton, 2-wheel, greasing	23	23
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	90	90
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Flood Light	6	6
6-ton, 2-wheel, van type Laundry	3	3
<u>TRUCKS:</u>		
$\frac{1}{4}$ -ton, 4x4	410	406
$\frac{1}{2}$ -ton, 4x4, radio equipped	121	118
1-ton, 4x4, cargo	83	80
$1\frac{1}{2}$ -ton, 4x4	8	8
$2\frac{1}{2}$ -ton, 6x6, cargo	154	149
$2\frac{1}{2}$ -ton, 6x6, short wheel base	62	62
$2\frac{1}{2}$ -ton, 6x6, dump	67	67
$2\frac{1}{2}$ -ton, 6x6, tank gasoline, 750-gal.	4	4
$2\frac{1}{2}$ -ton, 6x6, wrecking	9	9
$2\frac{1}{2}$ -ton, 6x6, artillery repair, M9A1	1	1
$2\frac{1}{2}$ -ton, 6x6, instrument repair	1	1
$2\frac{1}{2}$ -ton, 6x6, machine shop, M16A1 or A2	4	4
$2\frac{1}{2}$ -ton, 6x6, M-12 (Welding truck)	1	1
$2\frac{1}{2}$ -ton, 6x6, M8A1	1	1
$2\frac{1}{2}$ -ton, 6x6, amphibian, (Dukw)	100	99
4-ton, 6x6, wrecker	1	1

ENCLOSURE (A) (Cont'd.)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	37
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6

CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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TRACTORS:

Light	15	15
Medium	37	37
Heavy	45	44



SECRET

From: 0900 5 October, 1945  
To : 0900 6 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 12

Maps: KYUSHU, scale 1:25,000, AMS L872

1. Location of service installations: No changes.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,919

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	10	0
Emergency Type	3	0
TOTAL D/S	13	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	2180 Drums	0 Drums	50 Drums
(4) Fuel, Diesel	760 Drums	0 Drums	10 Drums
(5) Gasoline, unleaded, range fuel	229 Drums	0 Drums	10 Drums

SECRET

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\*-Figures computed in numbers of 55 gallon drums.

\*\*--Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously shown.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity)

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 3 October, 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	213	211
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water, 300-gallon capacity	90	90
2-ton, 4-wheel cargo	2	2
2-ton, 4-wheel stockroom	10	10
3-ton, 2-wheel sterilizing shower	3	3
3-ton, 4-wheel water purification unit	4	4
5-ton, 4-wheel machine shop, unit #1&#2	7	7
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
Van Type Laundry, 6-ton, 2-wheel	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	410	403
1/2-ton, 4x4, radio eq.	121	117
1-ton, 4x4, cargo	83	78
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	154	148
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	66
2 1/2-ton, 6x6, tank gasoline, 750-gal	4	4
2 1/2-ton, 6x6, wrecking	9	9
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6, M-12	1	1

## ENCLOSURE (A)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
2½-ton, 6x6, M8A1	1	1
2½-ton, 6x6, amphibian, (Dukw)	100	98
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2½-ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, ½-ton, 4x4	39	38
Ambulance, ½-ton, 4x4	7	7
Ambulance, ¾-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
¾-ton, 4x4, cargo	6	6
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	31
<u>TRACTORS:</u>		
Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 6 October, 1945  
To : 0900 7 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 13

Maps: KYUSHU, scale 1:25,000, AMS L872

1. Location of service installations: Movement of ammunition to new dump site (73.05-12.6) begun.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13941
(2) Assigned or attached units	1978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL 15919

b. Rations on Hand: D/S Ashore D/S Afloat

"B" Type	9	0
Emergency Type	<u>3</u>	<u>0</u>
TOTAL D/S	12	0

c. Class III on Hand: \*Ashore \*Afloat \*\*Daily Consumption

(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	2100 Drums	0 Drums	50 Drums
(4) Fuel, Diesel	742 Drums	0 Drums	10 Drums
(5) Gasoline, unleaded, range fuel	214 Drums	0 Drums	10 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceeding four days.

d. Class II and IV (List only critical shortages):

(1) Tire repair materials.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity)

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 6 October, 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1-ton, 2-wheel cargo	213	211
1-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water 300-gal. capacity	90	90
2-ton, 4-wheel cargo	2	2
2-ton, 4-wheel stockroom	10	10
3-ton, 2-wheel sterilizing shower	3	3
3-ton, 4-wheel water purification unit	4	4
5-ton, 4-wheel machine shop, unit #1&#2	7	7
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel van type laundry	3	3
<u>TRUCKS:</u>		
1-ton, 4x4	410	404
1-ton, 4x4 radio eq.	121	117
1-ton, 4x4	83	78
1-ton, 4x4 cargo	8	8
2-ton, 6x6 cargo	154	149
2-ton, 6x6 short wheel base	62	62
2-ton, 6x6 dump	67	66
2-ton, 6x6 tank gasoline, 750-gal	4	4
2-ton, 6x6 wrecking	9	9
2-ton, 6x6 artillery repair, M9A1	1	1
2-ton, 6x6 instrument repair	1	1
2-ton, 6x6 machine shop, M16A1 or A2	4	4
2-ton, 6x6 M-12 welding	1	1
2-ton, 6x6 M8A1	1	1

ENCLOSURE (A) (Cont'd.)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
2 $\frac{1}{2}$ -ton, 6x6 amphibian, (Dukw)	100	99
4-ton, 6x6 wrecker	1	1
4-ton, 6x6 cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	36
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	31
<u>TRACTORS:</u>		
Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 7 October, 1945  
TO : 0900 8 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 14

Maps: KYUSHU, scale 1:25,000, AMS L872

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations; (Excludes Fukuoka Occupation Group):

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,919

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	8	0
Emergency Type	3	0
TOTAL D/S	11	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1164 Drums	0 Drums	100 Drums
(4) Fuel, Diesel	732 Drums	0 Drums	10 Drums
(5) Gasoline, unloaded, range fuel	162 Drums	0 Drums	40 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceeding four days.

d. Class II and IV (List only critical shortages):

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 0
- b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

- a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity):

- a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 7 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	213	211
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water 300-gallon capacity	90	90
2-ton, 4-wheel cargo	2	2
2-ton, 4-wheel stockroom	10	10
3-ton, 2-wheel sterilizing shower	3	3
3-ton, 4-wheel water purification unit	4	4
5-ton, 4-wheel machine shop unit #1&#2	7	7
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel van type laundry	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	410	402
1/2-ton, 4x4 radio eq.	121	118
1-ton, 4x4 cargo	83	78
1 1/2-ton, 4x4 cargo	8	8
2 1/2-ton, 6x6 cargo	154	150
3 1/2-ton, 6x6 short wheel base	62	62
2 1/2-ton, 6x6 dump	67	66
2 1/2-ton, 6x6 tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6 wrecking	9	9
2 1/2-ton, 6x6 artillery repair M9A1	1	1
2 1/2-ton, 6x6 instrument repair	1	1
2 1/2-ton, 6x6 machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6 M-12	1	1
2 1/2-ton, 6x6 M8A1	1	1
2 1/2-ton, 6x6 amphibian, (Dukw)	100	98

ENCLOSURE (A)(Cont'd.)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6 wrecker	1	1
4-ton, 6x6 cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	36
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	31
<u>TRACTORS:</u>		
Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 8 October, 1945  
To : 0900 9 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 15

Maps: KYUSHU, scale, 1:25,000, AMS L872

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,919

B. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	7	0
Emergency Type	3	0
TOTAL D/S	10	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	988 Drums	0 Drums	150 Drums
(4) Fuel, Diesel	704 Drums	0 Drums	25 Drums
(5) Gasoline, unleaded, range fuel	150 Drums	0 Drums	15 Drums

SECRET

- \*-Figures computed in numbers of 55 gallon drums.  
\*\*-Daily consumption as estimated on issue for preceeding four days.

d. Class II and IV (List only critical shortages):

(1) The following critical items were reported on Periodic Report No. 1 for period 0900, 24Sept45, to 0900, 24Sept45, and Periodic Report No. 8 for period 0900, 10Oct45, to 0900 20Oct45 and have not as yet been furnished:

	<u>Quantity</u>	<u>Remarks</u>
DDT, Powder, Concentrate	2,000 lbs	5thMarDiv QM ltr Serial 2995, dtd 24Sep45, to 8th Serv Regt.
10% DDT Insecticide Louse Powder	1,000 lbs	Requisitioned from 8th Serv Regt 24Sep45.

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 0  
b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

- a. See enclosure (A) attached.

5. Condition of Roads, Bridges, (including weight capacity):

- a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 8 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	213	211
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water 300-gallon capacity	90	90
2-ton, 4-wheel cargo	2	2
2-ton, 4-wheel stockroom	10	10
3-ton, 2-wheel sterilizing shower	3	3
3-ton, 4-wheel water purification unit	4	4
5-ton, 4-wheel machine shop, unit #1&#2	7	7
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	6	6
Floodlight	3	3
6-ton, 2-wheel, van type laundry	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	410	401
1/2-ton, 4x4 radio eq.	121	118
1-ton, 4x4 cargo	83	82
1 1/2-ton, 4x4 cargo	8	8
2 1/2-ton, 6x6 cargo	154	147
2 1/2-ton, 6x6 short wheel base	62	60
2 1/2-ton, 6x6 dump	67	64
2 1/2-ton, 6x6 tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6 wrecking	9	9
2 1/2-ton, 6x6 artillery repair, M9A1	1	1
2 1/2-ton, 6x6 instrument repair	1	1
2 1/2-ton, 6x6 machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6 M-12 welding	1	1
2 1/2-ton, 6x6 M8A1	1	1
2 1/2-ton, 6x6 amphibian, (Dukw)	100	99

ENCLOSURE (A) (Cont'd.)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6 wrecker	1	1
4-ton, 6x6 cargo	3	3
Tractor Truck, 2½-ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, ½-ton, 4x4	39	36
Ambulance, ½-ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	32
<u>TRACTORS:</u>		
Light	15	15
Medium	37	36
Heavy	45	44



SECRET

From: 0900 9 October, 1945  
To : 0900 10 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 16

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group).

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,919

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	6	0
Emergency Type	<u>3</u>	<u>0</u>
TOTAL D/S	9	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Ashore</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1084 Drums	0 Drums	150 Drums
(4) Fuel, Diesel	668 Drums	0 Drums	30 Drums
(5) Gasoline, unleaded, range fuel	156 Drums	0 Drums	75 Drums

SECRET

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- \*-Figures computed in numbers of 55 gallon drums.  
\*\*-Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 9 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
$\frac{1}{4}$ -ton, 2-wheel cargo	213	211
$\frac{1}{4}$ -ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water 300-gallon capacity	90	90
2-ton, 4-wheel cargo	2	2
2-ton, 4-wheel stockroom	10	10
3-ton, 2-wheel sterilizing shower	3	3
3-ton, 4-wheel water purification unit	4	4
5-ton, 4-wheel machine shop, unit #1&#2	7	7
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel Van Type Laundry	3	3
<u>TRUCKS:</u>		
$\frac{1}{4}$ -ton, 4x4	410	400
$\frac{1}{4}$ -ton, 4x4 radio eq.	121	119
1-ton, 4x4	83	80
1 $\frac{1}{2}$ -ton, 4x4 cargo	8	8
2 $\frac{1}{2}$ -ton, 6x6 cargo	154	136
2 $\frac{1}{2}$ -ton, 6x6 short wheel base	62	60
2 $\frac{1}{2}$ -ton, 6x6 dump	67	65
2 $\frac{1}{2}$ -ton, 6x6 tank gasoline, 750-gal	4	4
2 $\frac{1}{2}$ -ton, 6x6 wrecking	9	9
2 $\frac{1}{2}$ -ton, 6x6 artillery repair, M9A1	1	1
2 $\frac{1}{2}$ -ton, 6x6 instrument repair	1	1
2 $\frac{1}{2}$ -ton, 6x6 machine shop, M16A1 or A2	4	4
2 $\frac{1}{2}$ -ton, 6x6 M-12 Welding	1	1
2 $\frac{1}{2}$ -ton, 6x6 M8A1	1	1
2 $\frac{1}{2}$ -ton, 6x6 amphibian, (Dukw)	100	99
4-ton, 6x6 wrecker	1	1
4-ton, 6x6 cargo	3	3

ENCLOSURE (A) (Cont'd..)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	37
Ambulance, $\frac{1}{3}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	30
<u>TRACTORS:</u>		
Light	15	14
Medium	37	35
Heavy	45	44



SECRET

From: 0900 10 October, 1945  
To : 0900 11 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 17

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,919

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	5	0
Emergency Type	3	0
TOTAL D/S	8	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	963 Drums	0 Drums	130 Drums
(4) Fuel, Diesel	666 Drums	0 Drums	30 Drums
(5) Gasoline, unleaded, range fuel	162 Drums	0 Drums	15 Drums

SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* \* Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) The following critical item was reported on Periodic Report No. 10 for period 0900, 3 October, 1945, to 0900 4 October, 1945, and has not as yet been furnished.

1500 Traps, rat, requisition

GS 7-46 to 8th Service Regiment via VAC G-4.

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 0  
b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of transportation:

- a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity):

- a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMC,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 10 October, 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel, cargo	213	211
1/2-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	83	83
1-ton, 2-wheel, greasing	23	23
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	90	90
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type Laundry	3	3
<u>TRUCKS:</u>		
1/4-ton, 4x4	410	400
1/2-ton, 4x4, radio eq.	121	117
1-ton, 4x4, cargo	83	78
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	154	136
2 1/2-ton, 6x6, short wheel base	62	60
2 1/2-ton, 6x6, dump	67	65
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	9	9
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6, M-12	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	97

ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 <sup>1</sup> / <sub>2</sub> -ton, to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance <sup>1</sup> / <sub>2</sub> -ton, 4x4	39	35
Ambulance <sup>3</sup> / <sub>4</sub> -ton, 4x4	7	7
Ambulance 3/4-ton, 4x4	6	6
Cars-5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6

CARRIERS:

Light Cargo, M-29-C, Weasel	34	30
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TRACTORS:

Light	15	14
Medium	37	35
Heavy	45	44



SECRET

From: 0900 11 October, 1945  
To : 0900 12 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 18

Maps: KYUSHU, scale 1:25,000, AMS L872.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,919

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	4	0
Emergency Type	3	0
TOTAL D/S	7	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1009 Drums	0 Drums	73 Drums
(4) Fuel, Diesel	645 Drums	0 Drums	21 Drums
(5) Gasoline, unloaded, range fuel	150 Drums	0 Drums	15 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

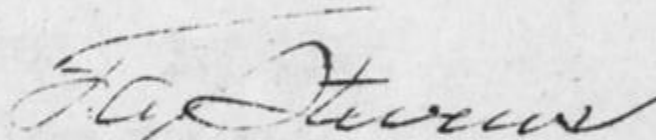
b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity):

a. No remarks.

