HISTORICAL REPORT

OF THE

TRANSPORTATION CORPS

IN THE

EUROPEAN THEATER OF OPERATIONS

VOLUME V

— IN THREE PARTS —

OCTOBER - NOVEMBER - DECEMBER

1944

PART I

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HISTORICAL REPORT

ON THE

TRANSPORTATION CORPS

IN THE

EUROPEAN THEATER OF OPERATIONS

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Prepared by

Historical Section, Historical & Technical Information Branch
Office of the Chief of Transportation
" European Theater of Operations

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VOLUME V

(In Three Parts)

Covering the Months of October, November, and December 1944

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Periods covered by Previous Volumes on the History of the Transportation Corps in the European Theater of Operations:

Volume I covers January 1942 throught December 1943.
Volume II covers January 1944 through March 1944.
Volume III covers April 1944 through June 1944.
Volume IV covers July 1944 through September 1944.

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(NOTE: Transportation Corps units stationed in United Kingdom covered in Annex No. 1 to Volume V)

A C K N O W L E D G E M E N T S

The liberal cooperation of all Transportation Corps Unit Historians in furnishing the basic material used in preparing this consolidated Historical Report is acknowledged with sincere appreciation. The assistance of officers and enlisted men within the various headquarters divisions of the Office of the Chief of Transportation is likewise gratefully acknowledged.

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Captain Charles R. De Arman
Captain Richard B. Cowdery
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I N T R O D U C T I O N

(Chapter I)

During the year 1944, for the Allied Invasion of Western Europe through northern France, the Transportation Corps in the European Theater of Operations (ETO) discharged from ships, and furnished "the necessary transportation" for the various supplies required to wage an offensive war against German strongholds in France, Belgium, and Luxembourg, which culminated in supplying and reinforcing the four front line U.S. Armies on an approximate 300-mile front, extending, by the end of the year 1944, generally along the German border.

Organized in July 1942, this newest branch of the U.S. Army's Technical Services expanded from a small number of officers and enlisted men to a Corps of approximately 140,000, including Southern Line of Communications, by the close of the year 1944. From 6 June 1944 through 31 December 1944 approximately 130,000 of the total number of Transportation Corps personnel in the ETO were brought to the Continent of Europe for the purpose of rehabilitating and operating the various facilities required for unloading and transporting supplies and troop reinforcements to the U.S. Armies at the front, using the various ports, railways, highways, and inland waterways selected and developed The remaining 10,000 were in the United Kingdom at the end of the year 1944. Following is a brief review of the development of the tactical situation during the Allied Invasion of Western Europe:

The month of June 1944 had witnessed assault landings of American, British, and Canadian troops on the northern coast of Normandy, France, the establishment of a beachhead, the landing of follow-up troops and supplies, and the beginning of the vast build-up required to support the movement of Allied Forces across German-occupied France and Belgium, and to prepare for a break-through into Germany. On the Continent of Europe, the first elements of the Transportation Corps landed on D/1 for the purpose of beginning one of the principal duties of the Transportation Corps -- that of unloading and landing cargo. Initially, they performed this important mission on the beaches taken from the enemy during the assault and at several minor ports which were subsequently seized. Following the capture of Cherbourg on 26 June, the development of this first major port immediately became the concern of the Transportation Corps, and subsequently troops with special equipment for this purpose crossed the English Channel in large numbers.

In July the Port of Cherbourg was opened for the unloading and forwarding of supplies to the fighting U.S. forces. A few days later the break-through at St. Lo was successfully completed. Although at this time they were a month behind the scheduled tactical plan, during the next thirty days phenomenal progress was made so that on 26 August, Paris was reached -- D/80. This part of the operation was planned for D/140. Thus, the U.S. Armies moved from the D/80 phase line to the D/140 phase line in a period of thirty days, 27 July to 25 August. During September, advance was made into

Belgium and Antwerp was entered; this placed the Armies actually on the D+280 phase line on 6 September or D+92. In a period of twelve days, during the advance from Paris to the Belgium lines, the Armies moved through 140 days of phase lines. The next three months were to be of slower movement toward the objective but substantial and important gains were made in preparation for concentrated drives.

October saw the movement of Allied Forces through the Netherlands to the Maas River and the fall of the German city of Aachen to First United States Army Troops. The Allied winter offensive against the Reich began 8 November 1944, but advances were slow and costly in men and critical supplies. However, the build-up for the big drive steadily progressed, though with numerous problems, many of which involved or related to transportation facilities.

On 17 December, the Germans made their heaviest counter-offensive since D-day, and pushed into Belgium and Luxembourg through First United States Army positions until their furtherest troops were 50 miles into Belgium. By the end of December, the enemy's salient had been narrowed, various elements being stopped, destroyed or pushed back, but the Germans were threatening to the north and south of their previous successes.

* * * * * *

It was inevitable that the delayed advances of the Armies in June and July, followed by the abnormally rapid strides forward that took place in August and September, would impose tremendous strains on transportation and supply routes, as well as on the Engineer and Signal Corps troops responsible for the specialized work required of them for opening supply channels for development as main Lines of Communication. How many of the critical ensuing situations were handled by the Transportation Corps is discussed in Volume IV of the Transportation Corps History for the months of July, August, and September 1944. Many of the problems which were encountered during that time carried over into the fourth quarter of the year and others gave place to new ones. While territorial advances during the last three months of the year 1944 were limited, as compared to the previous three months, the various elements of the Transportation Corps were busily engaged in pushing forward with railheads and supply dumps, opening and operating new major ports to the east of Cherbourg, and with developing new and shorter Lines of Communication from ports to forward areas in support of the Armies. (See Chart No. 1, this Chapter.) The necessary shift in emphasis towards the ports of Le Havre, Rouen, and Antwerp had been accomplished by the end of the year 1944 and thus the main supply lines were increased in number and shortened considerably as compared to those which had served so well during the emergency but by November had become too far from the front for best use of the transportation and port handling facilities at their disposal.

By the end of September 1944, the Communications Zone. (Com Z) of the ETO embraced the entire northern coast of France including the western tip of Belgium and extending south to a line through Pontnoy - Chateaubriant-Chateaudun-Auxerre-Neufchateau. The boundary on the east extended practically north and south through Wavre - Namur - Verdun- Neufchateau. The advance Section of the Com Z extended forward along the rear boundary

of the Armies. The Intermediate Sections consisted of the Oise, Loire, and Seine Sections while the Base Sections were composed of the Normandy, Brittany and Channel Base Sections. (See Chart No. 1, Chapter VI) Several administrative and operational changes, as well as shifts in area boundaries, were made during the last three months of the year; these are covered in the variou Section and Base Section reports summarized in Chapter VI. The major adjustment in area assignments within the Com Z was in the elimination of the Loire Section, in which its area of control was assigned to Brittany Base Section. Chart No. 2 Chapter VI, shows the area assignments of Intermediate and Base Sections, Com Z, as of 10 December 1944. Appendix No. 1, this Chapter, lists the various Transportation Corps units in the European Theater of Operations and their locations as of 31 December 1944, and indicates how widely they were distributed throughout the Theater. In the chapters that follow, the duties which these units performed for U.S. Forces as a movement facility on the Continent of Europe, as well as in the United Kingdom, are summarized for the months of October, November, and December 1944: the previous months were covered, in quarterly periods, in Volumes I through IV of the History of the Transportation Corps in the ETO. It will be noted that in a few instances accounts of Transportation Corps activities within certain organizations exten back into the third quarter; this is due to the fact that the information was received after the last volume was published or that it is required as a background for the current account.

More detailed information on the activities of individual units attached or assigned to the Transportation Corps in the European Theater of Operations are available in the files of the Historical & Technical Information Branch Office of the Chief of Transportation.

TRANSPORTATION CORPS UNITS ETO
AS OF 31 DECEMBER 1944.

