SECTION 116-BEACH ROADWAYS

2557. General**.** Tracked vehicles will usually be able be able to negotiate beach surfaces without difficulty ; multi-wheel drive vehicles are likely to be able to cross most beaches up to the high tide mark but may well encounter difficulties on the dry sand above this line.

2558. Assault requirements. Prefabricated surfacing suitable for the local beach conditions must be provided for use by assault from below water level to a firm exit because speed is of paramount importance at this time and the delay caused by vehicles les stopping at the water's edge is unacceptable. Any of the types listed listed in Tables 90 and 94 may be found useful; coir matting of hessian laid below wire netting or Somerfield track are usually effective.

2559. In the later stages better quality and more permanent beach roads will often be constructed to speed the buildup; stores and materials for these roads will probably have to be obtained locally (see Chapter 30) Over soft going or mud any of the methods given in section 110 may be used . Timber roads and mats (see Table 91) would also be effective although it unlikely that the materials could be imported.

2560. Stabilization. Sand or other beach material above high water mark can often be stabilized although unusually large quantities of water are required; stabilization below high water mark presents special problems and no satisfactory technique has yet been evolved.

2561. beach roadway for sustained traffic._ the following type of construction has been used with marked success even over 4 to 5 ft of semi liquid mud:-

a. An underlay of coir matting 18 ft wide, is laid first.

b. BRC mesh is superimposed.

c. Decking is formed of Bailey bridge chesses held down by ribands and bolts. Construction is slow, and very careful picketing is necessary but apart wear on deck, life is virtually unlimited.