  
F. A. STEVENS,  
LtCol., USMCR,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 11 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel, cargo	213	211
1/2-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	83	83
1-ton, 2-wheel, greasing	23	23
1-ton, 2-wheel, high pressure unit	0	0
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	90	90
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	410	308
1/2-ton, 4x4 radio	121	119
1-ton, 4x4 cargo	83	82
1 1/2-ton, 4x4 cargo	8	8
2 1/2-ton, 6x6 cargo	154	139
2 1/2-ton, 6x6 short wheel base	62	60
2 1/2-ton, 6x6 dump	67	63
2 1/2-ton, 6x6 tank gas. line, 750-gal	4	4
2 1/2-ton, 6x6 wrecker	9	9
2 1/2-ton, 6x6 artillery repair, M9A1	1	1
2 1/2-ton, 6x6 instrument repair	1	1
2 1/2-ton, 6x6 machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6 M-12	1	1
2 1/2-ton, 6x6 M3A1	1	1
2 1/2-ton, 6x6 amphibian, (Dukw)	100	99
4-ton, 6x6 wrecker	1	1

ENCLOSURE (A)(Cont'd.)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6 cargo	3	3
Tractor Truck, 2 <sup>1</sup> / <sub>2</sub> -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, <sup>1</sup> / <sub>2</sub> -ton 4x4	39	37
Ambulance, <sup>1</sup> / <sub>2</sub> -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	6	6
 <u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	30
 <u>TRACTORS:</u>		
Light	15	15
Medium	37	36
Heavy	45	44



SECRET

From: 0900 12 October, 1945  
To: 0900 13 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 19

Maps: KYUSHU, scale 1:25,000, AMS L872

1. Location of service installation: Continued movement of ammunition to new Division Dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	<u>15,919</u>

b. Rations on Hand:

"B" Type  
Emergency Type

D/S Ashore

D/S Afloat

3	0
<u>3</u>	<u>0</u>
6	0

c. Class III on Hand:

\*Ashore

\*Afloat

\*\*Daily Consumption

(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	855 Drums	0 Drums	125 Drums
(4) Fuel, Diesel	631 Drums	0 Drums	25 Drums
(5) Gasoline, unleaded, range fuel	195 Drums	0 Drums	40 Drums

SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 12 October 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/4-ton, 2-wheel cargo	213	212
1/4-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water 300-gallon capacity	90	90
2-ton, 4-wheel cargo	2	2
2-ton, 4-wheel stockroom	10	10
3-ton, 2-wheel sterilizing shower	3	3
3-ton, 4-wheel water purification unit	4	4
5-ton, 4-wheel machine shop unit #1&#2	7	7
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton 2-wheel Van Type Laundry	3	3
<u>TRUCKS:</u>		
1/4-ton, 4x4	410	400
1/4-ton, 4x4, radio eq.	121	120
1-ton, 4x4, cargo	83	83
1 1/2-ton, 4x4 cargo	8	8
2 1/2-ton, 6x6 cargo	154	140
2 1/2-ton, 6x6 short wheel base	62	62
2 1/2-ton, 6x6 dump	67	62
2 1/2-ton, 6x6 tank gasoline, 750-gal	4	4
2 1/2-ton, 6x6 wrecking	9	9
2 1/2-ton, 6x6 artillery repair, M9A1	1	1
2 1/2-ton, 6x6 instrument repair	1	1
2 1/2-ton, 6x6 machine shop, M16A1 or A2	4	4
2 1/2-ton, 6x6 M-12 Welding	1	1
2 1/2-ton, 6x6 M8A1	1	1
2 1/2-ton, 6x6 amphibian, (Dukw)	100	100
4-ton, 6x6 wrecker	1	1
4-ton, 6x6 cargo	3	3
Tractor Truck, 2 1/2-ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, 1/2-ton, 4x4	39	39
Ambulance, 1/2-ton, 4x4	7	7

ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Ambulance, 3/4 ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	6	6
3/4-ton, 4x4	3	3
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	28
<u>TRACTORS:</u>		
Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 13 October, 1945  
To : 0900 14 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 20

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: Continued movement of ammunition to Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,941
(2) Assigned or attached units	1,978
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL	15,919
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b. Rations on Hand: D/S Ashore D/S Afloat

"B" Type	2	0
Emergency Type	3	0
TOTAL D/S	5	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1359 Drums	0 Drums	104 Drums
(4) Fuel, Diesel	631 Drums	0 Drums	23 Drums
(5) Gasoline, unleaded, range fuel.	195 Drums	0 Drums	25 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) Tire repair materials, requisition No. MT 215-45 dtd  
28Sep45.

3. Status of Evacuation:

- a. Number of casualties evacuated to higher echelons: 0
- b. Number of casualties awaiting evacuation to higher  
echelon: 0

4. Status of Transportation:

- a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

- a. No remarks.

*F. A. Stevens*

F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 13 October, 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
2-ton, 2-wheel cargo	213	212
1-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	83	83
1-ton, 2-wheel, greasing	23	23
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	90	89
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	3	3
<u>TRUCKS:</u>		
2-ton, 4x4	410	399
2-ton, 4x4, radio equipped	121	120
1-ton, 4x4, cargo	83	81
1-ton, 4x4, cargo	8	8
2-ton, 6x6, cargo	154	144
2-ton, 6x6, short wheel base	62	62
2-ton, 6x6, dump	67	63
2-ton, 6x6, tank gasoline, 750-gallon	4	4
2-ton, 6x6, wrecking	9	9
2-ton, 6x6, artillery repair, M9A1	1	1
2-ton, 6x6, instrument repair	1	1
2-ton, 6x6, machine shop, M16A1 or A2	4	4
2-ton, 6x6, M-12 Welding	1	1
2-ton, 6x6, M8A1	1	1
2-ton, 6x6, Amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

ENCLOSURE (A) (Cont'd)

TYPE	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton, to 5-ton	2	2
Tractor Truck, 5-ton, to 10-ton	1	1
Ambulance, $\frac{3}{4}$ -ton, 4x4	39	39
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	6	6
3/4-ton, 4x4	3	3

CARRIERS:

Light Cargo, M-29-C, Weasel	34	26
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TRACTORS:

Light	15	15
Medium	37	34
Heavy	45	44



SECRET

From: 0900 14 October, 1945  
To : 0900 15 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 21

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,262
(2) Assigned or attached units	1,655
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	14,917

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
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"B" Type	2	0
Emergency Type	3	0

TOTAL D/S	5	0
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c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
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(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1130 Drums	0 Drums	127 Drums
(4) Fuel, Diesel	708 Drums	0 Drums	17 Drums
(5) Gasoline, unleaded, range fuel	144 Drums	0 Drums	25 Drums

SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of Roads, Bridges, (including weight capacity):

a. No remarks.

*F. A. Stevens*

F. A. STEVENS,  
LtCol., USMC,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 14 October, 1945MOTOR VEHICLE REPORTTYPEASHOREOPERATIONALTRAILERS:

2-ton, 2-wheel, cargo	208	206
1-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	83	83
1-ton, 2-wheel, greasing	23	23
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	86	86
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-wheeler	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	3	3

TRUCKS:

2-ton, 4x4	403	390
2-ton, 4x4, radio equipped	121	120
1-ton, 4x4, cargo	78	74
1-ton, 4x4, cargo	8	8
2-ton, 6x6, cargo	148	139
2-ton, 6x6, short wheel base	62	62
2-ton, 6x6, dump	67	62
2-ton, 6x6, tank gasoline, 750-gallon	4	4
2-ton, 6x6, wrecking	9	9
2-ton, 6x6, artillery repair, M9A1	1	1
2-ton, 6x6, instrument repair	1	1
2-ton, 6x6, machine shop, M16A1 or A2	4	2
2-ton, 6x6, M-12 Welding	1	1
2-ton, 6x6, M8A1	1	1
2-ton, 6x6, amphibian (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

ENCLOSURE (A) (Cont'd)

TYPE	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	39	39
Ambulance, $\frac{3}{4}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	6	6
3/4-ton, 4x4	3	3

CARRIERS:

Light Cargo, M-29-C, Weasel	34	28
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TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 15 October, 1945  
To: 0900 16 October, 1945  
Unit: 5th Marine Division  
(Reinf)

G-4 PERIODIC REPORT

Report No. 22

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,262
(2) Assigned or attached units	1,655
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	<u>0</u>

TOTAL 14,917

b. Rations on Hand: D/S Ashore D/S Afloat

"B" Type	1	0
Emergency	<u>3</u>	<u>0</u>

TOTAL D/S 4 0

c. Class III on Hand: \*Ashore \*Afloat \*\*Daily Consumption

(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
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(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
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(3) Fuel, motor 80 octane	999 Drums	0 Drums	122 Drums
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(4) Fuel, Diesel	605 Drums	0 Drums	47 Drums
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(5) Gasoline, unleaded range fuel	229 Drums	0 Drums	29 Drums
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SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issue for preceding four days.

d. Class-II and IV (List only critical shortages):

(1) Following items remain critical and are required to prevent deadlining of motor vehicles: Tire patches, DivQM Req MT-215-45 of 28Sep45:

<u>Requested</u>	<u>Received</u>
#6 2,000	50
#7 2,000	50
#8 1,000	50
#9 1,000	50

Plate driven engine clutch DivQM Req MT 1-46 of 4Oct45:

<u>Requested</u>	<u>Received</u>
24	0

Batteries

20	0
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3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 0  
b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

- a. See Enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity):

- a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 15 October 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	208	206
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water, 300-gallon capacity	86	86
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel sterilizing shower	3	3
3-ton, 4-wheel water purification unit	4	4
5-ton, 4-wheel machine shop, unit #1&#2	7	7
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
6-ton, 2-wheel Van Type Laundry	3	3
Floodlight	6	6
<u>TRUCKS:</u>		
1/2-ton, 4x4	403	390
1/2-ton, 4x4, radio eq.	121	120
1-ton, 4x4, cargo	76	72
1-1/2-ton, 4x4, cargo	8	8
2-1/2-ton, 6x6, cargo	148	139
2-1/2-ton, 6x6, short wheel base	62	62
2-1/2-ton, 6x6, dump	67	64
2-1/2-ton, 6x6, tank gasoline, 750-gal	4	4
2-1/2-ton, 6x6, wrecking	9	9
2-1/2-ton, 6x6, artillery repair, M9A1	1	1
2-1/2-ton, 6x6, instrument repair	1	1
2-1/2-ton, 6x6, machine shop, M16A1 or A2	3	1
2-1/2-ton, 6x6, M-12 Welding	1	1
2-1/2-ton, 6x6, M8A1	1	1
2-1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

# ENCLOSURE (A) (Cont'd)

Tractor Truck, 2- $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{4}$ -ton, 4x4	42	42
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4 ton, 4x4	5	5

## CARRIERS:

Light Cargo; M-29-C, Weasel	34	28
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## TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 16 October, 1945  
To : 0900 17 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 23

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,262
(2) Assigned or attached units	1,655
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	<u>14,917</u>

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	0	0
Emergency	<u>3</u>	<u>0</u>
TOTAL D/S	3	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1569 Drums	0 Drums	105 Drums
(4) Fuel, Diesel	569 Drums	0 Drums	36 Drums
(5) Gasoline, unleaded range fuel	346 Drums	0 Drums	26 Drums

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See Enclosure (A) attached.

5. Condition of Roads, Bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMC,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 16 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel, cargo	208	206
1/2-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	83	83
1-ton, 2-wheel, greasing	23	23
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	86	86
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, Chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	403	392
1/2-ton, 4x4, radio equipped	121	120
1-ton, 4x4, cargo	76	73
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	148	140
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	64
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	9	9
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	1
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	42	42
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5

CARRIERS:

Light Cargo, M-29-C, Weasel	34	28
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TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	44



096/129

From: 0900 17 October, 1945  
To : 0900 18 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 24

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,262
(2) Assigned or attached units	1,655 (DSR not received from CT/127)
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	14,917

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	1	0
Emergency	3	0
TOTAL D/S	4	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1936 Drums	0 Drums	116 Drums
(4) Fuel, Diesel	558 Drums	0 Drums	28 Drums
(5) Gasoline, unleaded, range fuel	573 Drums	0 Drums	23 Drums

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- \* - Figures computed in number of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 1
- b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMC,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 17 October, 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	208	205
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel high pressure unit	9	9
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel, water 300-gallon capacity	86	86
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	403	391
1/2-ton, 4x4, radio equipped	121	120
1-ton, 4x4, cargo	76	73
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	148	141
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	63
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	9	9
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	1
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

## ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 <sup>1</sup> / <sub>2</sub> -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, <sup>1</sup> / <sub>2</sub> -ton, 4x4	42	42
Ambulance, <sup>1</sup> / <sub>2</sub> -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5

CARRIERS:

Light Cargo, M-29-C, Weasel	34	29
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TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	44



096/129

SECRET

From: 0900 18 October, 1945  
To : 0900 19 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 25

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply.

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	13,194
(2) Assigned or attached units	4,081
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	17,275

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	0	0
Emergency type	3	0
TOTAL D/S	3	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1844 Drums	0 Drums	119 Drums
(4) Fuel, Diesel	533 Drums	0 Drums	34 Drums
(5) Gasoline, unleaded, range fuel	569 Drums	0 Drums	21 Drums

SECRET

- \* - Figures computed in number of 55 gallon drums.  
\*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 6

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 18 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	208	206
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	23
1-ton, 2-wheel, high pressure unit	9	9
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	86	86
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	3	3
<u>TRUCKS:</u>		
1/2-ton, 4x4	403	393
1/2-ton, 4x4, radio equipped	121	120
1-ton, 4x4, cargo	76	73
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	148	142
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	64
2 1/2-ton, 6x6, tank gasoline, 750-gallon	4	4
2 1/2-ton, 6x6, wrecking	9	9
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	1
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 1/2-ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1

ENCLOSURE (A) (Cont'd).

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Ambulance, $\frac{1}{2}$ -ton, 4x4	42	42
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, $\frac{3}{4}$ -ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
$\frac{3}{4}$ -ton, 4x4	5	5
 <u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	29
 <u>TRACTORS:</u>		
Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 19 October, 1945  
To : 0900 20 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 26

Maps: KYUSHU, scale 1:25,000 AMS L872

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	6,553
(2) Assigned or attached units	4,838
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	<u>11,391</u>

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	0	0
Emergency	3	0
TOTAL D/S	<u>3</u>	<u>0</u>

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1686 Drums	0 Drums	125 Drums
(4) Fuel, Diesel	523 Drums	0 Drums	27 Drums
(5) Gasoline, unloaded, range fuel	554 Drums	0 Drums	21 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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Enclosure (A)

5th Marine Division (Reinf)  
1800 19 October, 1945

MOTOR VEHICLE REPORT

TYPE

TRAILERS:

	<u>ASHORE</u>	<u>OPERATIONAL</u>
1/4-ton, 2-wheel cargo	208	204
1/4-ton, 2-wheel dump	16	16
1-ton, 2-wheel cargo	83	83
1-ton, 2-wheel greasing	23	22
1-ton, 2-wheel, high pressure unit	9	8
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300 gallon capacity	86	85
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	11	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type Laundry	3	3

TRUCKS:

1/4-ton, 4x4	403	385
1/4-ton, 4x4, radio equipped	121	119
1-ton, 4x4, cargo	76	75
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	148	133
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	59
2 1/2-ton, 6x6, tank gasoline, 750-gallons	4	4
2 1/2-ton, 6x6, wrecking	9	9
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

ENCLOSURE (A) (Cont'd).

Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	42	41
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	6	6
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	30
<u>TRACTORS:</u>		
Light	15	14
Medium	37	35
Heavy	45	43



SECRET

From: 0900 20 October, 1945  
To : 0900 21 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 27

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	10,711
(2) Assigned or attached units	4,841
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,552

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	8	0
Emergency	0	0
TOTAL D/S	8	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>* Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1554 Drums	0 Drums	132 Drums
(4) Fuel, Diesel	501 Drums	0 Drums	25 Drums
(5) Gasoline, unleaded, range fuel	536 Drums	0 Drums	24 Drums

SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 0  
b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 20 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
2-ton, 2-wheel cargo	194	193
1-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	5
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	25	24
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	1	1
<u>TRUCKS:</u>		
1-ton, 4x4	363	349
1-ton, 4x4, radio equipped	106	104
1-ton, 4x4, cargo	52	51
1-ton, 4x4, cargo	6	6
2-ton, 6x6, cargo	123	112
2-ton, 6x6, short wheel base	62	62
2-ton, 6x6, dump	67	62
2-ton, 6x6, tank gasoline, 750-gal	4	4
2-ton, 6x6, wrecking	8	8
2-ton, 6x6, artillery repair, M9A1	1	1
2-ton, 6x6, instrument repair	1	1
2-ton, 6x6, machine shop, M16A1 or A2	3	3
2-ton, 6x6, M-12 Welding	1	1
2-ton, 6x6, M8A1	1	1
2-ton, 6x6, amphibian (Dukw)	100	100

ENCLOSURE (A) (Cont'd).

4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 <sup>1</sup> / <sub>2</sub> -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, <sup>1</sup> / <sub>4</sub> -ton, 4x4	34	34
Ambulance, <sup>1</sup> / <sub>2</sub> -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	5	5
Cars, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5

CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	43



SECRET

From: 0900 21 October, 1945  
To : 0900 22 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 28

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	11,147
(2) Assigned or attached units	4,841
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	<u>15,988</u>

b. Rations on Hand: D/S Ashore D/S Afloat

"B" Type	7	0
Emergency	5	0
TOTAL D/S	<u>12</u>	<u>0</u>

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1212 Drums	0 Drums	166 Drums
(4) Fuel, Diesel	486 Drums	0 Drums	26 Drums
(5) Gasoline, unleaded, range fuel	455 Drums	0 Drums	32 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issue for preceding four days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages other than previously reported.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. STEVENS*  
F. A. STEVENS,  
LtCol., USMCR,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 21 October, 1945.