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	Transportation Service (Hq)	Paris	86	2	53	141
2	Transportation Service	London	1	1	0	2
3		Total	87	3	53	143
4	1st Group Reg. Station (Hq)	Paris	1	0	10	11
5	OCOT	Paris	40	0	194	234
6	OCOT	London	7	0	19	26
7	RTO	NBS	3	0	18	21
8	RTO	BBS	0	0	21	21
9	RTO	25th Reg. Sta	3	0	8	11
10	RTO	OBS	1	0	15	16
11	TD & MISC	Cent	10	0	31	41
12	MTS	Paris	10	0	10	20
13		Total	75	0	326	401
14	3d Group Reg. Station (Hq)	Cherbourg	72	0	300	372
15	4th Group Reg. Station (Hq)	London	1	0	6	7
16	OCOT	Paris	4	0	1	5
17	DS	UK-BS	10	0	32	42
18	RTO	Wilton	26	0	108	134
19	RTO	Luton Hoo	15	0	55	70
20	RTO	Chester	11	0	61	72
21	RTO	Edinburgh	2	0	12	14
22	RTO	Belfast	1	0	17	18
23	RTO	Paris	0	0	9	9
24		Total	70	0	301	371
25	5th Group Reg. Station (Hq)	London	2	0	19	21
26	OCOT	London	23	0	56	79
27	OCOT	Paris	50	0	214	264
28	RTO	Chester	1	0	4	5
29	RTO	Wilton	4	0	31	35
30	DS, H.C. Radio Oper.	U.K.	0	0	12	12
31		Total	80	0	336	416
32	6th Traffic Reg Group (Hq)	Lille	1	0	7	8
33	OCOT	Paris	7	0	0	7
34	DS	U.K. Base	17	1	16	34
35	RTO	OBS	3	0	16	19
36	RTO	CBS	24	0	135	159
37	RTO	ADSOS	22	1	133	156
38		Total	74	2	307	383

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	7th Traffic Reg. Group (Hq)	London	1	0	6	7
2	RTO	London	6	0	34	40
3	RTO	Wilton	10	0	82	92
4	RTO	Luton Hoo	11	0	57	68
5	RTO	Chester	17	0	94	111
6	OCOT	London	16	0	27	43
7	OCOT	Paris	5	0	11	16
8		Total	66	0	311	377
9	8th Traffic Reg. Group (Hq)	Rennes	62	0	208	270
10	Det. A	Reims	5	0	50	55
11	Det. B	Namur	5	0	50	55
12		Total	72	0	308	380
13	9th Traffic Reg. Group (Hq)	Wepion	66	0	308	374
14	10th Traffic Reg. Group (Hq)		54	0	310	364
15	11th Traffic Reg. Group (Hq)	Paris	40	0	160	200
16	Det. A	Marseilles	0	0	37	37
17	Det. B	Reims	6	0	32	38
18	Det. C	Antwerp	6	0	35	41
19	Det.	London	6	0	2	8
20	Det. D	ADSOZ	7	0	26	33
21	Det. E	OS	6	0	24	30
22		Total	71	0	315	387
23	12th Traffic Reg. Group (Hq)	Lille	1	0	8	9
24	RTO	Paris	2	0	2	4
25	RTO	Lille	60	1	314	375
26		Total	63	1	324	388
27	13th Traffic Reg. Group (Hq)	Paris	67	0	304	371
28	14th Traffic Reg. Group (Hq)	Reims	45	0	185	230
29	Det. A	Wepion	17	0	126	143
30		Total	62	0	311	383
31	15th Traffic Reg. Group (Hq)	Marseilles	22	0	82	104
32	Det. A	Marseilles	25	0	152	177
33	Det. B	Antwerp	11	0	35	46
34	Det. C	Sarrebourg	14	0	104	118
35		Total	72	0	373	445
36	29th Traffic Reg. Group (Hq)	Paris	13	0	159	172
37	Att. Unassigned	Paris	0	0	23	23
38		Total	13	0	182	195

A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	24th Regulating Station	Nancy	36	0	173	209
2	25th Regulating Station	Spa	42	1	190	233
3	26th Regulating Station	Doddington	41	1	141	183
4	27th Regulating Station	Dijon	42	1	141	184
5	4th Fort (Hq)	Cherbourg	120	3	954	1077
6	5th Fort (Hq)	Antwerp	99	3	411	513
7	6th Fort (Hq)	Marseilles	97	5	460	562
8	7th Fort (Hq)	Glasgow	110	1	424	535
9	11th Fort (Hq)	Rouen	114	2	518	634
10	12th Fort (Hq)	Rouen	76	1	309	386
11	Det. M	Tourlaville	28	0	96	124
12		Total	104	1	405	510
13	13th Fort (Hq)	Antwerp	103	1	400	504
14	14th Fort (Hq)	Southampton	97	1	312	410
15	Det. I	Poole	3	0	10	13
16	Det. B	Plymouth	8	1	16	25
17	Det. C	Weymouth	4	0	45	49
18		Total	112	2	383	497
19	15th Fort (Hq)	Liverpool	100	1	392	493
20	Det. A	Hull	13	1	29	43
21		Total	113	2	421	536
22	16th Fort (Hq)	Le Havre	114	1	409	524
23	17th Fort (Hq)	Marshalling	111	4	383	498
24	51st Fort (Hq)	St. Donats	59	1	422	482
25	52nd Med. Fort	Morgan Castle	74	0	237	311
26	*362nd Fort Battalion	Le Havre	7	0	24	31
27	*580th Fort Co	Le Havre	4	0	213	217
28	*581st Fort Co	Le Havre	4	0	212	216
29	*583rd Fort Co	Le Havre	4	0	213	217
30	*584th Fort Co	Le Havre	4	0	214	218
31		Total	23	0	876	899
32	*365th Fort Battalion	Claes Farm, Glam	6	2	25	33

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	*366th Fort Battalion	Cardiff	6	2	25	33
2	*379th Fort Battalion	Marseilles	6	2	14	22
3	*175th Fort Co	Marseilles	4	0	207	211
4	*176th Fort Co	Marseilles	4	0	204	208
5	*177th Fort Co	Marseilles	3	0	208	211
6	*178th Fort Co	Marseilles	5	0	206	211
7	*559th Fort Co	Marseilles	5	0	211	216
8	*629th Fort Co	Marseilles	5	0	211	216
9		Total	32	2	1261	1295
10	*381st Fort Battalion	Marseilles	7	2	16	25
11	*192nd Fort Co	Marseilles	4	0	205	209
12	*193rd Fort Co	Marseilles	4	0	201	205
13	*212th Fort Co	Marseilles	4	0	205	209
14	*213th Fort Co	Marseilles	4	0	205	209
15		Total	23	2	832	857
16	382nd Fort Battalion	Marseilles	4	2	16	22
17	676th Fort Co	Marseilles	5	0	205	210
18	677th Fort Co	Marseilles	4	0	201	205
19	678th Fort Co	Marseilles	4	0	205	209
20	679th Fort Co	Marseilles	4	0	205	209
21		Total	21	2	632	655
22	*386th Fort Battalion	Rouen	3	2	26	36
23	*214th Fort Co	Rouen	6	0	209	215
24	*215th Fort Co	Rouen	6	0	211	217
25	*216th Fort Co	Rouen	6	0	210	216
26	*217th Fort Co	Rouen	7	0	208	215
27		Total	33	2	864	899
28	392nd Fort Battalion	Rouen	6	1	29	36
29	171st Fort Co	Rouen	4	0	212	216
30	172nd Fort Co	Rouen	5	0	213	218
31	155th Fort Co	Rouen	4	0	217	221
32	156th Fort Co	Rouen	4	0	216	220
33		Total	23	1	887	911
34	396th Fort Battalion	Marseilles	6	2	15	23
35	692nd Fort Co	Marseilles	4	0	221	225
36	693rd Fort Co	Marseilles	5	0	229	234
37	694th Fort Co	Marseilles	5	0	229	234
38	695th Fort Co	Marseilles	5	0	231	236
39		Total	25	2	925	952
40	*397th Fort Battalion	Marseilles	6	2	13	21
41	*562nd Fort Co	Marseilles	4	0	208	212
42	*563rd Fort Co	Marseilles	5	0	211	216
43	*564th Fort Co	Marseilles	5	0	211	216
44	*565th Fort Co	Marseilles	5	0	208	213
45	*640th Fort Co	Marseilles	5	0	211	216
46		Total	30	2	1062	1094

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	*398th Fort Battalion	Marseilles	7	2	23	32
2	*566th Fort Co	Marseilles	3	0	205	208
3	*567th Fort Co	Marseilles	5	0	203	208
4	*568th Fort Co	Marseilles	4	0	205	209
5	*569th Fort Co	Marseilles	5	0	200	205
6		Total	24	2	836	862
7	*483rd Fort Battalion	Cherbourg	5	2	26	33
8	*655th Fort Co	Cherbourg	5	0	211	216
9	*656th Fort Co	Cherbourg	6	0	212	218
10	*658th Fort Co	Cherbourg	5	0	212	217
11	*659th Fort Co	Cherbourg	6	0	215	221
12	*574th Fort Co	Cherbourg	5	0	208	213
13		Total	32	2	1084	1118
14	*484th Fort Battalion	Marseilles	5	2	15	22
15	*570th Fort Co	Marseilles	4	0	210	214
16	*571st Fort Co	Marseilles	5	0	211	216
17	*572nd Fort Co	Marseilles	4	0	210	214
18	*573rd Fort Co	Marseilles	4	0	210	214
19	Medical Det	Marseilles	2	0	7	9
20		Total	24	2	863	889
21	*485th Fort Battalion	Le Havre	4	1	15	20
22	*222nd Port Co	Le Havre	5	0	212	217
23	*223rd Fort Co	Le Havre	5	0	212	217
24	*224th Fort Co	Le Havre	5	0	212	217
25	*225th Fort Co	Le Havre	4	0	212	216
26	Medical Det.	Le Havre	2	0	9	11
27		Total	25	1	872	898
28	487th Fort Battalion	Antwerp	4	2	16	22
29	184th Fort Co	Liege	5	0	212	217
30	185th Fort Co	Antwerp	5	0	213	218
31	186th Fort Co	Antwerp	4	0	215	219
32	187th Fort Co	Antwerp	5	0	217	222
33	282nd Fort Co	Antwerp	5	0	213	218
34	283rd Fort Co	Antwerp	4	0	213	217
35	Medical Det.	Antwerp	2	0	9	11
36		Total	34	2	1308	1344
37	*490th Fort Battalion	Rouen	6	2	21	29
38	*226th Fort Co	Rouen	5	0	212	217
39	*227th Fort Co	Rouen	5	0	206	211
40	*228th Fort Co	Rouen	5	0	209	214
41	*229th Fort Co	Rouen	5	0	209	214
42		Total	26	2	857	885