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRUCKS:</u>		
1/4-ton, 2-wheel cargo	194	192
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	25	24
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1

TRUCKS:

1/4-ton, 4x4	363	345
1/2-ton, 4x4, radio equipped	106	103
1-ton, 4x4, cargo	52	51
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	123	111
2 1/2-ton, 6x6, short wheel base	62	60
2 1/2-ton, 6x6, dump	67	64
2 1/2-ton, 6x6, tank gasoline, 750-gallon.	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6 M8A1	1	1
2 1/2-ton, 6x6 amphibian, (Dukw)	100	98

ENCLOSURE (A) (Cont'd)

4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{3}{4}$ -ton, 4x4	34	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	5	5
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5

CARRIERS:

Light Cargo, M-29-C, Weasel	34	32
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TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	43



SECRET

From: 0900 22 October, 1945  
To : 0900 23 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 29

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: Continued movement of ammunition to new Division dump site.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	11,329
(2) Assigned or attached units	4,921
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	16,250

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	6	0
Emergency	5	0
TOTAL D/S	11	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1019 Drums	0 Drums	156 Drums
(4) Fuel, Diesel	455 Drums	0 Drums	24 Drums
(5) Gasoline, unleaded range fuel	473 Drums	0 Drums	21 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 4

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 22 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	194	192
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	25	24
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1

TRUCKS:

1/2-ton, 4x4	363	349
1/2-ton, 4x4, radio equipped	106	103
1-ton, 4x4, cargo	52	51
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	123	112
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	65
2 1/2-ton, 6x6, tank gasoline, 750-gallon	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	100

# ENCLOSURE (A) (Cont'd)

4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 <sup>1</sup> / <sub>2</sub> -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, <sup>1</sup> / <sub>2</sub> -ton, 4x4	34	34
Ambulance, <sup>1</sup> / <sub>2</sub> -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	5	5
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5

## CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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## TRACTORS:

Light	15	12
Medium	37	35
Heavy	45	42



SECRET

From: 0900 23 October, 1945  
To : 0900 24 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 30

Maps: KYUSHU, scale 1:25,000 AMS L872

1. Location of service installations: Movement of ammunition to new Division dump site completed.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	12,044
(2) Assigned or attached units	4,908
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	16,952

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	5	0
Emergency	5	0
TOTAL D/S	10	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	842 Drums	0 Drums	157 Drums
(4) Fuel, Diesel	460 Drums	0 Drums	22 Drums
(5) Gasoline, unleaded range fuel	436 Drums	0 Drums	27 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 3

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 23 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/4-ton, 2-wheel cargo	194	193
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	25	24
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laving	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1
<u>TRUCKS:</u>		
1/4-ton, 4x4	363	347
1/4-ton, 4x4, radio eq.	106	104
1-ton, 4x4, cargo	52	51
1-1/2-ton, 4x4, cargo	6	6
2-1/2-ton, 6x6, cargo	123	112
2-1/2-ton, 6x6, short wheel base	62	62
2-1/2-ton, 6x6, dump	67	65
2-1/2-ton, 6x6, tank gasoline, 750-gal	4	4
2-1/2-ton, 6x6, wrecking	6	6
2-1/2-ton, 6x6, artillery repair, M9A1	1	1
2-1/2-ton, 6x6, instrument repair	1	1
2-1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2-1/2-ton, 6x6, M-12 Welding	1	1
2-1/2-ton, 6x6, M8A1	1	1
2-1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

ENCLOSURE (A)

ENCLOSURE (A) (Cont'd).

Tractor Truck, 2- $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{4}$ -ton, 4x4	54	54
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, 3/4-ton, 4x4	5	5
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4.	5	5
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	33
<u>TRACTORS:</u>		
Light	15	15
Medium	37	35
Heavy	45	43

ENCLOSURE (A)



SECRET

From: 0900 24 October, 1945  
To : 0900 25 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 31

Maps: KYUSHU, scale 1:25,000 AMS L872

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	12,670
(2) Assigned or attached units	3,105
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
	<u>15,775</u>

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	4	0
Emergency	<u>6</u>	<u>0</u>
TOTAL D/S	10	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	649 Drums	0 Drums	169 Drums
(4) Fuel, Diesel	454 Drums	0 Drums	20 Drums
(5) Gasoline, unleaded, range fuel	388 Drums	0 Drums	32 Drums

SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 4

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 24 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/4-ton, 2-wheel cargo	194	192
1/2-ton, 2 wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300- gallon capacity	25	24
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1
<u>TRUCKS:</u>		
1/4-ton, 4x4	363	349
1/4-ton, 4x4, radio eq.	106	104
1/4-ton, 4x4, cargo	52	51
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	123	110
2 1/2-ton, 6x6 short wheel base	62	62
2 1/2-ton, 6x6, dump	67	65
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6 amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 1/2-ton to 5-ton	2	2

ENCLOSURE (A) (Cont'd).

Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{4}$ -ton, 4x4	34	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	7
Ambulance, $\frac{3}{4}$ -ton, 4x4	5	5
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	33
<u>TRACTORS:</u>		
Light	15	15
Medium	37	35
Heavy	45	43



SECRET

From: 0900 25 October, 1945.  
To : 0900 26 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 32

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	10,963
(2) Assigned or attached units	4,878
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL 15,741

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	4	0
Emergency Type	6	0
TOTAL D/S	10	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	933 Drums	0 Drums	164 Drums
(4) Fuel, Diesel	436 Drums	0 Drums	20 Drums
(5) Gasoline, unloaded, range fuel	388 Drums	0 Drums	20 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 25 October, 1945.MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel, cargo	201	199
1/2-ton, 2-wheel, dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	25	24
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	1	1
<u>TRUCKS:</u>		
1/2-ton, 4x4	371	367
1/2-ton, 4x4, radio equipped	107	105
1-ton, 4x4, cargo	62	61
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	123	110
2 1/2-ton, 6x6, short wheel base	62	69
2 1/2-ton, 6x6, dump	67	65
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair,	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 'olding'	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

# ENCLOSURE (A)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton, to 5-ton	2	2
Tractor Truck, 5-ton, to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	35	35
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance 3/4-ton, 4x4	5	5
Car-5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5

## CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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## TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	43



SECRET

From: 0900 26 October, 1945  
To : 0900 27 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 33

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	10,863
(2) Assigned or attached units	4,878
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL	15,741
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b. Rations on Hand: D/S Ashore D/S Afloat

"E" Type	3	0
Emergency Type	6	0

TOTAL D/S	9	0
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c. Class III on Hand: \*Ashore \*Afloat \*\*Daily Consumption

(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1099 Drums	0 Drums	151 Drums
(4) Fuel, Diesel	419 Drums	0 Drums	18 Drums
(5) Gas line, unleaded, range fuel.	388 Drums	0 Drums	18 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 26 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
3-ton, 2-wheel cargo	201	198
3-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	25	24
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1
<u>TRUCKS:</u>		
4-ton, 4x4	371	366
4-ton, 4x4, radio equipped	107	105
1-ton, 4x4, cargo	52	51
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	123	110
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	67	66
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	100
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 1/2-ton to 5-ton	2	2

<u>TYPE</u>	ENCLOSURE (A)	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 5-ton to 10-ton		1	1
Ambulance $\frac{1}{2}$ -ton, 4x4		35	35
Ambulance, $\frac{1}{2}$ -ton, 4x4		7	6
Ambulance $\frac{3}{4}$ -ton, 4x4		5	5
Car-5-passenger		3	3
Motorcycles		7	7
$\frac{3}{4}$ -ton, 4x4		5	5
<u>CARRIERS:</u>			
Light Cargo, M-29-C, Weasel		34	33
<u>TRACTORS:</u>			
Light		15	15
Medium		37	35
Heavy		45	43



SECRET

From: 0900 27 October, 1945  
 To : 0900 28 October, 1945  
 Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 34

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	11,089
(2) Assigned or attached units	4,433
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
	<hr/>
TOTAL	15,522

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	1	0
Emergency Type	6	0
	<hr/>	<hr/>
TOTAL D/S	7	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73, octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1101 Drums	0 Drums	140 Drums
(4) Fuel, Diesel	405 Drums	0 Drums	18 Drums
(5) Gasoline, unleaded, range fuel	388 Drums	0 Drums	16 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

- a. Number of casualties evacuated to higher echelons: 3
- b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 27 October, 1945.MOTOR VEHICLE REPORT

TYPE	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/4-ton, 2-wheel cargo	201	199
1/2-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	25	23
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & # 2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1
<u>TRUCKS:</u>		
1/2-ton, 4x4	376	361
1/2-ton, 4x4, radio equipped	107	105
1-ton, 4x4, cargo	54	53
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	124	110
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	68	67
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M3A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	95
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{3}{4}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	5	4
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
2 $\frac{1}{2}$ -ton, 6x6, distributor	1	1

CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 28 October, 1945  
To : 0900 29 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 35

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	11,039
(2) Assigned or attached units	4,433
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,522

b. Ration on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	1	0
Emergency Type	6	0
TOTAL D/S	7	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1059 Drums	0 Drums	143 Drums
(4) Fuel, Diesel	400 Drums	0 Drums	17 Drums
(5) Gasoline, unloaded, range fuel	137 Drums	0 Drums	15 Drums

SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 28 October, 1945

MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1-ton, 2-wheel cargo	201	199
1-ton, 2-wheel dump	16	16
1-ton, 2-wheel, cargo	76	76
1-ton, 2-wheel, greasing	25	24
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300 gallon capacity	25	23
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	9	9
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	12	11
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	1	1
<u>TRUCKS:</u>		
1-ton, 4x4	376	363
1-ton, 4x4, radio equipped	107	105
1-ton, 4x4, cargo	54	53
1-ton, 4x4, cargo	6	6
2-ton, 6x6, cargo	126	110
2-ton, 6x6, short wheel base	62	62
2-ton, 6x6, dump	68	67
2-ton, 6x6, tank gasoline, 750-gal.	4	4
2-ton, 6x6, wrecking	8	8
2-ton, 6x6, artillery repair, M9A1	1	1
2-ton, 6x6, instrument repair	1	1
2-ton, 6x6, machine shop, M16A1 or A2	3	3
2-ton, 6x6, M-12 Welding	1	1
2-ton, 6x6, M8A1	1	1
2-ton, 6x6, Amphibian, (Dukw)	100	95

## ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 <sup>1</sup> / <sub>2</sub> -ton to 5-ton	2	2
Tractor Truck, 5-ton, to 10-ton	1	1
Ambulance, <sup>1</sup> / <sub>4</sub> -ton, 4x4	35	34
Ambulance, <sup>1</sup> / <sub>2</sub> -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	6	5
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
2 <sup>1</sup> / <sub>2</sub> -ton, 6x6, distributor	1	1

CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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TRACTORS:

Light	15	15
Medium	37	35
Heavy	45	44



SECRET

From: 0900 29 October, 1945  
To : 0900 30 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 36

Maps: KYUSHU, scale 1:25,000 AMS L872

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	11,089
(2) Assigned or attached units	4,433
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,522

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	0	0
Emergency	6	0
TOTAL D/S	6	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	734 Drums	0 Drums	189 Drums
(4) Fuel, Diesel	356 Drums	0 Drums	24 Drums
(5) Gasoline, unleaded, range fuel	336 Drums	0 Drums	23 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 1

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 29 October, 1945TYPE . MOTOR VEHICLE REPORTTYPEASHOREOPERATIONALTRAILERS:

4-ton, 2-wheel, cargo	201	199
3-ton, 2-wheel, dump	18	18
1-ton, 2-wheel, cargo	89	89
1-ton, 2-wheel, greasing	26	25
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	27	25
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	14	13
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van Type Laundry	1	1

TRUCKS:

4-ton, 4x4	338	375
4-ton, 4x4, radio equipped	107	105
1-ton, 4x4, cargo	59	58
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	127	111
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	73	72
2 1/2-ton, 6x6, tank gasoline, 750-gallon	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian (Dukw)	100	95

## ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	7	6
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
2 $\frac{1}{2}$ -ton, 6x6, distributor	1	1
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	33
<u>TRACTORS:</u>		
Light	16	16
Medium	38	36
Heavy	47	46



SECRET

From: 0900 30 October, 1945  
To : 0900 31 October, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 37

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	10,804
(2) Assigned or attached units	5,223
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL 16,027

b. Rations on Hand:

D/S Ashore

D/S Afloat

"B" Type

9

0

Emergency Type

6

0

TOTAL D/S 15

0

c. Class III on Hand:

\*Ashore

\*Afloat

\*\*Daily Consumption

(1) Fuel, aircraft,  
100 octane

0 Drums

0 Drums

0 Drums

(2) Fuel, aircraft,  
73 octane

0 Drums

0 Drums

0 Drums

(3) Fuel, motor,  
80 octane

757 Drums

0 Drums

161 Drums

(4) Fuel, Diesel

267 Drums

0 Drums

37 Drums

(5) Gasoline, unleaded,  
range fuel

287 Drums

0 Drums

25 Drums

SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 1

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 30 October, 1945.MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel, cargo	201	199
1/2-ton, 2-wheel, dump	18	18
1-ton, 2-wheel, cargo	90	90
1-ton, 2-wheel, greasing	26	25
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	28	25
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	14	13
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1
<u>TRUCKS:</u>		
1/2-ton, 4x4	392	379
1/2-ton, 4x4, radio equipped	107	105
1-ton, 4x4, cargo	50	58
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	127	111
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, ammo	73	72
2 1/2-ton, 6x6, tank gasoline, 750-gallon	4	4
2 1/2-ton, 6x6, wrecking	8	8
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M5A1	1	1
2 1/2-ton, 6x6, amphibian (DUXW)	100	95

## ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	7	6
Car-5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
2 $\frac{1}{2}$ -ton, 6x6, distributor	1	1

CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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TRACTORS:

Light	16	16
Medium	38	36
Heavy	47	46



096/129

SECRET

From: 0900 31 October, 1945  
To: 0900 1 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 38

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	10,616
(2) Assigned or attached units	4,443
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL 15,059

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	8	0
Emergency Type	6	0
TOTAL D/S	14	0

c. Class III on Hand: \*Ashore \*Afloat \*\*Daily Consumption

(1) Fuel, aircraft 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor 80 octane	1009 Drums	0 Drums	126 Drums
(4) Fuel, Diesel	267 Drums	0 Drums	19 Drums
(5) Gasoline, unlead- ed range fuel	233 Drums	0 Drums	25 Drums

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelon: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 31 October, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS</u>		
1-ton, 2-wheel, cargo	201	199
1-ton, 2-wheel, dump	18	18
1-ton, 2-wheel, cargo	90	90
1-ton, 2-wheel, greasing	26	26
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300 gal. cap.	28	25
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	3	3
3-ton, 4-wheel, water purification unit	4	4
5-ton, 4-wheel, machine shop, Unit #1 & #2	7	7
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	14	13
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1

TRUCKS:

1-ton, 4x4	393	379
1-ton, 4x4, radio equipped	107	106
1-ton, 4x4, cargo	59	58
1-ton, 4x4, cargo	6	6
2-ton, 6x6, cargo	127	110
2-ton, 6x6, short wheel base	62	62
2-ton, 6x6, dump	73	72
2-ton, 6x6, tank gasoline, 750 gal.	4	4
2-ton, 6x6, wrecking	8	8
2-ton, 6x6, artillery repair, M9A1	1	1
2-ton, 6x6, instrument repair	1	1
2-ton, 6x6, machine shop, M16A1 or A2	3	3
2-ton, 6x6, M-12 welding	1	1
2-ton, 6x6, M8A1	1	1
2-ton, 6x6, Amphibian (Dukw)	100	95

ENCLOSURE (A) (Cont'd).

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRUCKS (Cont'd):</u>		
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{4}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	7	6
Car 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
2 $\frac{1}{2}$ -ton, 6x6, distributor	1	1
<u>CARRIERS:</u>		
Light Cargo, M29C (Weasel)	34	33
<u>TRACTORS:</u>		
Light	16	16
Medium	38	38
Heavy	47	46



096/129

From: 0900 1 November, 1945  
To : 0900 2 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 39

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	10,679
(2) Assigned or attached units	4,485
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	15,164

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	7	0
Emergency	6	0
TOTAL D/S	13	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1318 Drums	0 Drums	136 Drums
(4) Fuel, Diesel	261 Drums	0 Drums	21 Drums
(5) Gasoline, unleaded, range fuel	233 Drums	0 Drums	30 Drums
(6) Kerosene	228 Drums	0 Drums	6 Drums

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- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding four days.

- d. Class II & IV (List only critical shortages):
- 3. Status of evacuation:
  - a. Number of casualties evacuated to higher echelons: 3
  - b. Number of casualties awaiting evacuating to higher echelon: 0
- 4. Status of Transportation:
  - a. See enclosure (A) attached.
- 5. Condition of roads, bridges (including weight capacity):
  - a. No remarks.
- 6. Miscellaneous:
  - a. Following issues of winter-clothing have been made to Army Units to date:

CIC DETACHMENT

Shirts, Flannel	100%
Jackets, Wool or Field	100%
Caps	100%
Trousers	100%
Sweaters	Not issued
Undershirts, Wool	100%
Drawers, Wool	100%

121ST FIELD ARTILLERY BATTALION

Shirts, Flannel	77%
Jackets, Wool or Field	1%
Caps	76%
Trousers	57%
Sweaters	52%
Undershirts, Wool	0%
Drawers, Wool	0%



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*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/4-ton, 2-wheel cargo	202	200
1/2-ton, 2-wheel dump	19	19
1-ton, 2-wheel, cargo	90	90
1-ton, 2-wheel, greasing	27	26
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	26	25
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	9	9
3-ton, 4-wheel, water purification unit	9	9
5-ton, 4-wheel, machine shop, unit #1 & #2	8	8
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	16	15
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire Fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type Laundry	1	1
2 1/2-ton, distillation unit	9	9
<u>TRUCKS:</u>		
1/4-ton, 4x4	394	380
1/4-ton, 4x4, radio equipped	107	105
1-ton, 4x4, cargo	60	59
1 1/2-ton, 4x4, cargo	6	6
2 1/2-ton, 6x6, cargo	1272	115
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	86	85
2 1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2 1/2-ton, 6x6, wrecking	8	7
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	95



ENCLOSURE (A) (Cont'd).

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	7	6
Car, 5-passenger	3	3
Motorcycles	7	7
3/4-ton, 4x4	5	5
2 $\frac{1}{2}$ -ton, 6x6, distributor.	1	1

CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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TRACTORS:

Light	16	16
Medium	41	39
Heavy	53	52

096/129

SECRET

From: 0900 2 November, 1945  
To : 0900 3 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 40

Maps: KYUSHU, scale 1:25,000 AMS L872

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations: (Excludes Fukuoka Occupation Group):

(1) Organic units	11,383
(2) Assigned or attached units	4,535
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	<u>15,918</u>

b. Rations on Hand: D/S Ashore D/S Afloat

"B" Type	7	0
Emergency	6	0
TOTAL D/S	<u>13</u>	<u>0</u>

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1458 Drums	0 Drums	137 Drums
(4) Fuel, Diesel	261 Drums	0 Drums	19 Drums
(5) Gasoline, unleaded, range fuel	225 Drums	0 Drums	22 Drums
(6) Kerosene	226 Drums	0 Drums	3 Drums



SECRET

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- \* - Figures computed in numbers of 55 gallon drums.
  - \*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons:.....6

b. Number of casualties awaiting evacuation to higher echelon:0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

6. Miscellaneous:

a. Following issues of Winter-clothing have been made to Army Units to date:

(1) No change from Report No. 39, 1951.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 2 November, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1-ton, 2-wheel cargo	202	200
1-ton, 2-wheel dump	19	19
1-ton, 2-wheel cargo	91	91
1-ton, 2-wheel greasing	27	26
1-ton, 2-wheel high pressure unit	7	6
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water, 300-gallon capacity	29	27
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel stockroom	10	10
3-ton, 2-wheel, sterilizing shower	9	9
3-ton, 4-wheel water purification unit	9	9
5-ton, 4-wheel machine shop, unit #1 & #2	8	8
5-ton, 4-wheel carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	16	15
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type Laundry	1	1
2-1/2-ton, distillation unit	9	9
<u>TRUCKS:</u>		
1-ton, 4x4	394	380
1-ton, 4x4, radio eq.	107	105
1-ton, 4x4 cargo	61	60
1-1/2-ton, 4x4, cargo	8	8
2-1/2-ton, 6x6, cargo	129	116
2-1/2-ton, 6x6, short wheel base	62	62
2-1/2-ton, 6x6, dump	97	96
2-1/2-ton, 6x6, tank gasoline, 750-gal.	4	4
2-1/2-ton, 6x6, wrecking	8	7
2-1/2-ton, 6x6, artillery repair, M9A1	1	1
2-1/2-ton, 6x6, instrument repair	1	1
2-1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2-1/2-ton, 6x6, M-12 Welding	1	1
2-1/2-ton, 6x6, M8A1	1	1
2-1/2-ton, 6x6, amphibian, (Dukw)	100	95
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3



# ENCLOSURE (A) (Cont'd)

Tractor Truck, 2- $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{4}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, $\frac{3}{4}$ -ton, 4x4	7	6
Car, 5-passenger	3	3
Motorcycles	8	8
3/4-ton, 4x4	7	7
2- $\frac{1}{2}$ -ton, 6x6, distributor	1	1
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	33
<u>TRUCKS:</u>		
2-ton, 4x2, Flat	1	1
<u>TRACTORS:</u>		
Light	16	16
Medium	41	39
Heavy	53	52

SECRET

From: 0900 3 November, 1945  
To: 0900 4 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 41

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1) Organic units	11,383
(2) Assigned or attached units	4,535
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL 15,918

b. Rations on Hand:

"B" Type  
Emergency Type

D/S Ashore    D/S Afloat

6    0  
6    0

TOTAL D/S 12    0

c. Class III on Hand:

\*Ashore

\*Afloat

\*\*Daily  
Consumption

(1) Fuel, aircraft  
100 octane    0 Drums    0 Drums    0 Drums

(2) Fuel, aircraft  
73 octane    0 Drums    0 Drums    0 Drums

(3) Fuel, motor  
80 octane    1622 Drums    0 Drums    125 Drums

(4) Fuel, Diesel    235 Drums    0 Drums    22 Drums

(5) Gasoline, unleaded  
range fuel    189 Drums    0 Drums    29 Drums



SECRET

(6) Kerosene                      222 Drums      0 Drums      4 Drums

\* - Figures computed in numbers of 55 gallon drums.

\*\* - Daily consumption as estimated on issued for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 1

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

6. Miscellaneous:

a. Following issues of Winter clothing have been made to Army Units to date:

(1) No change from Report No. 39.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 3 November, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1-ton, 2-wheel cargo	202	200
1-ton, 2-wheel dump	19	19
1-ton, 2-wheel, cargo	91	91
1-ton, 2-wheel, greasing	27	26
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	29	27
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	9	9
3-ton, 4-wheel, water purification unit	9	9
5-ton, 4-wheel, machine shop, unit #1 & #2	8	8
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	16	15
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type Laundry	1	1
2 1/2-ton, distillation unit	9	9
<u>TRUCKS:</u>		
1-ton, 4x4	394	384
1-ton, 4x4, radio equipped	107	106
1-ton, 4x4, cargo	61	60
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	129	114
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	97	96
2 1/2-ton, 6x6, tank gasoline, 750-gallon	4	4
2 1/2-ton, 6x6, wrecking	8	7
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, 6x6, amphibian, (Dukw)	100	95



# ENCLOSURE (A) (Cont'd).

4-ton, 6x6 wrecker	1	1
4-ton, 6x6 cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	7	6
Car, 5-passenger	3	3
Motorcycles	8	8
3/4-ton, 4x4	7	7
2 $\frac{1}{2}$ -ton, 6x6, distributor.	1	1
2-ton, 4x2, flat	1	1
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	33

## TRACTORS:

Light	16	16
Medium	41	39
Heavy	53	52

SECRET

From: 0900, 4 November, 1945  
To : 0900, 5 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 42

Maps: KYUSHU, scale 1:25,000 AMS L872

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1) Organic units	10,725
(2) Assigned or attached units	2,884
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	13,609

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	7	0
Emergency Type	6	0
TOTAL D/S	13	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1607 Drums	0 Drums	102 Drums
(4) Fuel, Diesel	221 Drums	0 Drums	18 Drums
(5) Gasoline, unleaded, range fuel	544 Drums	0 Drums	26 Drums
(6) Kerosene	224 Drums	0 Drums	6 Drums



ENCLOSURE (A)

5th Marine Division (Reinf)  
1800 4 November, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
2-ton, 2-wheel cargo	202	200
2-ton, 2-wheel dump	19	19
1-ton, 2-wheel, cargo	91	91
1-ton, 2-wheel, greasing	27	26
1-ton, 2-wheel, high pressure unit	7	6
1-ton, 2-wheel, stockroom	11	11
1-ton, 2-wheel, water, 300-gallon capacity	29	27
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	9	9
3-ton, 4-wheel, water purification unit	9	9
5-ton, 4-wheel, machine shop, unit #1 & #2	8	8
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	16	15
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type Laundry	1	1
2-ton, distillation unit	9	9
<u>TRUCKS:</u>		
2-ton, 4x4	394	382
2-ton, 4x4, radio equipped	107	106
1-ton, 4x4, cargo	61	60
1-ton, 4x4, cargo	8	8
2-ton, 6x6, cargo	129	112
2-ton, 6x6, short wheel base	62	62
2-ton, 6x6, dump	97	95
2-ton, 6x6, tank gasoline, 750-gal.	4	4
2-ton, 6x6, wrecking	8	7
2-ton, 6x6, artillery repair, M9A1	1	1
2-ton, 6x6, instrument repair	1	1
2-ton, 6x6, machine shop, M16A1 or A2	3	3
2-ton, 6x6, M-12 Welding	1	1
2-ton, 6x6, M8A1	1	1
2-ton, 6x6, amphibian, (Dukw)	100	95
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issues for preceding four days.

d. Class II & IV (List only critical shortages):

(1) No critical shortages.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 0

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

6. Miscellaneous:

a. Following issues of Winter clothing have been made to Army Units to date:

(1) No change from Report No. 39.

*F. A. Stevens*

F. A. STEVENS,  
LtCol., USMCR,  
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## ENCLOSURE (A) (Cont'd)

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	35	34
Ambulance, $\frac{3}{4}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	7	6
Car, 5-passenger	3	3
Motorcycles	8	8
3/4-ton, 4x4	7	7
2 $\frac{1}{2}$ -ton, 6x6, distributor	1	1
2-ton, 4x2, Flat.	1	1
<u>CARRIERS:</u>		
Light Cargo, M-29-C, Weasel	34	33
<u>TRACTORS:</u>		
Light	16	16
Medium	41	39
Heavy	53	52

SECRET

From: 0900, 5 November, 1945  
To : 0900, 6 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Report No. 43

Maps: KJUSHU, scale 1:25,000 AMS L872

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1) Organic units	12,519
(2) Assigned or attached units	1,789
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	14,308

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	6	0
Emergency Type	6	0
TOTAL D/S	12	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>*Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1489 Drums	0 Drums	122 Drums
(4) Fuel, Diesel	186 Drums	0 Drums	24 Drums
(5) Gasoline, unleaded, range fuel	516 Drums	0 Drums	29 Drums
(6) Kerosene	311 Drums	0 Drums	5 Drums



~~SECRET~~  
SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issues for preceding four days.

a. Class II & IV (List only critical shortages):

(1) 5thMarDiv QM Reqn No. MT-15-46 dtd 5Nov45,  
265 Gals Oil, engine NS 1080.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 1

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

6. Miscellaneous:

a. Following issues of Winter clothing have been made to Army Units to date:

(1) No change from Report No. 39.

*F. A. Stevens*

F. A. STEVENS,  
LtCol., USMC,  
ACofS - G-4

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ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 5 November, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1/2-ton, 2-wheel cargo	202	200
1/2-ton, 2-wheel dump	19	19
1-ton, 2-wheel cargo	91	91
1-ton, 2-wheel greasing	27	26
1-ton, 2-wheel high pressure unit	7	6
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water, 300-gallon capacity	29	27
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	9	9
3-ton, 4-wheel, water purification unit	9	9
5-ton, 4-wheel, machine shop, unit #1 & #2	8	8
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	16	15
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry	1	1
2 1/2-ton, distillation unit.	9	9
<u>TRUCKS:</u>		
1/2-ton, 4x4	394	380
1/2-ton, 4x4, radio equipped	107	106
1-ton, 4x4, cargo	61	59
1 1/2-ton, 4x4, cargo	8	8
2 1/2-ton, 6x6, cargo	129	115
2 1/2-ton, 6x6, short wheel base	62	62
2 1/2-ton, 6x6, dump	97	89
2 1/2-ton, 6x6, tank gasoline, 750-gal	4	4
2 1/2-ton, 6x6, wrecking	8	7
2 1/2-ton, 6x6, artillery repair, M9A1	1	1
2 1/2-ton, 6x6, instrument repair	1	1
2 1/2-ton, 6x6, machine shop, M16A1 or A2	3	3
2 1/2-ton, 6x6, M-12 Welding	1	1
2 1/2-ton, 6x6, M8A1	1	1
2 1/2-ton, Amphibian, (Dukw)	100	95



ENCLOSURE (A) (Cont'd).

TYPE	<u>ASHORE</u>	<u>OPERATIONAL</u>
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{2}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4-ton, 4x4	7	6
Car, 5-passenger	3	3
Motorcycles	8	8
3/4-ton, 4x4	7	7
2 $\frac{1}{2}$ -ton, 6x6, distributor	1	1
2-ton, 4x4, flat	1	1

CARRIERS:

Light Cargo, M-29 C, Weasel	34	33
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TRACTOR:

Light	16	16
Medium	41	39
Heavy	53	52

SECRET

From: 0900, 31 October, 1945  
To : 0900, 7 November, 1945  
Unit: 5th Marine Division,  
(Reinf)

G-4 PERIODIC REPORT

Weekly Report No. 1

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1) Organic units	11,996
(2) Assigned or attached units	1,802
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	<u>13,798</u>

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	5	0
Emergency Type	<u>6</u>	<u>0</u>
TOTAL D/S	11	0

\*\*Daily

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>Consumotion</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	1228 Drums	0 Drums	114 Drums
(4) Fuel, Diesel	186 Drums	0 Drums	31 Drums
(5) Gasoline, unlead- ed, range fuel	499 Drums	0 Drums	27 Drums
(6) Kerosene	217 Drums	0 Drums	6 Drums



SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issues for preceding seven days.

d. Class II & IV (List only critical shortages):

(1) 5thMarDiv QM Reqn No. MT-15-46 dtd 5Nov45,  
265 Gals Oil, Engine NS 1080.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 11

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. See enclosure (A) attached.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

6. Miscellaneous:

a. Following issues of Winter clothing have been made to Army Units to date:

(1) 121st Field Artillery Battalion (Army Issue)

Caps, wool	82%
Drawers, wool	22%
Jackets	35%
Shirts, Flannel	78%
Trousers	70%
Sweaters	53%
Undershirts, wool	57%

(2) CIC Detachments No. 403 & 496 (Marine Corps Issue)

Caps, wool	100%
Drawers, wool	100%
Jackets, Wool or Field	100%
Shirts, Flannel	100%
Trousers	100%
Sweaters	Not issued
Undershirts, wool	100%

SECRET

SECRET

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*F. A. Stevens*

F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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SECRET



ENCLOSURE (A)

5th Marine Division (Reinf)  
1800, 6 November, 1945MOTOR VEHICLE REPORT

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
<u>TRAILERS:</u>		
1 $\frac{1}{2}$ -ton, 2-wheel cargo	202	200
1 $\frac{1}{2}$ -ton, 2-wheel dump	19	19
1-ton, 2-wheel cargo	91	91
1-ton, 2-wheel greasing	27	26
1-ton, 2-wheel high pressure unit	7	6
1-ton, 2-wheel stockroom	11	11
1-ton, 2-wheel water 300 gallon capacity	29	27
2-ton, 4-wheel, cargo	2	2
2-ton, 4-wheel, stockroom	10	10
3-ton, 2-wheel, sterilizing shower	9	9
3-ton, 4-wheel, water purification unit	9	9
5-ton, 4-wheel, machine shop, unit #1&#2	8	8
5-ton, 4-wheel, carburetor and ignition	1	1
6-ton, cargo track laying	9	9
10-ton, pole	1	1
16-ton, machinery	16	15
25-ton, machinery	1	1
45-ton, machinery	1	1
Laundry unit, light weight	3	3
Fire fighting, chrysler	3	3
Floodlight	6	6
6-ton, 2-wheel, Van type laundry.	1	1
2 $\frac{1}{2}$ -ton, distillation unit.	9	9
<u>TRUCKS:</u>		
1 $\frac{1}{2}$ -ton, 4x4	394	383
1 $\frac{1}{2}$ -ton, 4x4, radio equipped	107	106
1-ton, 4x4, cargo	61	59
1 $\frac{1}{2}$ -ton, 4x4, cargo	8	8
2 $\frac{1}{2}$ -ton, 6x6, cargo	129	118
2 $\frac{1}{2}$ -ton, 6x6, short wheel base	62	62
2 $\frac{1}{2}$ -ton, 6x6, dump	97	90
2 $\frac{1}{2}$ -ton, 6x6, tank gasoline, 750-gal.	4	4
2 $\frac{1}{2}$ -ton, 6x6, wrecking	8	7
2 $\frac{1}{2}$ -ton, 6x6, artillery repair, M9A1	1	1
2 $\frac{1}{2}$ -ton, 6x6, instrument repair	1	1
2 $\frac{1}{2}$ -ton, 6x6, machine shop, M16A1 or A2	3	3
2 $\frac{1}{2}$ -ton, 6x6, M-12 Welding	1	1
2 $\frac{1}{2}$ -ton, 6x6, M3A1	1	1
2 $\frac{1}{2}$ -ton, 6x6, amphibian, (Dukw)	100	95
4-ton, 6x6, wrecker	1	1
4-ton, 6x6, cargo	3	3

ENCLOSURE (A) (Cont'd).