	A	B		C	D	E	F
	UNIT	LOCATION		OFF	WO	EM	TOTAL
1	*494th Port Battalion	Le Havre		6	2	24	32
2	*238th Port Co	Le Havre		6	0	212	218
3	*239th Port Co	Le Havre		6	0	211	217
4	*240th Port Co	Le Havre		6	0	213	219
5	*241st Port Co	Le Havre		7	0	214	221
6			Total	31	2	874	907
7	*498th Port Battalion	Cherbourg		5	1	24	30
8	*254th Port Co	Cherbourg		5	0	212	217
9	*255th Port Co	Cherbourg		5	0	212	217
10	*256th Port Co	Cherbourg		5	0	215	220
11	*257th Port Co	Cherbourg		5	0	213	218
12	*645th Port Co	Cherbourg		5	0	204	209
13			Total	30	1	1080	1111
14	*499th Port Battalion	Cherbourg		7	2	24	33
15	*258th Port Co	Cherbourg		5	0	207	212
16	*259th Port Co	Cherbourg		5	0	209	214
17	*260th Port Co	Cherbourg		5	0	210	215
18	*261st Port Co	Cherbourg		5	0	209	214
19	*646th Port Co	Cherbourg		6	0	207	213
20	*647th Port Co	Cherbourg		6	0	209	215
21			Total	39	2	1275	1316
22	*500th Port Battalion	Cherbourg		8	2	24	34
23	*262nd Port Co	Cherbourg		4	0	210	214
24	*263rd Port Co	Cherbourg		5	0	213	218
25	*264th Port Co	Cherbourg		5	0	214	219
26	*265th Port Co	Cherbourg		5	0	214	219
27	*533rd Port Co	Cherbourg		6	0	212	218
28	*555th Port Co	Cherbourg		4	0	210	214
29			Total	37	2	1297	1336
30	*501st Port Battalion	Rouen		6	2	26	34
31	*434th Port Co	Rouen		4	0	212	216
32	*435th Port Co	Rouen		5	0	213	218
33	*436th Port Co	Rouen		4	0	214	218
34	*437th Port Co	Rouen		6	0	212	218
35	*628th Port Co	Rouen		5	0	213	218
36	*631st Port Co	Rouen		5	0	211	216
37			Total	35	2	1301	1338
38	*502nd Port Battalion	Le Havre		6	1	26	33
39	*270th Port Co	Le Havre		5	0	211	216
40	*271st Port Co	Le Havre		5	0	215	220
41	*272nd Port Co	Le Havre		6	0	215	221
42	*273rd Port Co	Le Havre		6	0	209	215
43			Total	28	1	876	905

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	*505th Port Battalion	Le Havre	7	2	31	40
2	*547th Port Co	Le Havre	5	0	210	215
3	*550th Port Co	Le Havre	6	0	214	220
4	*551st Port Co	Le Havre	5	0	211	216
5	*602nd Port Co	Le Havre	5	0	210	215
6	*649th Port Co	Le Havre	6	0	206	212
7		Total	34	2	1082	1118
8	507th Port Battalion	Marseilles	4	1	26	31
9	*542nd Port Co	Marseilles	5	0	202	207
10	*543rd Port Co	Marseilles	5	0	207	212
11	*544th Port Co	Marseilles	5	0	208	213
12	*545th Port Co	Marseilles	5	0	203	208
13	*546th Port Co	Marseilles	5	1	204	209
14		Total	29	1	1050	1080
15	*509th Port Battalion	Rouen	6	2	25	33
16	*306th Port Co	Rouen	5	0	215	220
17	*307th Port Co	Rouen	6	0	212	218
18	*308th Port Co	Rouen	5	0	215	220
19	*309th Port Co	Rouen	4	0	214	218
20	*531st Port Co	Rouen	4	0	214	218
21	*625th Port Co	Rouen	5	0	213	218
22		Total	35	2	1308	1345
23	*511th Port Battalion	Terre Rouge	4	2	15	21
24	*548th Port Co	Cherbourg	5	0	209	214
25	*549th Port Co	Terre Rouge	6	0	213	219
26	*557th Port Co	Cherbourg	6	0	210	216
27	*558th Port Co	Terre Rouge	4	0	209	213
28	*533rd Port Co	Cherbourg	4	0	208	212
29	*594th Port Co	Terre Rouge	5	0	210	215
30		Total	34	2	1274	1310
31	*512th Port Battalion	Le Havre	8	2	26	36
32	*319th Port Co	Le Havre	6	0	213	219
33	*556th Port Co	Le Havre	6	0	212	218
34	*560th Port Co	Le Havre	8	0	213	221
35	*561st Port Co	Le Havre	7	0	208	215
36		Total	35	2	872	909
37	*513th Port Battalion	Cherbourg	4	2	21	27
38	*322nd Port Co	Cherbourg	6	0	214	220
39	*323rd Port Co	Cherbourg	6	0	213	219
40	*324th Port Co	Cherbourg	6	0	212	218
41	*325th Port Co	Cherbourg	6	0	213	219
42	*600th Port Co	Rouen	6	0	217	223
43	*601st Port Co	Rouen	5	0	212	217
44		Total	39	2	1302	1343

	A	B		C	D	E	F
	UNIT	LOCATION		OFF	WO	EM	TOTAL
1	*514th Port Battalion	Granville		6	2	22	30
2	*526th Port Co	Granville		4	0	220	224
3	*527th Port Co	Granville		4	0	215	219
4	*528th Port Co	Granville		5	0	217	222
5	*529th Port Co	Granville		4	0	216	220
6	*630th Port Co	Granville		5	0	205	210
7			Total	28	2	1095	1125
8	*515th Port Battalion	Marseilles		6	2	22	30
9	*530th Port Co	Marseilles		5	0	215	220
10	*532nd Port Co	Marseilles		6	0	217	223
11	*586th Port Co	Marseilles		5	0	215	220
12	*587th Port Co	Marseilles		6	0	218	224
13			Total	28	2	887	917
14	*516th Port Battalion	Cherbourg		6	2	22	30
15	*534th Port Co	Cherbourg		5	0	212	217
16	*535th Port Co	Cherbourg		6	0	215	221
17	*536th Port Co	Cherbourg		6	0	216	222
18	*537th Port Co	Cherbourg		6	0	213	219
19			Total	29	2	878	909
20	517th Port Battalion	Antwerp		7	1	26	34
21	797th Port Co	Antwerp		6	0	220	226
22	798th Port Co	Antwerp		6	0	212	218
23	799th Port Co	Antwerp		6	0	212	218
24	800th Port Co	Antwerp		6	0	214	220
25	284th Port Co	Antwerp		6	0	215	221
26	285th Port Co	Antwerp		6	0	217	223
27			Total	43	1	1316	1360
28	518th Port Battalion	Cherbourg		7	2	26	35
29	298th Port Co	Cherbourg		5	0	209	214
30	299th Port Co	Cherbourg		6	0	213	219
31	300th Port Co	Cherbourg		5	0	217	222
32	301st Port Co	Cherbourg		6	0	221	227
33	278th Port Co	Cherbourg		5	0	215	220
34			Total	34	2	1101	1137
35	519th Port Battalion	Antwerp		7	2	25	34
36	302nd Port Co	Antwerp		5	0	213	218
37	303rd Port Co	Antwerp		4	0	214	218
38	304th Port Co	Antwerp		5	0	213	218
39	305th Port Co	Antwerp		4	0	212	216
40	280th Port Co	Antwerp		4	0	216	220
41	281st Port Co	Antwerp		6	0	212	218
42			Total	35	2	1305	1342