<u>TYPE</u>	<u>ASHORE</u>	<u>OPERATIONAL</u>
Tractor Truck, 2 $\frac{1}{2}$ -ton to 5-ton	2	2
Tractor Truck, 5-ton to 10-ton	1	1
Ambulance, $\frac{1}{4}$ -ton, 4x4	35	34
Ambulance, $\frac{1}{2}$ -ton, 4x4	7	6
Ambulance, 3/4 ton, 4x4	7	6
Car, 5-passenger	3	3
Motorcycles	8	8
3/4-ton, 4x4	7	7
2 $\frac{1}{2}$ -ton, 6x6, distributor	1	1
2-ton, 4x2, Flat	1	1

CARRIERS:

Light Cargo, M-29-C, Weasel	34	33
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TRACTORS:

Light	16	16
Medium	41	39
Heavy	53	52



SECRET

From: 0900, 7 November, 1945  
To : 0900, 14 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Weekly Report No. 2

Maps: KYUSHU, scale 1:25,000 AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1) Organic units	13,045
(2) Assigned or attached units	1,687
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	<u>14,732</u>

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	7	0
Emergency Type	7	0
TOTAL D/S	<u>14</u>	<u>0</u>

c. <u>Class III on Hand:</u>	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	906 Drums	0 Drums	123 Drums
(4) Fuel, Diesel	80 Drums	0 Drums	15 Drums
(5) Gasoline, unleaded, range fuel	305 Drums	0 Drums	25 Drums
(6) Kerosene	507 Drums	0 Drums	40 Drums

SECRET

- \* - Figures computed in numbers of 55 gallon drums.
- \*\* - Daily consumption as estimated on issues for preceding seven days.

d. Class II & IV (List only critical shortages):

(1) 5thMarDiv QM Reqn No. MT-15-46 dtd 5Nov45,  
265 Gale Oil, Engine NS 1080.

3. Status of evacuation:

a. Number of casualties evacuated to higher echelons: 14

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. Satisfactory.

5. Condition of roads, bridges (including weight capacity):

a. No remarks.

6. Miscellaneous:

a. Following issues of Winter clothing have been made to Army Units to date:

(1) 121st Field Artillery Battalion (Army Issue)

Caps, wool	82%
Drawers, wool	22%
Jackets	35%
Shirts, Flannel	78%
Trousers	70%
Sweaters	53%
Undershirts, wool	57%

(2) CIC Detachments No. 403 & 496 (Marine Corps Issue)

Caps, wool	100%
Drawers, wool	100%
Jackets, Wool or Field	100%
Shirts, Flannel	100%
Trousers	100%
Sweaters	Not issued
Undershirts, wool	100%



SECRET

(3) 94th Hq & HqCo, Det Military Government (Marine Corps Issue)

Caps, wool	100%
Drawers, wool	100%
Jackets, Wool or Field	100%
Shirts, Flannel	100%
Trousers	100%
Sweaters	Not issued
Undershirts, wool	100%

(4) Det 95th Mal Control & Det 203d Mal Survey Team (Army Issue)

Caps, wool	None
Drawers, wool	100%
Jackets, wool or field	None
Shirts, Flannel	None
Trousers	None
Sweaters	None
Undershirts, wool	100%

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMC,  
ACofS - G-4.

SECRET

From: 0900 14 November, 1945  
To : 0900 21 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Weekly Report No. 3

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1) Organic units	13,099
(2) Assigned or attached units	1,733
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0
TOTAL	14,832

b. Rations on Hand:	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	7	0
Emergency Type	7	0
TOTAL D/S	14	0

c. Class III on Hand:	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	870 Drums	0 Drums	120 Drums
(4) Fuel, Diesel	351 Drums	0 Drums	13 Drums
(5) Gasoline, unleaded, range fuel	81 Drums	0 Drums	32 Drums
(6) Kerosene	148 Drums	0 Drums	51 Drums



SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issue for preceding seven days.

- d. Class II and IV (List only critical shortages):  
(1) No critical shortages.

3. Status of Evacuation:

a. Number of casualties evacuated to higher echelons: 55

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. Satisfactory.

5. Condition of Roads, Bridges (including weight capacity) and Traffic Circulation:

a. No remarks.

FOOTNOTE: Correction to Weekly Report No. 1 Period 31 ~~October~~ October to 7 November. Paragraph 2(c)(6) Number of Drums Ashore should be 415.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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SECRET

From: 0900 21 November, 1945  
To : 0900 28 November, 1945  
Unit: 5th Marine Division (Reinf)

G-4 PERIODIC REPORT

Weekly Report No. 4

Maps: KYUSHU, scale 1:25,000, AMS L872.

1. Location of service installations: No change.

2. Status of Supply:

a. Strength for Army field rations:

(1) Organic units	11,452
(2) Assigned or attached units	1,505
(3) Allied Internees and POW's	0
(4) Japanese Prisoners	0

TOTAL 12,957

b. Rations on Hand:

	<u>D/S Ashore</u>	<u>D/S Afloat</u>
"B" Type	11	0
Emergency Type	7	0
TOTAL D/S	18	0

c. Class III on Hand:

	<u>*Ashore</u>	<u>*Afloat</u>	<u>**Daily Consumption</u>
(1) Fuel, aircraft, 100 octane	0 Drums	0 Drums	0 Drums
(2) Fuel, aircraft, 73 octane	0 Drums	0 Drums	0 Drums
(3) Fuel, motor, 80 octane	792 Drums	0 Drums	99 Drums
(4) Fuel, Diesel	297 Drums	0 Drums	8 Drums
(5) Gasoline, unloaded, range fuel	75 Drums	0 Drums	31 Drums
(6) Kerosene	290 Drums	0 Drums	23 Drums



SECRET

- \* - Figures computed in numbers of 55 gallon drums.  
\*\* - Daily consumption as estimated on issue for preceding seven days.

d. Class II and IV (List only critical shortages):

(1) No critical shortages.

3. Status of Evacuation:

a. Number of casualties evacuated to higher echelons: 4

b. Number of casualties awaiting evacuation to higher echelon: 0

4. Status of Transportation:

a. Satisfactory.

5. Condition of Roads, Bridges (including weight capacity) and Traffic Circulation:

a. No remarks.

*F. A. Stevens*  
F. A. STEVENS,  
LtCol., USMCR,  
ACofS - G-4.

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PART 5 - 5TH MARINE DIVISION

OPERATION REPORT

OCCUPATION OF JAPAN

ANNEX FOX - SIGNAL COMMUNICATION REPORT

ANNEX GEORGE - 26TH MARINES REPORT

ANNEX HOW - 27TH MARINES REPORT

ANNEX ITEM - 28TH MARINES REPORT

ANNEX JIG - 13TH MARINES REPORT

ANNEX KING - 5TH TANK BN REPORT

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OFFICE OF THE DIVISION SIGNAL OFFICER,  
HEADQUARTERS, 5TH MARINE DIVISION,  
C/O FPO, SAN FRANCISCO, CALIF.

CONFIDENTIAL

30 November, 1945.

From: The Division Signal Officer.  
To : The Commanding General, 5th Marine Division.  
Subject: Signal Communication Operation Report,  
Occupation of Japan.  
Reference: (a) DivSpecialOrder No. 355-1945.

1. In accordance with reference (a), the enclosed  
Signal Communication report is submitted as Annex Fox to the  
5th Marine Division Operation Report, Occupation of Japan.

*L. J. Larson*  
L. J. LARSON.

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HEADQUARTERS, FIFTH MARINE DIVISION,  
C/O FPO, SAN FRANCISCO, CALIFORNIA.

CONFIDENTIAL

30 November, 1945.

ANNEX FOX TO 5TH MARINE DIVISION OPERATION REPORT,  
OCCUPATION OF JAPAN.

SIGNAL COMMUNICATION REPORT

1. PLANNING:

On 11 July 1945 the Signal Officer received information of the mission assigned this Division in the assault on Southern Kyushu, Japan. Initial information for briefing was obtained through Division Liaison with Corps Headquarters and documents from higher headquarters including the 5th Amphibious Corps' 1st tentative signal plan. On 23 July, the 5th Amphibious Corps Signal Officer passed on to the Division Signal Officer information that he had gathered through direct personal contact with Sixth Army Headquarters. Although the information obtained up to and including 25 July, was sparse, it enabled the Signal Officer to formulate a skeleton plan for use in connection with training and equipping the Division in signal equipment.

On 28 July the 5th Amphibious Corps 2nd tentative Signal plan was received. This plan was in the form of a complete annex rather than an annex with Signal operation instructions. From this plan the Division Signal Officer was able to obtain the necessary information to formulate a plan for the Division. Since certain information was lacking and some information subject to change it was decided that an SOI (Signal Operation Instructions) would be the most suitable due to the ease with which changes could be made.

On 12 August the final draft of the 5th Amphibious Corps signal plan for the assault on Southern Kyushu was received. This plan contained some late changes and enabled the Division Signal Officer to commence preparation of an SOI and Signal Annex with fairly accurate information.

After the official acceptance of the surrender terms by Japan on 14 August, 1945, the Division Signal Officer contacted the Corps Signal Officer and obtained information that the



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Annex Fox to 5th MarDiv Opn Report, occupation of Japan (Cont'd)

Signal plan for the assault on Southern Kyushu was still effective. On 19 August information was received that the Division would participate in the occupation of Sasebo, Japan and at the same time be prepared to execute combat missions; however, the Signal plan, as previously planned, remained in effect. As a result the SOI and Signal annex for the Division order were prepared and issued during the period 20 August to 25 August.

The first elements of the Division began embarking aboard ships of Transport Squadron 22 on 22 August with the Division command post closing on Hawaii and opening on the USS WESTMORELAND (APA 104) at 1100 27 August 1945. Due to the rapidity with which the Division was required to embark, little or no opportunity for liaison with ship communication officers presented itself prior to embarkation. Details for communications while aboard ship had to be worked out at the time of embarkation.

While at Pearl Harbor during the rehabilitation period, 28 August to 1 September, the Corps Signal Plan for the occupation of the Sasebo area was received. This necessitated several changes in the Division Signal Plan. These changes were made orally at a conference of all communication officers of the Division called by the Division Signal Officer at Pearl Harbor for that purpose. During this conference communication officers were also briefed on the plan for the occupation of the Sasebo area. During the voyage to Saipan changes to the SOI and Signal Annex were prepared. Upon arrival at Saipan another conference of Division Communication Officers was held during which the changes to the SOI and Signal Annex were distributed and the latest information concerning the forthcoming operation was disseminated.

## 2. TRAINING:

At the time information was received relative to this Division's participation in the assault on Southern Kyushu, communication units of the Division were engaged in unit land exercises, landing exercises, and Division Command Post exercises with a large amount of emphasis on communication. It is believed that as a result of the Iwo Jima campaign all commanders within the division had become, and were, "Communication Conscious". Consequently, the emphasis on communication



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Annex Fox to 5th MarDiv Opn Report, occupation of Japan (Cont'd)  
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training by all units was of an intensive nature. Radio countermeasures, long lines of communication, difficult terrain, signal supply difficulties and moisture fungus proofing were stressed. Radio countermeasure training was conducted by a special countermeasure team furnished by Fleet Marine Force, Pacific. This special training had just been completed when the Division received its instructions as to the assault on Southern Kyushu. The problems encountered by the 3rd Amphibious Corps on Okinawa were stressed in the latter phases of training since the assault on Southern Kyushu would in all probability present the same communication difficulties. Control vessels were requested to conduct a ship to shore CPX but were not available. Division Command Post exercises (Communication) were conducted once a week. These CPXs included the Assault Signal Company with shore and beach party, Naval gunfire, and air liaison communication setups. But 15 August it was felt that communication units of the Division were ready for combat operations.

Upon leaving Pearl Harbor on 1 September 1945, after the rehabilitation period, training for communication personnel consisted of thorough briefing on the occupation of the Sasebo area. Included in this training was the study of Japanese phrases relative to communication equipment and operation. A thorough study of the divisional occupation area included the condition of Japanese wire lines, radio equipment, prospective command post locations for our own units, and wire routes for our own wire lines. Message Center procedure and security were stressed and radio procedure was improved by use of telegraph sets TG-5A. Navajo code talkers received additional instruction by means of transmitting messages over field telephone system aboard ship. Communication personnel were also instructed as to their duties in connection with the occupation of the Sasebo area including behavior towards the Japanese, neatness and military bearing.

3. PERSONNEL:

This Division left for the occupation of Japan with a shortage of 100 enlisted wire communication personnel. This



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Annex Fox to 5th MarDiv. Onn Report, occupation of Japan (Cont'd)  
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shortage was offset by line personnel who had been trained in wire communication schools established within the Division after the Iwo Jima campaign. In addition some radio personnel were used as wire communication personnel. Radio personnel within the Division had always been in excess of the tables of organization. Conversely, wire personnel had been continually understrength.

Prior to embarkation Navajo code talkers were assigned from the Signal Company on the following basis: 4 to each regiment and 6 to the Reconnaissance Company leaving 13 with the Signal Company. There were 35 Navajo code talkers in the Division upon embarkation or 3 less than authorized.

On 10 June 1945, a radio link team of 6 men and equipment was assigned to the Division by the 5th Amphibious Corps. This team installed radio link equipment for operation with Corps Headquarters. The equipment and personnel embarked with the Division but reverted to Corps upon landing at Sasebo. During the voyage to Sasebo, these personnel technically supervised ship board radio teletype with the Corps Headquarters ship.

The lack of temporary promotions for communication personnel within this Division since its activation has been a cause for much concern. In almost two years time the total temporary promotions have not exceeded 100, not including organizational promotions later changed to temporary. As a result, numerous men who have served earnestly and well, in and out of combat, have had very small possibilities for advancement within a period of the past three years. Further, the lack of promotions has failed to provide the appropriate commanding officer with a means of rewarding certain personnel whose services would deem such a reward desirable.

4. SIGNAL SUPPLY:

When the planning began for the assault on Southern Kyushu this division was in the process of moisture-fungus proofing all signal equipment of an electronic nature. This was accomplished by a special moisture-fungus proofing team from Service Command, Fleet Marine Force, Pacific, and was completed during the latter part of July. It is now a known fact that this processing definitely reduced failures of electronic signal



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equipment during the occupation of Japan.

During July 1945, the 5th Reconnaissance Company was equipped as an armored reconnaissance unit. This required additional signal equipment which was procured without undue delay.

During the latter part of July, 30-40 megacycle crystals for the SCR-610's of the artillery regiment were requisitioned. Also at that time, sufficient information was available to requisition crystals ground to assigned frequencies for all TCS/TBX radio nets within the division. These were received on 12 August, with few exceptions.

On 1 August signal supply within the division was 99% complete. This included 30 day replenishments plus an additional 15% of dry batteries and field wire with 10 days resupply of expendable items carried by lower echelons. Only minor items were lacking, all of which were on back order. These deficiencies were of such a nature as to cause little or no hindrance to contemplated signal operations.

During the preparation for the assault on Southern Kyushu an LSM was assigned to this division for the purpose of lifting signal equipment exclusively. This assignment was cancelled for the occupational mission.

Loading of Division Signal Quartermaster equipment commenced at Hilo, Hawaii on 22 August. This equipment was dispersed equally between two APAs, namely the Assistant Division Commander's and the Commanding General's. Last minute instructions from Corps required embarkation of the MTC-2 switchboard and 50 TP-6 telephones then installed at Marine Camp, Hawaii. This was accomplished with little difficulty.

While at Pearl Harbor, during the rehabilitation period, 50 SCR-694 radio sets were obtained and loaded aboard ship in compliance with a directive from the Corps signal officer. Dry batteries for these sets were not available, however, the radios could be used for vehicle operation. The Division



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Signal Quartermaster also obtained and loaded aboard ship at Pearl Harbor sufficient crystal and coil sets for SCR-536s to fill deficiencies in that item.

Upon arriving at Sasebo, Japan, both ships containing signal quartermaster equipment were unloaded at the dock. Initially, closed storage space for this equipment was not available, although, space was made available shortly after unloading commenced.

After the Division's arrival at Sasebo, Japan, the requirements of subordinate units for resupply were, in most cases, filled through allowances carried by those units. This situation was due to the early construction of complete wire systems, thereby sharply reducing the use of radio equipment. About 60 miles of spiral-4 cable, WC548, with messenger was obtained from Corps for construction of long wire lines. The function of the Signal Quartermaster, after arrival in Japan, amounted only to small issues of field wire, dry batteries and other expendable supplies. Signal supplies, in most cases, were in excess of requirements. The only requests made to higher supply echelons for additional equipment consisted of 1 power transformer for SCR-299 radio from the 8th Service Regiment and the 60 miles of spiral 4 cable and messenger from the Fifth Amphibious Corps Signal Battalion.

##### 5. OCCUPATIONAL OPERATIONS:

Signal operations during the occupation of the Sasebo Area of Japan, with few exceptions, were highly successful. Normal assault communications were strictly adhered to in the ship to shore movement beginning at NAN hour ABLE - day. Command posts of subordinate units were echeloned ashore without undue difficulty. Radio was used almost entirely for transmission of operational and administrative traffic until A plus 2 day when the wire system was sufficiently established to reduce radio traffic considerable. The Assistant Division Commander and his group established the forward division command post ashore at 1215 A-day at the Sasebo Fortress Artillery Barracks. Personnel and equipment of the forward command post were supplemented by all Signal Company personnel and equipment in the Division Command ship (USS WESTMORELAND) that were not required



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for communication duties aboard that ship. The forward command post group immediately established radio communication on all Division radio nets and wire construction to subordinate units was started. Many difficulties in wire construction were encountered. Due to the bombing of the City of Sasebo and a recent typhoon, Japanese electrical power and telephone lines were a broken down and tangled mass. Broken power lines still had power on, thus presenting the possibility of electrical shock which was not uncommon among wire personnel. Fortunately no fatal accidents of that nature occurred. Wire construction continued throughout the night of A-day through a drenching rain storm. By the afternoon of A-plus one day wire communication had been established with all subordinate units and doubling up of wire lines had commenced.

The Commanding General moved his Command Post from the USS WESTMORELAND to the Sasebo Fortress Artillery Barracks Area at 1300, A-plus one day. Scheduled messenger runs were established immediately and communications throughout the Division were satisfactory. Wire lines, as yet, were not dependable, consequently, all radio nets operated on a 24 hour a day basis.

On A-plus 3 days the Commanding General decided to displace his command post from the Sasebo Fortress Artillery Barracks Area to the Naval Training Station. The Division Command Post opened at the Naval Training Station at 1300 on A-plus 5 days. Prior to the opening of the Command Post in this new location, Division wire personnel had extended wire lines of subordinate units and wire communication within the new command post had been established by use of Japanese telephone and cable installations. A Japanese switchboard of 200 line capacity was present but was not used due to its state of ill repair. Instead an MTC-2 switchboard was installed using Japanese and TP-6 type telephones. Other communication facilities were installed and ready for use upon opening of the command post at the Naval Training Station.

After establishment of the Division Command Post at the Naval Training Station, Ainoura, Kyushu, Japan, wire lines



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were improved and, in the case of long lines, spiral four cable, WC548, substituted for existing field wire lines. Wire construction and the police of wire lines was seriously set back by the occurrence of a typhoon on 12 October 1945. By 20 October, however, the wire system was considered satisfactory except for a large amount of policing of the lines remaining. Changes in the wire system occurred frequently due to the shifting of subordinate units from one location to another. These changes were promptly made without difficulty. Japanese commercial telephone lines were utilized for direct communication with outlying units at Kurume, Saga, and Oita. The Japanese cooperated fully in the establishment of these connections.

After 15 October, radio communications were used in event of severance of wire lines and in the case of patrol activity. A special purpose net was operated by division headquarters for communications with units at Kurume, Saga, and Oita, with patrols under division control entering this net from time to time as required. SCR-299 and 399 radio sets were used for communication with the aforesaid outlying units.

In division headquarters the communication office and message center operated as a combined communication center under the supervision of the division communication officer. The communication center, besides handling dispatch traffic, also operated a scheduled motorized messenger service to subordinate units in the Sasebo area. Three trips were made daily, each trip involving a circuit distance of slightly more than 50 miles. For outlying units such as those at Kurume, Saga, and Oita, messenger and guard mail was handled by means of OY-1 aircraft and utilization of supply activities to these units. In addition personnel from these outlying units visiting division headquarters were utilized as messengers.

On Able plus 2 days, 24 September, the Fifth Amphibious Corps assumed radio guard for this division. Traffic to and from the division was passed via teletype. After 5 October radio with Corps was utilized only as an emergency means of communication in the event of teletype or telephone failure.

Details of the Signal Company and the Assault Signal Company operations are attached to this annex as appendix 1 and 2, respectively.



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Signal repair for the occupation of Sasebo, Japan, was of a minor nature. The majority of repairs consisted of recreational radio repair. Technicians of the repair section were used in identifying signal equipment seized from the Japanese. Repairs for the SCR-510s and 528s of the Military Police Company made up the majority of repairs for military signal equipment.

Signal supply during the occupation was sufficient except for a few items, recommendations for which are given elsewhere in this report. Due to the extensive military police activity, requirements for 6 additional SCR-510s was met through utilization of that type of equipment from the 5th Tank Battalion for use by the Military Police Company. One pole line construction truck, 2½ ton, 6x6, M-5-H-6, was borrowed from the Corps Signal Battalion and used for approximately 10 days following the typhoon of 12 October. This truck was of tremendous value in rehabilitating the damage caused by high winds.

An extreme shortage of transportation occurred during the first month of the Sasebo occupation. This was especially true in the message center and wire platoon of the Division Signal Company as well as in lower echelons. However, after the wire system reached a dependable state the transportation difficulty for communications units was not acute.

There was little use of Japanese signal equipment by communication units of this division during their occupation operations. Japanese telephones, telephone cable, meters, etc. were used in limited quantities with fair results. Japanese signal equipment as compared with United States standards was, for the most part, inferior. Equipment, in general, showed excellent workmanship but poor quality.

A special study was made of the Japanese Sasebo Naval Base air defense system by personnel of the Signal Company and JICPOA. The nerve center for this system was located in a huge underground command post located in Sasebo. Complete signal and plotting facilities were installed therein. Communication facilities with various outposts, radars, lookouts, etc., appeared to be excellent, however, methods of warning



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and plane identification were inferior to our own in that Japanese planes did not possess an IFF (Identification Friend or Foe) and therefore had to be identified visually. A written report, complete with photographs, covering the complete underground command post was prepared and submitted to Corps Headquarters on 10 October.

Large amounts of Japanese Signal equipment were discovered stored in warehouses and caves. This equipment was inventoried, processed, and disposed of in accordance with instructions from higher headquarters. In addition numerous Japanese radar installations and several large military radio installations were located. Radar and radio stations were disposed of as ordered by higher headquarters, however, a radio station at Kurume and one at the Sasebo Naval Base were authorized by the Supreme Commander Allied Powers for use by the Japanese in connection with demobilization and repatriation of Japanese military personnel. Some Japanese interference on our own radio nets was encountered but it was fairly well established that such interference was not intentional. Duplication or close proximity of frequencies accounted for interference in almost every case.

Line route maps and circuit diagrams were received from subordinate units once a week. Likewise, these were consolidated and submitted to Corps. Traffic diagrams were issued at the time of each major change in the telephone system. The presence of up to date traffic diagrams in all Division staff offices and in lower echelons speeded the heavy telephone traffic. A complete telephone directory was issued on 5 October with a more up to date directory being issued on 1 November.

6. COMMENTS AND RECOMMENDATIONS:

The decreases in tables of allowances as set forth below should not apply for a Marine Division anticipating any combat operations.

a. (1) Comment

Stabilized situations arising from occupation operations and extended telephone wire lines requiring the use of

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a better means of transmission require the use of less field wire, W-110B, and assault wire, W-130, than used in combat operations.

(2) Recommendation

(a) Decrease assault wire, W-130 to 20% of present allowances.

(b) Decrease field wire, W-110B, to 70% of present allowances.

b. (1) Comment

Due to the usual over extended wire system occupation operations create a great need for rubber covered telephone cable, WC-548 and WC-534. This type of cable is capable of better transmission, it requires less maintenance, and when installed properly it gives satisfactory service over longer periods than field wire.

(2) Recommendation

Authorize 100 miles of rubber covered cable, WC-548, and 20 miles of rubber covered cable, WC-534 complete with necessary messenger wire per Marine Division.

c. (1) Comment

Broken down and tangled electrical wires are a source of great danger to wire personnel engaged in wire construction and trouble shooting. This was especially true in Japan with a result that numerous personnel received electrical shock due to the lack of proper protection.

(2) Recommendation

Establish an allowance of rubber gloves, electrical, LC-29, on the basis of 100 pair per Marine Division.



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d. (1) Comment

During the past operation the telephone traffic at Division headquarters was tremendous. As many as 3500 telephone calls were made daily with most of these calls occurring between 0800 and 1700. The switchboard, TC-4, as presently authorized, cannot be operated with the speed required nor does it have the required capacity. A more desirable switchboard is the MTC-2 as used by this Division.

(2) Recommendation

(a) Delete 2 switchboards, TC-4, from present Signal Company allowance.

(b) Authorize 1 switchboard, MTC-2 per Signal Company, Marine Division.

e. (1) Comment

Long telephone lines require the use of boosters or repeaters to increase their transmission efficiency. Loading coil, C-114, are unsatisfactory for field use.

(2) Recommendation

(a) Delete present allowances of loading coils, C-114.

(b) Establish allowance of telephone repeaters, EE-89 as follows: 8 per Infantry and Artillery Regiment; 16 per Signal Company, Marine Division.

f. (1) Comment

The present pole line construction equipment is inadequate. During the occupation phase all wire lines were overheaded and all cable was constructed on messenger wire. The maintenance of such a wire system is difficult without proper equipment and transportation.

(2) Recommendation

(a) Authorize one pole line construction truck, 2½ ton, 6x6, M-5-H-6, per Division Signal Company.

(b) Authorize 4 trucks, 3/4 ton, 4x4, per Division Signal Company.

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g. (1) Comment

Due to the probability of long distances between Division Headquarters and subordinate units and the poor state of repair of commercial telephone facilities, present equipment is not sufficient to cope with the difficulties arising therefrom.

(2) Recommendation

(a) Authorize one 100 mile radio link and carrier equipment, AN/TCC-2, plus necessary operating personnel per Signal Company, Marine Division.

(b) Increase present allowance of radio equipment, SCR-299 by 2 per Signal Company, Marine Division.

(c) Increase telegraph printer allowance by 3 per Signal Company, Marine Division.

h. (1) Comment

The requirements for portable radio operation were considerably less than for a combat operation, therefore, the numerous dry batteries landed with this Division, were excessive.

(2) Recommendation

Decrease allowances of all types of dry batteries by 30%.

i. (1) Comment

Navajo code talkers were used extensively in transmitting classified traffic over voice radio and telephone. They were especially useful in handling radio traffic during patrol activities.

(2) Recommendation

No change.



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j. (1) Comment

Transportation difficulties were a problem during the first month of occupation. Long distances were included in message center runs and in wire construction and maintenance.

(2) Recommendation

Establish an allowance of trucks, 1/4 ton, 4x4 as organic equipment on the following basis: a total of 4 per communication platoon, H&S Company, Infantry Regiment; 4 per Communication Section, H&S Battery, Artillery Regiment, and an increase of 6 per Signal Company, Marine Division.

Appendix 1 - Signal Company Operation Report  
Appendix 2 - 5th Assault Signal Company Operation Report.

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APPENDIX 1 TO ANNEX FOX TO 5TH MARINE DIVISION OPERATION REPORT,  
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SIGNAL COMPANY OPERATION REPORT

1. PLANNING:

The Commanding Officer was informed of the assault on Southern Kyushu on 15 July, 1945. Plans were formulated for advanced signal training and command post exercises. After the surrender of the Japanese Empire he was notified of the change to the occupation duty. The command post exercises ceased and it was felt that no additional specialized communication training was necessary. Planning from this date until the Division departed from Hawaii involved the assignment of personnel and equipment to their proper echelons and preparations for shipboard training when complete information regarding the operation became available.

2. TRAINING:

Upon being informed of the assault on Southern Kyushu, the Commanding Officer adopted a program of command post exercises in which the regiments were simulated by small detachments from this company. Between 15 July and 15 August four command post exercises were held in which the regimental communication sections participated. In the last CPX the Division and regimental staffs also took part. By 15 August it was felt that this company was 100% ready for an operation.

Prior to 15 July thirty-one Indian Code talkers had been withdrawn from the infantry regiments and were placed in the Message Center Platoon for training. They received daily training in the Navajo vocabulary, radio and wire communication, message center procedure, the organization of the Division, coding devices, semaphore, weapons and English spelling. In addition they trained a minimum of two hours a day on radio and wire nets. The aim of this training was to prepare each man so that he could transmit and receive operation orders and dispatch summaries with 100% accuracy. Tests proved that this was achieved.



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A greater part of the shipboard training was devoted to facts concerning the operation such as the operation order, the administrative order, the mission of the company, the communication plan and the company operation order. Indian code talkers practiced transmissions on a telephone net and CW radio operators practiced on a TG-5 net. Training was conducted in the history and customs of Japan, words and phrases, and conduct of our troops on occupation duty.

3. PERSONNEL:

Casualties from the Iwo Jima operation were very light and few replacements were needed. On 15 July this company was at 97.3% of T/O strength. In anticipation of the assault on Southern Kyushu it was requested that the total enlisted personnel be increased by 45 men of whom 30 were to be wiremen and 15 message center men. When the assault operation was changed to occupation of Japan this request was discarded. Prior to departure for the occupation operation 4 Indian code talkers were transferred to each of the regiments of the Division and upon departure the company was at 97.9% of T/O strength.

Personnel for the occupation operation were divided into three groups, the CG echelon, the ADC echelon, and the Rear Echelon. The CG echelon had a total of 7 officers and 143 enlisted, of whom 49 were wiremen, 45 radiomen, and 37 message center men, and 12 signal repair, quartermaster, and headquarters. The ADC echelon had a total of 5 officers, 140 enlisted, of whom 38 were wiremen, 45 radiomen, 22 message center men, and 35 signal repair, quartermaster and headquarters.

Prior to 15 November personnel losses were 35 returned to the United States for discharge.

4. EQUIPMENT:

No logistic plans were made for the assault operation. For the occupation operation two complete communication teams were furnished for the forward echelon; unnecessary equipment was left in the rear echelon. The CG echelon carried; 150 miles of W-110, 10 miles W-130, 1 TC-4, 1 MTC-2, 50 telephones EE-8, 50 TP-6, 2 wire jeeps, 2 weasels, 5 wire team chests,

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40 sets of climbers, 5 miles 5-pair cable rubber covered, 1 SCR-299, 5 TCSs, 1 SCR-193, 2 SCR-608s, 5 SCR-610s, 9 TBXs, 6 SCR-300s, enough batteries to supply all radio sets for 30 days continuous operation and message center and signal repair equipment. The ADC echelon carried; 150 miles wire W-110, 10 miles W-130, 1 TC-4, 50 telephones EE-8, 2 wire jeeps, 1 truck, 2½ ton, 1 weasel, 5 wire team chests, 40 sets of climbers, 1 299, 4 TCSs, 1 SCR-193, 1 SCR-608, 4 SCR-610s, 6 TBXs, 4 SCR-300s, enough batteries to supply all radio sets for 30 days operation, message center equipment, one message center jeep, and signal repair equipment. All vehicles were combat loaded.

5. OCCUPATIONAL OPERATION:

Enroute to Sasebo a communication office and a message center were operated aboard the CG ship and communications between the two VAC Headquarters ships and the Division Headquarters ship were furnished by visual agencies which were supplied and manned by the Navy, a TBS circuit supplied by the Navy which provided a voice channel for staff officers, and a radioteletype circuit.