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	*520th Port Battalion	Le Havre	5	2	17	24
2	*577th Port Co	Le Havre	4	0	217	221
3	*624th Port Co	Le Havre	4	0	214	218
4	*627th Port Co	Le Havre	4	0	214	218
5	*626th Port Co	Le Havre	4	0	212	216
6		Total	21	2	874	897
7	*521st Port Battalion	Rouen	6	2	23	31
8	*582nd Port Co	Rouen	6	0	207	213
9	*585th Port Co	Rouen	6	0	211	217
10	*588th Port Co	Rouen	6	0	208	214
11	*589th Port Co	Rouen	6	0	208	214
12	*595th Port Co	Rouen	5	0	209	214
13	*597th Port Co	Rouen	6	0	210	216
14		Total	41	2	1276	1319
	UNASSIGNED PORT COMPANIES					
15	*575th Port Co	Cottingham	5	0	215	220
16	*596th Port Co	Glasgow	5	0	209	214
17	*598th Port Co	Cottingham	5	0	217	222
18	*599th Port Co	Maghull	5	0	213	218
19	*641st Port Co	Hull	6	0	211	217
20	*642nd Port Co	Cottingham	5	0	210	215
21	*643rd Port Co	Newport	5	0	214	219
22	*644th Port Co	Swansea	5	0	214	219
23	*648th Port Co	Avonmouth	5	0	203	208
24	174th Port Co	Le Havre	4	0	210	214
	OVERAGE PORT COMPANIES					
25	267th Port Co	Antwerp	4	0	213	217
26	268th Port Co	Antwerp	2	0	214	216
27	*320th Port Co	Southampton	4	0	218	222
28	*321st Port Co	Southampton	4	0	212	216
29	*433rd Port Co	Cardiff	5	0	213	218
30	*552nd Port Co	Southampton	6	0	210	216
31	*554th Port Co	Southampton	5	0	208	213
32	279th Port Co	Le Havre	5	0	213	218
33	328th Harbor Craft Co	Cherbourg	11	5	311	327
34	329th Harbor Craft Co	Liege				
35	Det A	Liege	9	4	247	260
36	Det B	Le Havre	2	0	12	14
37	Det C	Rouen	1	0	10	11
38		Total	1	0	10	11
			13	4	279	296
39	330th Harbor Craft Co	Petite Couronne	14	5	281	300
40	332nd Harbor Craft Co	Le Havre	8	11	197	216

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
	333rd Harbor Craft Co	Petite Couronne	8	11	203	222
2	334th Harbor Craft Co	Rouen	9	12	207	228
3	335th Harbor Craft Co	Cherbourg	8	9	208	225
4	336th Harbor Craft Co	Petite Couronne	8	19	199	226
5	337th Harbor Craft Co	Cherbourg	9	19	193	221
6	338th Harbor Craft Co	Rouen	8	18	187	213
7	339th Harbor Craft Co	Antwerp	44	17	286	347
8	340th Harbor Craft Co	Southampton	39	16	239	294
9	341st Harbor Craft Co	Plymouth	45	17	288	350
10	342nd Harbor Craft Co	Southampton	45	16	285	346
11	343rd Harbor Craft Co	Plymouth	46	13	278	337
12	344th Harbor Craft Co	Antwerp	44	14	275	333
13	345th Harbor Craft Co	Antwerp	45	14	275	334
14	351st Harbor Craft Co	Le Havre	44	15	272	331
15	352nd Harbor Craft Co	Antwerp	41	11	249	301
16	353rd Harbor Craft Co	Southampton	41	12	216	269
17	354th Harbor Craft Co	Southampton	41	12	218	271
18	355th Harbor Craft Co	Southampton	39	12	226	277
19	356th Harbor Craft Co	Southampton	39	12	183	234
20	357th Harbor Craft Co	Petite Couronne	39	12	222	273
21	358th Harbor Craft Co	Le Havre	35	11	209	255
22	360th Harbor Craft Co	Rouen	35	11	208	254
23	372nd Harbor Craft Co	Marseilles	9	0	220	229
24	101st Port Marine Maint. Co	Cherbourg	6	0	203	209
25	102nd Port Marine Maint. Co	Cherbourg	6	0	182	188

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	103rd Port Marine Maint Co	Le Havre	5	0	194	199
2	104th Port Marine Maint Co	Petite Couronne	5	0	178	183
3	105th Port Marine Maint Co	Antwerp	6	0	203	209
4	106th Port Marine Maint Co	Rouen	6	0	201	207
5	107th Port Marine Maint Co	Cherbourg	6	0	194	200
6	110th Port Marine Maint Co	Plymouth	6	0	199	205
7	2d Military Railway Ser	Paris	31	2	159	192
8	706th Railway Grand Div.	Nancy	25	0	59	84
9	707th Railway Grand Div.	Antwerp	33	0	59	92
10	708th Railway Grand Div	Liege	25	0	56	81
11	709th Railway Grand Div	Brussels	30	0	58	88
12	710th Railway Grand Div.	Paris	30	0	58	88
13	712th Railway Opn Bn	Verdun	26	1	798	825
14	716th Railway Opn Bn	Aulnoye	31	1	807	839
15	717th Railway Opn Bn	Burnham-on-Sea	27	1	742	770
16	718th Railway Opn Bn	Frouard	27	1	795	823
17	720th Railway Opn Bn	Caen	25	1	813	839
18	722nd Railway Opn Bn	Erquelines	26	1	790	817
19	723rd Railway Opn Bn	Dreux	30	1	811	842
20	724th Railway Opn Bn	Compiegne	31	1	801	833
21	728th Railway Opn Bn	Cherbourg	28	2	842	872
22	729th Railway Opn Bn	Antwerp	25	0	848	873
23	732nd Railway Opn Bn	Conflans	31	1	893	925
24	735rd Railway Opn Bn	Nancy	26	1	581	608
25	Co A	Chateau Salins	5	0	216	221
26		Total	31	1	797	829

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	734th Railway Opn Bn	Maastricht	28	1	797	826
2	735th Railway Opn Bn	Malines	31	1	898	930
3	740th Railway Opn Bn	Liege	28	1	860	889
4	741st Railway Opn Bn	Liege	28	1	792	821
5	743rd Railway Opn Bn	Antwerp	28	1	864	893
6	744th Railway Opn Bn	Charleroi	28	1	795	824
7	750th Railway Opn Bn	Blainville	16	1	439	456
8	Co A	Heming	6	0	218	224
9	Co B	Marseilles	6	0	140	146
10		Total	28	1	797	826
11	755th Railway Opn Bn	Namur	19	2	418	439
12	Det B	Herbestal	2	0	86	88
13	Co C	Loucin	4	0	99	103
14		Total	25	2	603	630
15	756th Railway Opn Bn	Marseilles	25	2	639	666
16	757th Railway Opn Bn	Cherbourg	25	2	609	636
17	763rd Railway Opn Bn	Malines	21	1	619	641
18	764th Railway Opn Bn	Paris	23	2	601	626
19	126th Railway Workshop	London	1	0	29	30
20	127th Railway Workshop	Cherbourg	1	0	29	30
21	128th Railway Workshop	Lison	1	0	27	28
22	129th Railway Workshop	Cherbourg	1	0	29	30
23	130th Railway Workshop	Cherbourg	1	0	30	31
24	117th Hospital Train Maint. Sect.	Paris	0	0	12	12
25	118th Hospital Train Maint. Sect.	Cherbourg	0	0	12	12
26	119th Hospital Train Maint. Sect.	Cherbourg	0	0	12	12
27	120th Hospital Train Maint. Sect.	Cherbourg	0	0	9	9
28	121st Hospital Train Maint. Sect.	Paris	0	0	9	9

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	138th Hospital Train Maint. Sect	Verviers	1	0	26	27
2	139th Hospital Train Maint Sect	Cherbourg	1	0	39	40
3	140th Hosptial Train Maint Sect	Cherbourg	1	0	39	40
4	141st Hospital Train Maint. Sect	Liege	1	0	27	28
5	142nd Hosptial Train Maint. Sect	Nancy	1	0	27	28
6	700th Base Depot Co	Cherbourg	3	0	114	117
7	701st Base Depot Co	Liege	5	0	115	120
8	702nd Base Depot Co	Burton-on-Trent	3	0	48	51
9	Det A	Honeybourne	1	0	18	19
10	Det B	Sudbury	1	0	32	33
11		Total	5	0	98	103
12	703rd Base Depot Co	Marseilles	4	0	71	75
13	Det A	Lyon	1	0	40	41
14		Total	5	0	111	116
15	704th Base Depot Co	Dricquebec	5	0	110	115
16	705th Base Depot Co	Dricquebec	4	0	109	113
17	706th Base Depot Co	Paris	4	0	110	114
18	807th Base Depot Co	Marseilles	5	0	111	116
19	458rd Amphibious Truck Co	Toul Maidieres	6	0	184	190
20	458th Amphibious Truck Co	Le Havre	6	0	183	189
21	459th Amphibious Truck Co	Visc	5	0	174	179
22	460th Amphibious Truck Co	Andenne	6	0	194	200
23	461st Amphibious Truck Co	Rigny	5	0	197	202
24	462nd Amphibious Truck Co	Southampton	6	0	199	205
25	465rd Amphibious Truck Co	Le Havre	7	0	173	180
26	*467th Amphibious Truck Co	Le Havre	5	0	166	171
27	*468th Amphibious Truck Co	Le Havre	6	0	174	180
28	*469th Amphibious Truck Co	Le Havre	6	0	171	177