A BD-72 was installed in the message center of the CG ship on A minus one and telephones were placed in the four radio rooms, the operations room (Division Command Post), the officers' wardroom, the communication office, staff rooms, and the message center. At Nan minus four hours, A Day, runners were stationed at each of these locations. Radio silence was lifted at Nan minus four and at Nan minus three the command post was in complete communication with all units. This command post remained in operation until 1300 of A plus one.

An advance message center party debarked from the ADC ship at approximately Nan plus one hour and landed at the Sasebo Naval Air Station. Proceeding inland they established the advance command post at the Sasebo Fortress Artillery Barracks at 1205. The remainder of the ADC party proceeded from the Small Boat Basin, where they landed, to the Sasebo



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Fortress Artillery Barracks and expanded the communication installations of that command post.

The Division command post closed aboard ship at 1300 of A plus one and opened at the Sasebo Fortress Artillery Barracks at the same time. At 1400 of A plus five it was moved to the Ainoura Naval Training Station.

Two wire teams went ashore with the advance message center party on A Day to construct lines to the Shore Party. Remaining wiremen from the ADC ship went direct to the Sasebo Fortress Artillery Barracks where they installed a TC-4 switchboard. Wire was in and operating to all units by the night of A plus one. A total of twelve trunk lines and thirty two local lines served the Division Command Post.

On A plus 5 the command post was moved to the Ainoura Naval Training Station. It was originally planned to use the Japanese switchboard that was already installed there but it was in such a bad state of disrepair that it was replaced by a switchboard, MTC-2. From this board four trunk lines were run to the Shore Party board, two to the 27th Marines, two to the 28th Marines, and seventy-five local lines to serve the Division command post. An additional switchboard, a TC-4, was installed in Service Troops headquarters when that organization moved into the Training Station and was operated and maintained by personnel from this company.

Japanese poles were used to carry lines into the Training Station switchboard but following the storm which struck this area on 12 October many had to be replaced and those that were left standing had to be braced and repaired. Upon completion of these repairs all long field wire trunks were replaced by Spiral 4 cable and three additional trunk lines were installed to the Sasebo Fortress Artillery Barracks. In some places existing open wire lines were used after minor repairs were made.

Until A plus Two, when wire communications were fully established, radio carried the greatest part of the communication load. Initially ten radio nets were entered by the CG echelon, namely, three Corps command nets, three Division command nets, the Division special purpose net, the CG-ADC net,

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the support air observer net, and the harbor control net. The ADC, operating in all but the harbor control net, landed and entered all nets ashore by 1600 of A Day. On A plus one the CG echelon landed and took over the ADC's radio installations.

Four radio nets -- one Corps command net, Division command net "C", Division special purpose net, and the CG-ADC net -- were secured on A plus four when it was noted that wire agencies were carrying a greater part of the load. The remaining nets were moved to the Ainoura Naval Training Station when the command post left the Sasebo Fortress Artillery Barracks on A plus 5, one week later. On A plus 12, the Corps command net (V-FM) and Division command net "B" were secured. On 10 October the remaining Corps command net was secured. Radios were held in readiness on all these nets, however, in the event that wire communications should fail. It must be noted here that there was not a single failure in radio communications from the time radio silence was lifted on A Day until the nets were secured.

A radioteletype net was established during the voyage for communications between the two VAC headquarters ships and the Division Headquarters ship. Navy radio teletypewriters were utilized for this purpose. This net was secured on A plus one and teletype communications were resumed the following day, A plus two, between the Division command post at Sasebo Fortress Artillery Barracks and the Corps advance message center.

The communications office and message center were in continuous operation throughout the voyage. At Nan minus four on A Day the message center was expanded to accommodate the traffic increase of the ship-to-shore movement, a message routing section was set-up, and runners were stationed at strategic positions throughout the ship. This message center was secured at 1300, A plus one, when the command post was moved to Sasebo Fortress Artillery Barracks, to augment the ADC message center. Scheduled messenger jeep runs were begun on A plus two to all units ashore and scheduled and special



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messenger service continued uninterrupted. Three regular runs were made each day to 28 units covering a total of 150 miles daily.

When the Division command post was moved to the Ainoura Naval Training Station the communication office and message center were consolidated into a Division Communication Center. The Division Communication Officer was placed in over-all charge of the Communication Center which consisted of an administrative message center handling all guard mail and messenger traffic and a communication office which handled dispatch traffic. The message center platoon furnished enlisted personnel as supervisors, clerks, typists, runners, and drivers. The radio platoon furnished the teletype operators in the communication office, and the former coding board furnished Communication Watch Officers. The communication center operated continuously.

6. CONCLUSION:

The communication services provided by the Signal Company were adequate and satisfactory throughout the occupation operation. Personnel were adequate, well trained and performed their duties in an excellent manner. Equipment and supply was sufficient except as noted in the Signal Annex.

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APPENDIX 2 TO ANNEX FOX TO 5TH MARINE DIVISION OPERATION REPORT  
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5TH ASSAULT SIGNAL COMPANY OPERATION REPORT

1. PLANNING:

During the latter part of July when plans were being formulated for the Assault on Southern Kyushu, the Division Signal Officer had called upon the Commanding Officer to furnish him with probable frequency, crystal, and call sign requirements. It was decided the Commanding Officer would act as the Division Shore Party Communication Officer. It was further decided that the Executive Officer of ASCO would become a part of the support group for the operation acting in the capacity of a liaison officer between the Support Group and units of the ASCO, for administrative purposes.

During the planning and training for the Iwo Jima operation the Communication Teams had been attached to the various Battalion Landing Teams that the Shore Party was to support in combat rather than to the battalions of the Shore Party Regiment for whom they were to provide communications. The disadvantages of this disposition soon became apparent in combat, and during the planning stage for the Assault on Southern Kyushu, attachment to and familiarization with the Shore Party Regiment, its officers, and its functions, were strongly emphasized. Shore and Beach Party Communication Teams were tentatively assigned directly to the three battalions and the Headquarters of the Shore Party Regiment at the rate of two per battalion and three to the Regimental Headquarters. (According to the new T/O ASCO rated nine, not ten teams. The tenth team had been previously disbanded to replace C.P. shortages within ASCO).

Reorganization in accordance with the new T/O G-88 had been effected and there were still a few shortages in communications personnel, however, effort were being made to obtain replacements. Officer personnel was up to T/O strength in all sections, except Air Liaison, and replacements for this section had been properly requested from G-1.



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Administrative work, which prior to and during the Iwo Jima operation was overwhelming, had been greatly reduced since the ASCO had become an organic part of division. Field administrative forms, casualty cards, embarkation rosters, etc., were largely prepared by, or under the direction of, Headquarters Battalion.

Plans for an assault landing on the Japanese home islands were well underway when the Japanese officially accepted the Allied surrender terms. Shortly thereafter the Commanding Officer was informed that the 5th ASCO would accompany the Division to Sasebo, Kyushu, Japan, where it would participate in a "Combat Prepared" landing involving readiness of Air and Naval Gunfire support. Time was short and preparations for embarkation began immediately.

Arrangements were made with the Division Signal Officer and the Commanding Officer Shore Party Regiment to boat all Communication teams with the respective Shore Party commanders. They were to become a part of the Task organization of the Shore Party Regiment upon embarkation.

Air Liaison Parties were attached in accordance with their S.O.P., i.e., one to each Battalion Landing Team, one to each Regimental Combat Team, and one to Division.

Shore Fire Control Parties were attached in the same manner as the ALPS except that the third Battalion, 28th Marines had in addition to its own SFCP, the SFCP of the First Battalion, 28th Marines.

The Rear Echelon was to consist of 17 men and one officer, which was considered the absolute minimum of personnel which could be left behind. Administrative personnel, including the First Sergeant, the Quartermaster Section, Motor Transport Repair Section, and cooks were all to be taken along as part of the Support Group under the direct control of the Executive Officer.

Conferences were held during the rehabilitation period at Pearl Harbor and at Saipan, during which S.O.P.'s and annexes to the operation plan were issued and discussed. In a Communica-



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tions Conference with the Division Signal Officer specific plans for the establishment of Dock Communications were outlined.

2. EQUIPMENT:

Equipment for all sections of the ASCO for the occupation of Japan remained largely the same as for the Iwo Jima operation. The TBX-8 radio set had completely replaced all TBX-5 radio sets. The inadequate lance poles previously used by the Communication Teams for overheading wire lines had been replaced by twenty foot two by fours. (30 per team)

The radio equipped 1/4 ton trucks, type MAL, which had proved to be of little value at Iwo Jima were replaced by radio equipped 1/4 ton trucks, type AN/VRC-1 (SCR-193 & SCR-542). With only one or two exceptions, the entire lot had to be thoroughly re-worked before they were usable. The SCR-193 component performed very satisfactorily, but the SCR-542 (VHF) gave trouble upon the slightest provocation and was generally considered "too fragile" and "too temperamental" to be depended upon in combat. TBX-8's and SCR-536's were carried by all teams as well as spare batteries, wire, and a few spare parts.

Only one of the four Radar Beacon sets, type OH-1, was to be carried by the Shore Fire Control Parties and this one was to be taken along under the control of the Division Naval Gunfire Liaison Officer to be used "on call" only. The SCR-694's which were to replace the TBX-8's in this section were not received in time to effect this greatly desired change. It was decided, however, to take them along to the target under Division control and substitute them there if the need occurred.

Due to the shortage of shipping space, ten jeeps, nine 1/4 ton trailers, three 1 ton trucks, and one lubricating trailer were left in the rear echelon.

Crystals previously requested for the Support Air Request, Logistical Control, Shore Party Lateral, and Naval Gunfire Common Nets were received and distributed just prior to embarkation.



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Appendix 2 to Annex Fox to 5th MarDiv Opn Report, occupation  
of Japan (Cont'd)  
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During the Rehabilitation Periods at Pearl Harbor and Sainan two defective dynamotors for radio equipped 1/4 ton trucks, type AN/VRC-1 and one defective SCR-300 were surveyed at Base Depots.

3. TRAINING:

Following the completion of the rehabilitation and recreation program embarked upon by all units of the 5th Marine Division subsequent to the assault and capture of Iwo Jima, Volcano Islands, re-training of all sections of the ASCO commenced. The entire Shore Fire Control Section was ordered to Pearl Harbor for temporary duty with the Naval Gunfire Section, FMF, Pac., in connection with further training in Naval Gunfire procedure. During this special refresher course three CPX's were conducted, with the cooperation of DESPAC which furnished ships, placing emphasis upon the importance of using correct firing procedure. In the meantime, re-training of the Air Liaison Parties and the Shore Party Communication Teams was being conducted in accordance with the Division training program which provided for adequate coverage of all stages of training from individual and basic specialties to RGT and Division training. The need for a short, intensive, and up-to-date course covering all phases and capabilities of Aviation in Close Support of Infantry had become apparent during the Iwo Jima operation, and during the company stage training phase such a course was set up at MAUI by AIR, FMF, PAC. Attendance was limited to officers only and it is recommended that in the future such courses be altered to include enlisted personnel.

By late June all sections had successfully completed the special courses offered them and had been returned to 5th ASCO temporary duty completed. Pending receipt of orders for the Assault on Southern Kyushu, training for Shore Party Communication Teams, Air Liaison Parties, and Shore Fire Control Parties was conducted largely in accordance with the SOP for employment of such units. Company CPX's were held regularly with all sections cooperating to simulate battalions, regiments, aircraft, and firing ships.



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Appendix 2 to Annex Fox to 5th MarDiv Opn Report, occupation  
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In July, during the Battalion Landing Team training phase of the Division, the Air Liaison and Naval Gunfire Sections were moved out of the ASCO area and into the areas of the Regiments and Battalions that they were to support in combat for familiarization and training purposes. Since the Shore Party Regiment had not been formed, the Shore and Beach Party Communication Teams remained in the ASCO area where supervised training continued; however, components of all teams were sent to the Pioneer Battalion (which was to be a nucleus for the Shore Party Regiment) for a week of familiarization and training. During this month and in the early part of August all elements of the ASCO participated in Landing Team Amphibious exercises with their respective Battalion Landing Teams and Regimental Combat Teams. Firing ships were not available, however, a certain amount of training with aircraft in close support of battalions was conducted. In some instances, Air Liaison Officers received direct control of aircraft, executing missions requested by battalion and regimental commanding officers. The value of this type of training is easily recognized and cannot be praised too highly. Although, as stated above, firing ships were unavailable on Landing Team Exercises, and had to be simulated, this deficiency was made up for in the monthly tactical firing exercises conducted by the Shore Fire Control Parties on the Island of Kahoolawe under the supervision of VAC.

The ASCO was about 90% trained when the news was received that the Japanese had officially accepted the Allied Surrender Terms. On 19 August, the Commanding Officer was informed that the ASCO would participate in the occupation of Sasebo, Japan, and at the same time be prepared to execute its combat functions. Training ceased immediately and preparations for embarkation were rushed.

Training aboard ship while enroute to Sasebo consisted of briefing and study of the operations order, study of Japanese communications, and instruction in the Japanese people - their customs and their language.



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Appendix 2 to Annex Fox to 5th MarDiv Opn Report, occupation  
of Japan (Cont'd)  
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4. LANDING AND OCCUPATION:

It had become apparent by the afternoon of ABLE day that the Japanese had indeed laid down their arms and were not going to offer any physical opposition to the Allied Landing Forces. However, all sections of the ASCO landed with their respective Battalion Landing Teams as planned. No Air Support missions or Naval Gunfire missions were needed or called for.

The Headquarters Section remained aboard the USS WESTMORELAND in the capacity of Ship's Platoon. On ABLE plus four days, upon termination of Ship's Platoon duties, the Executive Officer of ASCO, accompanied by the Headquarters Section, proceeded to Ainoura Naval Training Station to make arrangements with the Headquarters Commandant for an organizational billeting area. By ABLE plus 8 days all units of all sections of the ASCO had reverted to ASCO control with the exception of two Communication Teams left in the Dock Area to maintain and operate Division Shore Party wire installations.

All Communication Teams except one were ashore and had established wire and radio communications by 1400 Item on Able day. An advance element of the Shore Party Regiment Headquarters communication section consisting of the Division Shore Party Communication Officer and one Communication team landed at 1200 Item on Able day. The second team landed early in the afternoon of Able day and the third team landed on Able plus one day.

Construction of wire lines to the pre-selected CPs of subordinate Shore Party Battalions began immediately after selection of the Shore Party C.P. It was decided to overhead all wire lines through the utilization of existing Japanese Poles and structures. The BD-96 switchboard was installed and in operation by 1300 Item on Able plus one day. Wire communications to all units became more or less stabilized on Able plus three days at which time a Shore Party traffic diagram and telephone directory were published.

Wire communications for the shore party in this landing were considered satisfactory. The BD-71 switchboards were, as



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Appendix 2 to Annex Fox to 5th MarDiv Opn Report, occupation  
of Japan (Cont'd)  
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in the Iwo Jima operation, inadequate and it is again recommended that they be replaced by the BD-72.

The TBX-8 radio sets authorized each communication team were more than adequate for the Shore Party Lateral and Logistical Control Nets during this landing. Practically all of the messages sent by radio were cleared over the Logistical Control Net and the Shore Party Lateral Net. The Shore Party lateral net was, as in the Iwo Operation, considered superfluous. Some difficulty was experienced in contacting the Division C.P. aboard the Westmoreland direct and messages for this Headquarters had to be relayed through the Division Logistical Control Officer. It is believed that the operators rather than the sets were at fault.

Neither the SCR-536 or SCR-300 nets were used.

Due to the rapidity with which wire and message center communications were established, it became unnecessary to pass traffic via radio by Able Plus one and on Able plus two days all sets were secured.

Message center operation was normal and adequate.

On 29 September the Commanding Officer was informed that certain elements of the 5th Marine Division would move north to Fukuoka where it would establish what was to be known as the Fukuoka Occupation Force. ASCO, minus the Naval Officers, two communication teams, the Division Naval Gunfire and Air Liaison teams, and a small administrative and Quartermaster Detachment, was to be one of these elements. Rail transportation to Fukuoka was arranged for 1 October.

Since the mission assigned was to furnish officer and enlisted personnel to the Headquarters of the Fukuoka Occupation Force for duties other than communication duties, it was decided to turn in all Signal equipment to the Division Signal Quartermaster prior to leaving.



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Appendix 2 to Annex Fox to 5th MarDiv Opn Report, occupation  
of Japan (Cont'd)  
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On 30 September all Naval Officers except the Division  
Naval Gunfire Liaison Officer were ordered to Corps for tem-  
porary duty.