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	*470th Amphibious Truck Co	Le Havre	6	0	173	179
2	478th Amphibious Truck Co	Southampton	6	0	178	184
3	479th Amphibious Truck Co	Southampton	6	0	195	201
4	*815th Amphibious Truck Co	Le Havre	5	0	173	178
5	*816th Amphibious Truck Co	Le Havre	5	0	170	175
6	*817th Amphibious Truck Co	Le Havre	5	0	175	180
7	*818th Amphibious Truck Co	Le Havre	5	0	172	177
8	*819th Amphibious Truck Co	Le Havre	6	0	174	180
9	*821st Amphibious Truck Co	Cherbourg	6	0	174	180
10	*822nd Amphibious Truck Co	Cherbourg	6	0	173	179
11	*27th QM Group	Chateau Elbuef	7	0	22	29
12	*28th QM Group	Marseilles	9	0	20	29
13	*46th QM Group	Dijon	10	0	21	31
14	467th QM Group	Verdun	8	1	22	31
15	*469th QM Group	Marseilles	10	0	22	32
16	*470th QM Group	Liege	12	0	20	32
17	*474th QM Group	Cherbourg	10	0	20	30
18	*512th QM Group	Reims	9	0	20	29
19	513th QM Group	Tirlemont	10	0	37	47
20	*520th QM Group	Balbec	10	0	23	33
21	8th QM Battalion	Ste Menehould	4	2	21	27
22	*28th QM Battalion	Marseilles	8	0	21	29
23	*58th QM Battalion	Fos	4	2	19	25
24	77th QM Battalion	Salon	4	2	21	27
25	*68th QM Battalion	Marseilles	4	2	20	26

A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	86th QM Battalion	Sahurs	4	2	21	27
2	*89th QM Battalion	Le Fere	4	1	21	26
3	*103rd QM Battalion	Beaufays	4	2	22	28
4	*104th QM Battalion	Tancarville	4	2	20	26
5	151st QM Battalion	Cherbourg	5	2	21	28
6	152nd QM Battalion	Antwerp	4	2	21	27
7	*157th QM Battalion	Namur	4	2	21	27
8	165th QM Battalion	Marseilles	4	2	21	27
9	166rd QM Battalion	Verdun	4	2	23	29
10	*171st QM Battalion	St. Mihiel	3	2	21	26
11	*174th QM Battalion	La Haue	6	2	22	30
12	175th QM Battalion	Tirlemont	4	2	20	26
13	*180th QM Battalion	Luneville	4	2	22	28
14	*181st QM Battalion	St. Etienne	4	2	21	27
15	196th QM Battalion	Rennes	5	1	21	27
16	197th QM Battalion	Marseilles	4	2	19	25
17	*238th QM Battalion	Fontaine	5	2	22	29
18	*259th QM Battalion	Grainville	4	2	22	28
19	466th QM Battalion	North Bourne	4	2	21	27
20	467th QM Battalion	Licryille	5	2	24	31
21	*470th QM Battalion	Liege	4	2	22	28
22	476th QM Battalion	Soissons	7	2	24	33
23	513th QM Battalion	St. Pierre Eglise	4	2	21	27
24	*519th QM Battalion	Vaugrigneuse	7	1	22	30
25	*520th QM Battalion	Coutances	5	1	21	27

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	133rd QM Truck Co	St. Vaast	6	0	144	150
2	134th QM Truck Co	Lierville	6	0	150	156
3	141st QM Truck Co	Tirlemont	5	0	151	156
4	146th QM Truck Co	St. Etienne	5	0	149	154
5	147th QM Truck Co	Jonchery	3	0	150	156
6	168th QM Truck Co	St. Truiden	6	0	148	154
7	378th QM Truck Co	Lierville	6	0	150	156
8	*380th QM Truck Co	Frileuse	5	0	145	149
9	*381st QM Truck Co	Les Mesneux	6	0	140	146
10	*399th QM Truck Co	La Hallistiere	5	0	152	157
11	*400th QM Truck Co	St. Etienne	5	0	142	147
12	*401st QM Truck Co	Luneville	5	0	143	148
13	*751st QM Truck Co	Le Feuille	4	0	148	152
14	3342nd QM Truck Co	St. Memchould	5	0	145	150
15	3343rd QM Truck Co	Lierville	5	0	140	145
16	*3383rd QM Truck Co	Reville	6	0	136	142
17	*3384th QM Truck Co	Dannceux	5	0	150	155
18	*3393rd QM Truck Co	Beaufays	5	0	150	155
19	*3394th QM Truck Co	Lyon La Foret	5	0	146	151
20	*3395th QM Truck Co	St. Andre	5	0	145	150
21	*3396th QM Truck Co	Schurs	5	0	147	152
22	*3397th QM Truck Co	St. Etienne	5	0	150	155
23	*3398th QM Truck Co	St. Denis	6	0	147	153
24	*3400th QM Truck Co	Rennes	6	0	141	147
25	*3408th QM Truck Co	Beaufays	5	0	146	151
26	*3409th QM Truck Co	Rennes	6	0	144	150
27	*3412th QM Truck Co	Forges Les Eaux	5	0	137	142
28	*3413th QM Truck Co	Le Mans	5	0	138	143
29	*3417th QM Truck Co	Poyne-Mousay	5	0	143	148
30	*3418th QM Truck Co	Bergilers	5	0	141	146
31	*3419th QM Truck Co	Margival	5	0	140	145
32	*3420th QM Truck Co	Beaufays	5	0	148	153
33	*3433rd QM Truck Co	Gainneville	5	0	148	153
34	*3453rd QM Truck Co	Spincourt	5	0	147	152
35	*3478th QM Truck Co	Epinal	5	0	128	133
36	*3512Th QM Truck Co	Luneville	5	0	146	151
37	*3543rd QM Truck Co	Le Catillon	5	0	149	154
38	*3544th QM Truck Co	Namur	5	0	138	143
39	*3549th QM Truck Co	Angers Villiers	5	0	141	146
40	*3552nd QM Truck Co	Beaufays	5	0	152	157
41	3573rd QM Truck Co	Tirlemont	5	0	154	159
42	3574th QM Truck Co	Lierville	5	0	140	145
43	3575th QM Truck Co	Cherbourg	5	0	150	155
44	3576th QM Truck Co	Tirlemont	5	0	147	152
45	3579th QM Truck Co	Verdun	5	0	146	151
46	3580th QM Truck Co	St. Etienne	5	0	148	153
47	3582nd QM Truck Co	Dureux	5	0	150	155
48	3583rd QM Truck Co	Antwerp	5	0	148	153

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	3604th QM Truck Co	Lierville	5	0	140	145
2	3593rd QM Truck Co	Nord De Guerre	5	0	144	149
3	3594th QM Truck Co	Andonne	5	0	151	156
4	3595th QM Truck Co	Cherbourg	4	0	147	151
5	3596th QM Truck Co	Antwerp	5	0	150	155
6	3601st QM Truck Co	Antwerp	5	0	106	111
7	3602nd QM Truck Co	St. Truiden	5	0	148	153
8	3603rd QM Truck Co	St. Mihiel	5	0	152	157
9	3609th QM Truck Co	Tirlemont	5	0	147	152
10	3610th QM Truck Co	Antwerp	5	0	150	155
11	3611th QM Truck Co	Antwerp	5	0	150	155
12	3612th QM Truck Co	Le Havre	5	0	108	113
13	3613th QM Truck Co	St. Etienne	5	0	152	157
14	3614th QM Truck Co	Tirlemont	5	0	150	155
15	3617th QM Truck Co	Tirlemont	5	0	147	152
16	3618th QM Truck Co	St. Marie du Mont	5	0	167	172
17	3621st QM Truck Co	Tirlemont	5	0	151	156
18	3622nd QM Truck Co	Lierville	5	0	140	145
19	3623rd QM Truck Co	Lierville	5	0	140	145
20	3625th QM Truck Co	Reims	5	0	147	152
21	3626th QM Truck Co	Paris	6	0	139	145
22	3627th QM Truck Co	St. Etienne	5	0	147	152
23	3628th QM Truck Co	Waly	5	0	156	161
24	3629th QM Truck Co	Cherbourg	5	0	149	154
25	3630th QM Truck Co	St. Trond	5	0	149	154
26	3631st QM Truck Co	Rouen	5	0	148	153
27	3632nd QM Truck Co	Toul	5	0	150	155
28	*3681st QM Truck Co	Namur	5	0	151	156
29	*3682nd QM Truck Co	Couvrelles	6	0	141	147
30	*3683rd QM Truck Co	Verdun	4	0	141	145
31	*3684th QM Truck Co	Bierset	5	0	136	141
32	*3689th QM Truck Co	Le Havre	4	0	145	149
33	*3690th QM Truck Co	Donville	5	0	148	153
34	*3691st QM Truck Co	Le Havre	5	0	148	153
35	*3692nd QM Truck Co	St. Marie Du Mont	5	0	158	163
36	*3861st QM Truck Co	Beaufays	5	0	149	154
37	*3862nd QM Truck Co	Chartres	5	0	141	146
38	*3863rd QM Truck Co	Hau Gros	5	0	143	148
39	*3864th QM Truck Co	Fontaine	5	0	140	145
40	*3865th QM Truck Co	Hemixem	5	0	138	143
41	*3866th QM Truck Co	Beaufays	5	0	151	156
42	*3867th QM Truck Co	Le Havre	5	0	150	155
43	*3868th QM Truck Co	St. Etienne	6	0	148	154
44	*3869th QM Truck Co	Omaha Beach	5	0	145	148
45	*3870th QM Truck Co	St. Martin	7	0	140	147
46	*3871st QM Truck Co	Boreville	5	0	148	153
47	*3872nd QM Truck Co	Le Havre	5	0	151	156
48	3881st QM Truck Co	Cherbourg	5	0	152	157

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	3902nd QM Truck Co	Moutlhery	5	0	154	159
2	3903rd QM Truck Co	Antwerp	5	0	149	154
3	3904th QM Truck Co	Liege	5	0	152	157
4	3905th QM Truck Co	Le Havre	5	0	145	150
5	3906th QM Truck Co	Verdun	5	0	151	156
6	3907th QM Truck Co	St. Menehould	5	0	150	155
7	3908th QM Truck Co	Le Havre	5	0	149	154
8	3909th QM Truck Co	Metz	4	0	158	162
9	3910th QM Truck Co	Le Mans	6	0	157	163
10	*3901st QM Truck Co	Namur	5	0	146	151
11	*3902nd QM Truck Co	Le Mans	5	0	137	142
12	*3903rd QM Truck Co	Beaufays	5	0	141	146
13	*3904th QM Truck Co	Charleval	5	0	150	155
14	*3981st QM Truck Co	Rochefort	5	0	140	145
15	*3982nd QM Truck Co	Fontaine	5	0	147	152
16	*3983rd QM Truck Co	Deuligny	5	0	153	158
17	*3984th QM Truck Co	St. Sulpice de Faviere	6	0	142	148
18	*3985th QM Truck Co	Le Havre	5	0	144	149
19	*3986th QM Truck Co	Fontaine	5	0	147	152
20	*3987th QM Truck Co	Epinal	5	0	148	153
21	*3988th QM Truck Co	Vascosuil	5	0	150	155
22	*3989th QM Truck Co	Fontaine	5	0	150	155
23	*3990th QM Truck Co	Anger Villiers	5	0	141	146
24	*3990th QM Truck Co	Anger Villiers	5	0	141	146
25	*3991st QM Truck Co	Crouy	4	0	139	143
26	*3992nd QM Truck Co	Rouen	5	0	147	152
27	*4001st QM Truck Co	Le Havre	4	0	150	154
28	*4002nd QM Truck Co	Le GD. Chemin	5	0	143	148
29	*4003rd QM Truck Co	St. Maurice	5	0	146	151
30	*4004th QM Truck Co	Fontaine	5	0	144	149
31	*4005th QM Truck Co	Morlaix	6	0	137	143
32	*4006th QM Truck Co	Ft. Douaumont	5	0	143	148
33	*4007th QM Truck Co	Hannut	5	0	145	150
34	*4008th QM Truck Co	Liege	5	0	147	152
35	*4009th QM Truck Co	Paris	5	0	153	158
36	*4010th QM Truck Co	Menesqueville	5	0	151	156
37	*4011th QM Truck Co	Courbevoie	5	0	149	154
38	*4012th QM Truck Co	Rennes	5	0	131	136
39	*4251st QM Truck Co	Margival	5	0	141	146
40	*4252nd QM Truck Co	Le Havre	6	0	153	159
41	*4253rd QM Truck Co	Gainneville	6	0	149	155
42	*4254th QM Truck Co	Isigny	5	0	149	154
43	*4255th QM Truck Co	Crouy	5	0	142	147
44	*4256th QM Truck Co	Antwerp	5	0	150	155
45	*4257th QM Truck Co.	Hochaarden	5	0	149	154
46	*4258th QM Truck Co	Tirlemont	5	0	147	152
47	*4259th QM Truck Co	Tirlemont	5	0	149	154
48	*4260th QM Truck Co	Tirlemont	5	0	149	154
49	*4261st QM Truck Co	Antwerp	5	0	149	154

	A	B	C	D	E	F
	UNIT	LOCATION	OFF	WO	EM	TOTAL
1	%1262nd QM Truck Co	Antwerp	5	0	155	160
2	%4263rd QM Truck Co	St. Menehould	5	0	154	159
3	%4264th QM Truck Co	St. Menehould	5	0	147	152
4	%4265th QM Truck Co	St. Mihiel	5	0	151	156
5	%4266th QM Truck Co	Antwerp	5	0	156	161
6	%4267th QM Truck Co	Ardenne	8	0	154	162
7	%4268th QM Truck Co	Soissons	5	0	153	158
8	%4269th QM Truck Co	Monfy	5	0	149	154
9	*4270th QM Truck Co	Epinal	6	0	147	153
10	*4271st QM Truck Co	Blainville	6	0	151	157
11	*641st QM Truck Co	Malines	5	0	146	151
12	*643rd QM Truck Co	Namur	5	0	140	145
13	*644th QM Truck Co	Dras	5	0	150	155
14	*645th QM Truck Co	Le Heron	5	0	142	147
15	*660th QM Truck Co	Le Havre	5	0	146	151
16	*661st QM Truck Co	Luneville	5	0	137	142
17	122nd QM Truck Co(1 Pl)	London	2	0	53	55
18	*523th QM Car Co	Namur	6	0	118	124
19	*3410th QM Truck Co	Dijon	5	0	104	109
20	*3421st QM Truck Co	Luneville	5	0	102	107
21	*3423rd QM Truck Co	Luneville	5	0	103	108
22	*3424th QM Truck Co	Dijon	5	0	104	109
23	*3425th QM Truck Co	Port de Brouc	5	0	127	132
24	*3427th QM Truck Co	Fos	4	0	109	113
25	*3428th QM Truck Co	Fos	5	0	105	110
26	*3485th QM Truck Co	Marseilles	5	0	134	139
27	*3486th QM Truck Co	Marseilles	5	0	133	138
28	*3487th QM Truck Co	Marseilles	5	0	136	141
29	*3488th QM Truck Co	Marseilles	5	0	136	141
30	*3500th QM Truck Co	Miramas	5	0	105	110
31	*3514th QM Truck Co	Sarrebourg	5	0	106	111
32	*3518th QM Truck Co	Miramas	4	0	103	107
33	*3519th QM Truck Co	Fos	5	0	102	107
34	*3534th QM Truck Co	Marseilles	5	0	105	110
35	*3535th QM Truck Co	Miramas	5	0	103	108
36	3535rd QM Truck Co	Marseilles	5	0	148	153
37	3634th QM Truck Co	Marseilles	5	0	149	154
38	*3676th QM Truck Co	Marseilles	5	0	110	115
39	*3677th QM Truck Co	Marseilles	5	0	110	115
40	*3678th QM Truck Co	Marseilles	5	0	105	110
41	*3679th QM Truck Co	Marseilles	5	0	106	111
42	*3558th QM Truck Co	Miramas	5	0	103	108
43	*3520th QM Truck Co	Miramas	5	0	105	110
44	*3515th QM Truck Co	Marseilles	5	0	104	109
45	*3559th QM Truck Co	Marseilles	5	0	103	108
46	*3480th QM Truck Co	Cabris	5	0	102	107
47	*3517th QM Truck Co	Marseilles	5	0	105	110
48	*3495th QM Truck Co	Marseilles	5	0	105	110
49	*3657th QM Truck Co	Marseilles	5	0	101	106
		GRAND TOTAL:	6705	513	110429	117646

* Denotes colored troops

% Activated as colored , present personnel white.

CHAPTER II

OFFICE OF THE CHIEF OF TRANSPORTATION

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CHAPTER II

OFFICE OF THE CHIEF OF TRANSPORTATION

This Chapter outlines briefly the activities of the various Divisions within the headquarters of the Office of the Chief of Transportation, in the European Theater of Operations, during the last quarter of the year 1944, under the active control of their respective Division Chiefs. An adequate discussion of the numerous and varied duties and the tremendous responsibilities placed on these leaders in this large organization cannot be given within the confines of a volume of this type. However, as in the case of all leaders, their intelligent and conscientious work is reflected in the results and accomplishments attained in plans and operations as a whole. In some measure, the reports and narratives which constitute this volume serve this purpose.