From 1 October on ASCO was engaged in occupation duties  
as a part of the Fukuoka Occupation Force, later re-designated  
as the Fukuoka Base Command. Both officer and enlisted per-  
sonnel have shown a great deal of initiative, enthusiasm, and  
ability in performing duties for which they were, in most  
cases, untrained.

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Annex GEORGE to 5th MarDiv Operation Report

OCCUPATION OF JAPAN

26th Marines Report



# 佐世保

COMBAT TEAM TWENTY-SIX  
FIFTH MARINE DIVISION  
ACTION REPORT-OCCUPATION  
SASEBO AREA, KYUSHU, JAPAN  
FROM 22 SEPT 45 TO 19 OCT 45

1304

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HEADQUARTERS, 26TH MARINES (REINFORCED)  
FLEET POST OFFICE, SAN FRANCISCO, CALIFORNIA

10 November, 1945.

From: The Commanding Officer.  
To : The Commanding General, 5th Marine Division.  
Subject: Action Report on Occupation of SASEBO, KYUSHU, JAPAN.  
Reference: 5thMarDiv General Order No. 3A 18Jan45.  
Enclosure: Action Report.

1. In compliance with the reference, the attached report of the landing at, and the occupation of, SASEBO, KYUSHU, JAPAN by Regimental Combat Team 26, Colonel C. B. Graham, USMC, Commanding, is submitted herewith.

*C. B. Graham*  
C. B. GRAHAM

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CT 26 REPORT

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APPENDICES

1. CT 26 Opn Plan No. 2-45
2. Operations Overlay

CT 26 REPORT

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CT 26 REPORT, BRIEF SUMMARY

PART I

BRIEF SUMMARY

Upon cessation of hostilities in preparation for the surrender of Japan, combat training was cancelled, and training for occupation duty and preparations for loading out were commenced. In view of uncertainty of Japanese reaction, plans required the usual combat loading and preparation for assault landings. Ship and personnel assignments, as well as ship characteristics were not received until just prior to loading, but a usable combat load was accomplished.

Though frequent changes in plans were received enroute to SASEBO, CT 26 landed approximately as prescribed in CT 26 Opn Plan No. 2-45 (Appendix 1.) on 22 September 1945 at the SASEBO Naval Air Station. No opposition was offered to the landing nor thereafter. Good cooperation was received from the Japanese.

The period from 22 September 1945 until 19 October 1945 CT 26 was employed within the assigned area of responsibility in establishing guards and outposts over Japanese installations, in collecting small weapons, in inventorying Japanese equipment and supplies, in foot and motor patrolling of unoccupied sectors, and in security and surveillance tasks in general. At considerable effort living conditions and facilities were made adequate at each billeting area.

On 17 October 1945, CT 26 (reconstituted on 18 October as 26th Marines (Reinforced)) began loading out in TransDiv 39, and on 19 October 1945, having been relieved in its area of responsibility by RCT 127, 32nd Army Division, all personnel were embarked. On 20 October 1945 the 26th Marines (Reinforced) was detached from the 5th Marine Division and sailed for the Palau Islands for garrison duty.

CT 26 REPORT, BRIEF SUMMARY

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## CT 26 REPORT, PRELIMINARIES

## PART II

PRELIMINARIES1. PREPARATION

In the absence of orders and information from higher authority, preliminary planning was reduced to a minimum. Loading and embarkation of troops was accomplished in the standard manner prescribed for combat loadings, insofar as the absence of detailed orders and detailed loading plans permitted. Organizational equipment and P.O.E. supplies could not be properly "spotted" prior to loading, due to the time element; and the indeterminate time of arrival of such supplies and equipment at the docks added to the problems of executing an ideal combat loading. Embarkation of troops was completed on 23 August 1945, and troop transports departed from HILO for PEARL HARBOR on that date. Ships lifting heavier equipment completed loading and rendezvoused with the Embarkation Group at PEARL HARBOR within the next few days. On 27 August 1945, while in PEARL HARBOR, the first tentative draft of 5th Marine Division Opn Plan No. 25-45 was received, and CT 26 Opn Plan No. 2-45 was then issued. Plans were subsequently modified a number of times, although the basic tactical plan continued in effect, with the exception that LT 126 (personnel only) was landed over GREEN Beaches in lieu of LT 326, whose debarkation was entirely over the docks on 24 September 1945. The zone of responsibility of LT 326 had been meanwhile reassigned to other Division units. Maps, photos, and studies of the area and its people were received and distributed in sufficient quantity to permit thorough briefing of all troops upon departure from PEARL HARBOR.

2. MOVEMENT TO OBJECTIVE

CT 26, consisting of the following task organization, embarked at HILO, HAWAII on 23 August 1945:

1. 26th Marines, 5thMarDiv.
2. Co "A", 5thEngBn, 5thMarDiv.
3. 1stPlt, Co "B", 5thMTBn, 5thMarDiv.
4. Co "A", 5thMedBn, 5thMarDiv.
5. 1stBn, 13th Marines, 5thMarDiv.
6. 1stPlt, OrdCo, 5thServBn, 5thMarDiv.
7. Det, ASCO, 5thMarDiv.
8. Co "A", 3rdMPBn.
9. Det, G-2 Section, 5thMarDiv.
10. Det, HqCo, HqBn, 5thMarDiv.
11. Det, 5thTkBn, 5thMarDiv.

NOTE: Above units were attached tactically but not administratively.

CT 26 REPORT, PRELIMINARIES

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CT 26 REPORT, PRELIMINARIES

CT 26 was embarked as shown below:

Embarkation Group #3

APA 175 - KARNES

CO of Troops: LtCol D. C. Pollock, USMC

CT 26

1stBn, 26thMar  
1stPlt, Co "A", 5thEngBn  
Det, 5th ASCO, HqBn, 5thMarDiv  
Det, 1stBn, 13thMar

Tank Group

Det, 5thTkBn

Support Group

Det, HqCo, HqBn, 5thMarDiv  
Det, SigCo, HqBn, 5thMarDiv

Shore Party Group

Det, 8thMarAmmoCo  
33rd Mar Depot Co  
34th Mar Depot Co

APA 109 - GRAFTON

CO of Troops: Major Amedeo Rea, USMCR.

CT 26

H&SCo, 26thMar  
2dBn, 26thMar  
Det, 5th ASCO, HqBn, 5thMarDiv  
Det, 1stBn, 13thMar  
Det, 5thMedBn  
Det, 5thEngBn

Tank Group

Det, 5thTankBn

Support Group

Det, HqCo, HqBn, 5thMarDiv  
CIC Det

Shore Party Group

Det, Co "A", 5th Pion Bn  
Det, HqCo, HqBn, 5thMarDiv (BdSec)

Engineer Group

Det, 5thEngBn

CT 26 REPORT, PRELIMINARIES



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CT 26 REPORT, PRELIMINARIES

APA 137 - BOWIE

CO of Troops: LtCol W. K. Davenport, Jr., USMC

CT 26

3rdBn, 26thMar  
3rdPlt, Co "A", 5thEngBn  
Det, Co "A", 5thMedBn  
Det, 5th ASCO, HqBn, 5thMarDiv  
Det, 1stBn, 13thMar

Tank Group

Det, 5th Tank Bn

Support Group

Det, HqCo, HqBn, 5thMarDiv  
Det, 5th ASCO, HqBn, 5thMarDiv  
Det, SigCo, HqBn, 5thMarDiv

Shore Party Group

Det, Co "A", 5th Pion Bn  
Det, 116th NCBn  
Det, 5th ASCO, HqBn, 5thMarDiv

Engineer Group

Det, 5thEngBn

APA 81 - FALLON

CO of Troops: Major James F. Coady, USMCR

CT 26

1stBn, 13thMar  
Det, WpnsCo, 26thMar  
Co "A", 3rd Prov MP Bn  
1stPlt, OrdCo, 5thMarDiv  
Det, Co "A", 5thMedBn

Tank Group

Det, WpnsCo, 26thMar

Support Group

Plt, MP Co, HqBn, 5thMarDiv

Shore Party Group

Det, Hq, 116th NCBn

CT 26 REPORT, PRELIMINARIES

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CT 26 REPORT, PRELIMINARIES

AKA 75 - ALAMANCE

CO of Troops: Captain J. A. Conway, USMCR

CT 26

Det, H&SCo, 26thMar  
Det, WpnsCo, 26thMar  
Det, Co "A", 5thMedBn  
Det, Co "A", 5thEngBn  
1stPlt, Co "B", 5thMTBn

Engineer Group

Det, 5thEngBn

Service Group

Det, HqSec, Co "B", 5thMTBn  
1stPlt, Auto Repair Co, 5thMTBn  
Det, ServCo, 5thServBn  
Det, SupplyCo, 5thServBn

Movement to SASEBO, KYUSHU, was accomplished under favorable conditions without important incident under the below schedule:

DEPARTED

HILO, HAWAII, T. H. 23Aug45  
PEARL HARBOR, OAHU, T. H. 1Sep45  
SAIPAN, MARIANAS ISLANDS 16Sep45

ARRIVED

PEARL HARBOR, OAHU, T. H. 24Aug45  
SAIPAN, MARIANAS ISLANDS 13Sep45  
SASEBO, KYUSHU, JAPAN 22Sep45

CT 26 REPORT, PRELIMINARIES

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CT 26 REPORT, NARRATIVE

PART III

NARRATIVE

On 22 September 1945, assault troops of CT 26 landed over GREEN Beaches (Seaplane ramps of the SASEBO Naval Air Station). Reserve troops (LT 326), and general cargo of all ships, except the BOWIE, were unloaded at SASEBO docks between 23 and 25 September 1945. The BOWIE was unloaded at the seaplane ramps of the Aircraft Factory. The CP group of CT 26 followed closely the leading waves, and established the CT 26 Command Post at the headquarters of the SASEBO Naval Air Station at about 0930, 22 September 1945. No Japanese resistance was met at this time, or at any time during the occupation. In initial, as well as later contacts, the Japanese were most cooperative.

Upon moving into assigned areas, CT 26 units established surveillance and security over various types of Japanese installations and huge quantities of materiel. Guards and patrols were placed over wide areas at bridges, on railroads, gun emplacements, ammunition dumps, and naval and military stores of all types. Patrolling by foot, motor, and boat was commenced at once and continued, throughout the period of occupation, searching out all Japanese military installations and materiel. Inventory of stores and equipment was carried out, usually in conjunction with Japanese officers who, in most cases, had prepared inventory lists.

As inner areas bordering SASEBO Harbor were consolidated, motorized patrols were sent daily into the more remote areas of CT 26 zone of responsibility which were not actually occupied. Until disposition of materiel was begun in the areas occupied, no further extension of actual occupation into these remote areas was possible. (No orders were received during the CT 26 period of occupation which permitted disposition of materiel on a large scale.) These motorized patrols reported on road conditions, contacted local police stations and received small arms and other weapons collected by the civil police, reported previously unlocated installations and the general reaction of the Japanese people. A few of these patrols remained in northern areas for several days. In all cases the patrols were well received, and no opposition nor other disorder was found. Patrol coverage of HARIO ISLAND and adjacent small islands was considerably facilitated by the use of small landing craft.

CT 26 troops were billeted in Japanese barracks buildings, warehouses, and other existing structures. At most places, existing installations provided water suitable for washing purposes. For the most part, water for drinking purposes had to be transported from water points.

CT 26 REPORT, NARRATIVE

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CT 26 REPORT, NARRATIVE

With the exception of a few days of clear weather, the entire period was rainy and cool (50°-60°). High winds developed about 10 October 1945, as a typhoon passed the SASEBO area, but no serious damage was caused.

Foul weather hampered road maintenance and communications. This fact, coupled with distances separating units, caused severe transportation problems. Available motor transportation was wholly inadequate at times.

About mid-October warning orders for embarking were received, and the preparation of equipment for loading was commenced. Actual loading of cargo began on 17 October 1945.

On 19 October 1945, CT 26 was completely relieved in its assigned area of responsibility by RCT 127, of the 32nd Division, U. S. Army. Inventories, existing orders, etc., were turned over to RCT 127, and guards and outposts relieved by that unit. On the same date, embarkation of CT 26 troops was completed, terminating the period of occupation of Japan for this regiment. On 20 October, just prior to sailing, the 2nd Battalion was detached to 5th Marine Division, and ordered ashore to be disbanded.

CT 26 REPORT, NARRATIVE

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CT 26 REPORT, S-1

PART IV-1

S-1 SECTION REPORT

(a) ORGANIZATION and FUNCTIONING: The S-1 Section landed with the Regimental Commander at the SASEBO Naval Air Station, where the Regimental CP was placed in operation within a few minutes after the initial troops hit the beach. With the exception of slow transportation and communication difficulties due to bad roads and adverse weather, the functioning of the S-1 Section was satisfactory.

(b) REPORTS: In addition to the normal reports submitted, a daily strength report and a weekly periodic report were required. The latter was discontinued on A plus 10 on Division order.

(c) MORALE and RECREATION: Morale throughout the occupation was good, considering the adverse weather and living conditions. Few facilities, other than libraries and movies, were available because of the lack of space.

(d) CASUALTIES: There were no casualties due to enemy action during the period of occupation by CT 26.

CT 26 REPORT, S-1

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CT 26 REPORT, S-2

PART IV-2

S-2 SECTION REPORT

(a) INDOCTRINATION: Intelligence publications of a general nature, covering the condition of the country and the customs and background of the Japanese were made available to the Combat Team prior to landing. School was held aboard ships enroute to the target, where all officers and men were briefed on the various aspects of the operation, in accordance with available information.

(b) GENERAL FUNCTIONING: Once established at the target, the S-2 Section coordinated the activity of inventory teams and was responsible for the compilation of the inventory records. It also maintained records of the areas patrolled and the patrol results. The two officers and four enlisted men attached to this section from the Language Department of the G-2 Section proved invaluable as interpreters. Periodic reports were submitted to G-2 daily.

(c) DEALINGS WITH JAPANESE: Civilian officials, as well as military and naval authorities, were cooperative in every respect, and, as far as could be determined, gave all requested information accurately. Working through the civil police proved very satisfactory, as they were most cooperative and gave us invaluable assistance.

(d) RADIO NET: The intelligence radio net was set up at OBOE hour minus 45 minutes and continued in operation until about A plus 5. It proved generally unsatisfactory for two reasons: first, the distances between units was beyond the range of SCR 300's, the largest radio available to the section; and second, the radio waves were blocked by the surrounding high land masses.

CT 26 REPORT, S-2

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CT 26 REPORT, S-3

PART IV-3

S-3 SECTION REPORT

There was no tactical map kept for this operation. The S-3 function was a matter of keeping a location map and recording the routes traveled by patrols each day.

Artillery, naval gunfire, air, and tank support were provided in readiness initially, but in the absence of opposition, were never employed. Attached units and liaison personnel reverted to parent organizations shortly after landing.

Engineers were not tactically employed, but were of great value in performing maintenance and construction tasks.

CT 26 REPORT, S-3

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CT 26 REPORT, S-4

PART IV-4

S-4 SECTION REPORT

(a) QUARTERMASTER SECTION: All unloading was performed from ship-to-dock in regular commercial unloading manner. Equipment was stored initially in dock-area warehouses, and then transported to the respective units as soon as possible after security had been established. Initially, "K", "C", and "10 in 1" rations were supplied. "B" rations were made available as soon as they could be landed and necessary sanitary measures were installed in the messes. This was accomplished by A plus 7. Rations were adequate, but lacked variety. All the excess equipment of the battalions, Weapons Company, and H&S Company was held in the regimental dump.

(b) MOTOR TRANSPORT: The biggest problems presented were: first, the roads were washed-out regularly by heavy rains, were in poor repair, and were frequently too narrow for vehicles larger than jeeps; second, the great distances between all units of the Combat Team, and between CT 26 CP and the Division CP, resulted in a shortage of transportation.

(c) MEDICAL SECTION: The medical company attached to CT 26 set up a field hospital in the vicinity of the Regimental CP. There was no appearance of epidemic disease at any time in the area occupied by this Combat Team.

CT 26 REPORT, S-4

RESTRICTED



RESTRICTED

CT 26 REPORT, COMMUNICATIONS

PART IV-5

COMMUNICATIONS REPORT

Communications were in general satisfactory. Abnormally scattered deployment of units rendered some radios unusable. Long distances, adverse weather, and, in some cases, careless handling of heavy equipment made the task of maintaining wire communication extremely difficult. Upon the occasions when wire connections broke down, communications were immediately re-established via TCS radio.

CT 26 REPORT, COMMUNICATIONS

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