The last section of this Chapter is on "Personalities within the Office of the Chief of Transportation in the European Theater of Operations", in which a few biographical notes are given on the Chief of Transportation, his Deputy, and officers who occupied Division Chief positions in the Office of the Chief of Transportation in the ETO at the end of the year 1944.

In general, the organization of the Office of the Chief of Transportation (OCOT), European Theater of Operations (ETO), under Major General FRANK S. ROSS, remained practically the same during the period October through December 1944, except for the establishment of the Inland Waterways Division, OCOT, which had previously been a part of the Marine Operations Division, OCOT. During this period Headquarters, OCOT remained in Paris at 52 Champs Elysees, to which location movement had been made between 29 August and 10 September 1944. As of 10 December 1944, the organization of the Office of the Chief of Transportation, European Theater of Operations, was as follows:

Chief of Transportation: Major General FRANK S. ROSS
Administrative Assistant: Captain JOHN G. BOHORFOUSH
Deputy Chief of Transportation (UK Base): Colonel D. S. McCONNAUGHY
Deputy Chief of Transportation: Colonel DAVID F. TRAUB
Executive: Colonel SAMUEL A. DECKER

Headquarters Divisions and Branches:
Chief, Control & Planning: Colonel HUGH A. MURRILL
Executive: Major HERBERT H. HEUMANN
Branches:
Planning: Lt. Colonel GORDON M. OLSEN
Statistics: Lt. Colonel MILAN N. DRAKE
Control: Major HERBERT H. HEUMANN
Drafting: 1st Lt. GEORGE T. PECK
Intelligence: 1st Lt. JOHN D. COONEY
Asst. Chief of Transportation, Administration: Colonel SAMUEL A. DECKER
Executive: Major HERBERT M. ARONSON
Branches:
Personnel: Major EARL E. WARD
Miscellaneous: Major ELI SMITH
Training: Major LENWARD J. BOLTON

Message Center & Records: 1st Lt. BRUCE W. ROBERSON
Troops: 1st Lt. J. C. JORDY

Asst. Chief of Transportation, Supply: Colonel MAURICE G. JEWETT
Deputy, Asst. Chief of Transportation: Lt. Colonel JOHN J. FITZPATRICK
Executive: Major HAROLD M. GREY
Branches:
Stock Control: Lt. Colonel JOHN J. FITZPATRICK
Planning & Requirements: Major GEORGE J. PEDNEAULT
Receiving & Distribution: Major GEORGE J. PEDNEAULT
Administration: Captain ARTHUR C. JORDAN

Asst. Chief of Transportation, Movements. Lt. Colonel HAROLD L. MACK
Executive: Major JOHN F. SEIBERLING, Jr.
Branches:
Freight: Lt. Colonel E. H. BOYKIN
Passenger: Lt. Colonel EDWARD J. FINNEGAN
Packing & Marking: Lt. Colonel HERBERT L. PHYFE
Motor Troop Movement: Major PAUL A. LUDOLPH
Motor Freight Movement: Captain OSWILL M. CUMMINGS, Jr.

Asst. Chief of Transportation, 2nd Military Railway Service: Brigadier General CLARENCE L. BURPEE (General Manager)
Executive: Colonel EVERETTE H. QUALLS
Asst. General Manager, Equipment: Colonel FAY L. KING
Asst. General Manager, Stores: Colonel SIDNEY H. BINGHAM
Asst. General Manager, Transportation: Lt. Colonel GEORGE J. MULLICK
Asst. General Manager, Engineering: Colonel WILLIAM J. ELLIS
Administration: Captain NEAL T. DeLONG
Company Headquarters: Captain CURTIN D. BUFORD

Asst. Chief of Transportation, Marine Operations: Brigadier General JOHN M. FRANKLIN
Deputy Asst. Chief of Transportation: Colonel GEOFFREY BARTLETT
Executive: Lt. Colonel JOHN M. GAFFNEY
Asst. Executive: Major WILLIAM R. STRONG
Branches:
Requirements & Allocation: Lt. Colonel SYDNEY F. HYDE
Craft Waterways & Repair: Lt. Colonel WILLIAM F. SCHULTZ, Jr.
Marine Intelligence & Diversion: Major WILLIAM L. SCHULTZ
Ports & Water: Major JOHN E. CAIN

Asst. Chief of Transportation, Inland Waterways: Colonel NORMAN A. RYAN
Branches:
Requirements: Major WAYNE SMITH
Operations: Captain M. T. RICHARDSON
French Barge Control: Captain N. MAYER (French Army)
Belgium Branch: Major FRANCIS R. BOYD

Asst. Chief of Transportation, Motor Transport Service: Colonel ROSS B. WARREN
Asst. Deputy Chief, Motor Transport Service: Major CARL A. VALENTINE
Branches:
Equipment: Lt. Colonel LYNELL F. GORDON
Staff: Major HORACE LEHNEIS
Operations: Captain FRANCIS J. BRUDER
Status: Captain W. A. BAUER
Executive: Captain NEIL P. STEWART

The Chief of Transportation

During the last three months of the year 1944, the activities of the Chief of Transportation in connection with his various responsibilities within the ETO confined him, for the most part, within the city of Paris. Many problems arose in the first part of this period due to the extremely long Lines of Communications for the American Armies which developed within a short period of time because of rapid changes in the tactical situation. During this period, the major ports of Le Havre, Rouen, and Antwerp were opened in Channel Base Section for the unloading and movement of supplies inland over new Lines of Communication that required development. At these ports, many new and unexpected problems arose and the coordination between the discharge of ships and movement by rail, truck, inland waterway, or combinations of these transportation facilities, became greater than ever before. The barge and inland waterway situation entered the period as an entirely new undertaking and its importance increased as more miles of canals were opened for traffic.

After the opening of the ports in Channel Base Section, General ROSS made several trips to these Transportation Corps installations for personal study and evaluation of the problems involved. During these visits, the major difficulties at these newly opened ports were brought to his attention and among the ensuing results were new ideas on how the Headquarters at Paris could be of greater assistance to Transportation Corps operations in the field. It was during this period that the amount of cargo moved by rail reached its highest level, and efforts were being made from all possible angles to improve the situation so that a greater amount of tonnage could be cleared from the ports, and the movement to forward destinations could be completed.

In December, Major General CHARLES P. GROSS, Chief of Transportation, Washington, D.C., visited the Continent and General ROSS was in position to show him the accomplishments of the Transportation Corps in France and Belgium as well as to acquaint him with forseen problems to be overcome during the coming months.

Control & Planning Division

During this period the ground work was laid for the overall Supply Movements Program, a major accomplishment, putting on a business basis the vast, and in time of war, chaotic, flow of goods necessary to sustain a modern army in offensive operations. The immense variety of supplies, differed in weight and size from locomotives to nurses' hair pins, in character from bulk gasoline to frozen beeves. Some goods might require only a short truck haul to a point of consumption at the port received, but the major portion of the whole had to be moved far inland, sometimes, as in the case of goods received at Cherbourg for delivery to Toul, as far as 627 miles (1).

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(1) Interview with Colonel MURRILL, Chief, Control & Planning Division, OCOT, 27 January 1945; and Informal Routing Slip, Hdqs, Communications Zone (FWD) ETOUSA, OCOT, Chief Control & Planning Division, to Major General FRANK S. ROSS, C.O.T., Subject: Marseilles — Toulon — Bordeaux, 25 August 1944.

Under the early emergency situation at the beaches, the daily discharge from ships was at one time only 296 tons per ship per day (3). Limited railway availibility and extraordinary operating conditions in Normandy, plus the conditions imposed by the break-through at St. Lo, all created a series of emergency movements. Special considerations arose so often that a general plan could not exist, but catch-as-catch-can planning had soon to be replaced by more careful overall plans. Back-hauling, with its subsequent waste of equipment and energy had made its appearance markedly with the first uses of Antwerp, and immediate expediency methods were responsible for congestion at ports and depots, accompanied by failure to move required tonnage (2).

This same period brought more stabilized conditions in the rear areas, a more adequate rail net, and the prospects of using inland navigation on an appropriate scale. These factors, coupled with the development of an orderly depot system, forward, and equipped with facilities as contrasted to the Normandy dumps, were all conducive to more normal operating methods, well planned ahead of time and carefully controlled to maintain top efficiency.

This need for an overall plan on one part, and the facilities for meeting one on the other were the green light for the Control & Planning Division. The reasoning behind the move was plain from remarks made by the Division Chief, Colonel HUGH A. MURRILL, to the Base Section Officers who were charged with execution. The Colonel maintained it was better to set everything up, then make a few adjustments as necessary, than to operate chaotically on a system of constant adjustments to requirements as they actually made their appearance (3).

One "must" of a Movement Program was the scheduling of details. If certain tonnages were to be programmed for rail movement of Class IV Engineer Supplies from Cherbourg to Depot E-509 at Le Mans, a regular train service would have to be established between those points, the cars ordered to make up this train, and these cars spotted and loaded at the time and place the ships were ready to discharge. Regular schedules would mean that every one concerned, that is, the dock personnel, the loading personnel of the services, the truck dispatchers, and the Military Railway Service would know what they had to work with and when, and become accustomed to a regular routine.

The discoveries made at Cherbourg in late September actually applied everywhere. Trucks were being wasted because loading points were irregular and not adequately supervised. Demands for trucks and rail wagons fluctuated so that agents were never sure, on the one hand, how many they should furnish, and, on the other, how many they would get (4).

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(2) Ltr. Hdqs. Com Z, ETO, USA, OCOT, to A.C. of S. G-4, Subj: Port and Shipping Program, 8 December 1944.

(3) Remarks by Chief, Planning & Control Division, OCOT, at Conference with Field Agents, OCOT, 29 January 1945.

(4) Ltr. Hdqs, Com Z, ETOUSA, OCOT, Control & Planning Division, To COT. Sub: Report on Rail Capacity from Normandy Base Section, 14 September 1944.

A detailed schedule for 20 daily trains, with the necessary accompanying details of spotting and loading and supervision of same, had commenced the 19th September. It was augmented to 30 trains by the 1st October. The following comparison of priority tons shipped is indicative of the change accomplished:

15 September 1944 - 5,493	Tons	3 October 1944 - 11,537	Tons
19 September 1944 - 3,351	"	4 October 1944 - 10,989	" (5)
20 September 1944 - 7,367	"		

The careful selection of loading points and the well-made forms and reports to set up control, had, with the effort and fine cooperation of the men in the field, paid dividends. Movements Division's men shared credit with Control & Planning for some detailed work on the project. In the month following this period's close, Colonel MURRILL was referring the officers of those ports and sections who had not yet instituted daily scheduling, to Major TROLLINGER of that Division for his experience in Normandy. Impressing upon them the value of previous experience, the Colonel said: "When something works, get hold of whoever made it work, and find out how he did so" (6).

In October, it was natural, then, that scheduling should be extended further to include Brittany points of cargo origin. By the 12th, an additional 24 trains were envisioned to run, some from Morlaix and Dol, via Rennes and Le Mans to Chartres. Considering the 30 daily trains from Normandy points feeding into Lison for movement East via Mexidon and Dreux, the new schedules covered 54 400-ton, priority-tonnage trains.

Some of the problems involved in the planning necessary for such a system are indicated here, but they only scratch the surface of the amount of work involved. To implement the arrangements, detailed coordination between Transportation Officers of Normandy and Brittany Base Sections, and with the French Railway authorities, had to be effected. A group of OCOT officers were sent to Cherbourg and Rennes to place and instruct new personnel, and another group to make a survey of the necessary motor transport to serve loading points (7).

Operating complications to be considered in the plan included the fact that Marshalling Yards were not yet completed at Courville and Sottevast (8).

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(5) Table: Normandy Base Rail Shipments, as reported by Transportation Section Normandy Base Section, prepared by Statistics Branch, Control and Planning Division, OCOT, 5 February 1945.

(6) See Ref. (3) above.

(7) Ltr. Hdqs. Com Z, ETOUSA, OCOT, Control & Planning Division, to COT, Subj: Necessary Implementation of 24 Train Program, Dol-Rennes-Chartres, 12 October 1944.

(8) Ltr. Hdqs. Com Z, ETOUSA, OCOT, Control & Planning Division of Chief Engineer, Normandy Base Section, Subj: Increased Outloading Program for Normandy Base Section, 12 October 1944.

Six trains were planned from Morlaix, via Rennes, to Le Mans. If it should prove desirable to run these on, via Chartres, to the capitol, it would be necessary to divert or take off 6 Normandy-loaded freights, since the 2nd MRS had declared a 24-train daily limit on the Le Mans-Paris line. Furthermore, there would be need for some other juggling, as coal, troop, and hospital trains had to be worked in outside of schedules. They were too varied in occurrance to be properly subject to detailed scheduling (9).

New schedules began the 15th October. The tonnage effects of all this are indicated by representative figures compiled from Normandy and Brittany Base Rail Shipments, as reported by Transportation Sections concerned, 5 February, 1945:

	Brittany	Normandy & Brittany
14 October 1944	2,941 tons	11,692
15 Ocotber 1944	2,965 "	17,920
20 October 1944	4,248 "	19,065

All through the problem of supply movements, one was confronted with the all-important question of division of responsibility. Staff procedure gave the COT technical control of all movement from ships to railheads and Army dumps, yet practice had been such as to extend the command functions of the AC of S, G-4 to the point where they effected or controlled transport activities to a marked degree. The prime requisite of an overall program was first, a proper delineation between the activities of G-4 and the Supply Services on the one hand the Transportation Corps on the other. During this period a frequent exchange of ideas on the subject accomplished, with the cooperation and understanding of the G-4 Section and the various Services, a very satisfactory and mutually advantageous organization of duties (10).

The crux of the matter lay in the allocation of ships to ports. This was not under the control of the COT, with the corrollary that port discharge, clearance, movements to depots and forward, which were all effected, were also to a certain extent out of the hands of this office, whose general responsibility they were. From a transportation viewpoint the ships must be programmed to make maximum use of all ports and to put supplies as near inland depots as possible, reducing the land haul to a minimum (11). The allocation of ships was taken over gradually by the OCOT, being decided by the Control & Planning Division of the OCOT, consulting with Marine Operations and Movements Divisions of the OCOT, as well as with representatives of the Supply Services.

As it evolved, the plan was coordinated and directed by the Control & Planning, Division from the many contributions of other agencies. (See Extracts - Appendixes Nos. 1 and 2). From the G-4 office of the AC of S, G-4 came the consolidated requirements of the services, based primarily on the needs of the

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(9) Daily Train Schedule, Normandy and Brittany Lines, U.S. Military Railway Service, 15 October 1944.

(10) Interview with Chief, Control & Planning Div., OCOT, 27 January 1945.

(11) Ltr. Hdqs, Com Z, ETOUSA, OCOT, to A.C. of S., G-4 Subj: Port and Shipping Program, 8 December 1944.

Armies and rear troops and schemed to depot capacities. For port abilities and ship discharge, the Marine Operations Division had to be consulted and later, charged with execution of details. For port clearance, the movement from ports to Base Depots and thence to forward depots and railheads, Movements Division was brought in, consulting with its executors - the 2nd MRS, the MTS, Inland Waterways Division - as to the breakdown of the burden between kinds of carriers. Special considerations had to be given the movement of coal, POL, and personnel.

After each division had tackled its particular problems, the answers had to be unified in tables, diagrams, and maps for presentation to AC of S, G-4 for approval. Publication, with a directive from the Commanding General, Com Z, to all concerned in implementation, was by the OCOT and gave complete technical instructions.

As the plan congealed, a concerted effort was made to keep to a minimum the number of depots to which each port or base depot shipped and a resolution maintained to keep these channels as unchanged as possible from month to month. This was in line with the sound business policy of 'knowing your customers' and reducing multiplicity of documentation as well as diversification of equipment (13). These principles had not been followed under earlier Staff Control procedures commented upon above (14).

As the Supply Movements Program expanded due to the increasing troop basis, it became more complex. To clarify details, maps and charts were being developed for monthly issue as part of the program published by OCOT. Personnel had to be assigned to supervisory and reportive posts. The division worked constantly with the idea that here must be no addition of red tape or "eye-wash", which character hardpressed field workers always suspect of graphs and charts in an headquarters. Rather, the aim was a control system which would not only give the overall picture to the COT and all concerned, but would also assist the people responsible for execution by spotlighting the trouble spots.

Objectives were set high. In war, transportation frequently has to try to do more than it can. Otherwise it will not do enough. Com Z Headquarters had declared it necessary to move the tonnage from Normandy and Brittany dumps forward to the new depot areas close to the Armies, as well as the increased flow from the "Arsenal of Democracy". How the plan was executed is the subject for a later report. Suffice it to say here that it was a marked success and reflects much credit alike for those who conceived and those who executed it.

Chart No. 1, this chapter (Control & Planning) gives the Port Operations and Supply Movement Program, prepared by the Control & Planning Division, OCOT, during the last quarter of the year 1944, to become effective 1 January 1945. Appendixes Nos. 1 and 2 contain Extracts from correspondance on the Responsibility for Planning, OCOT, and Procedure on Planning, as issued 8 and 17 December, respectively.

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(13) Remarks by Colonel HURRILL, Chief, Control & Planning Division, at Conference with Port and Base Section Transportation Officers, OCOT, 29 January 1945.

(14) Interview with Colonel HURRILL, Chief, Control & Planning Division, OCOT, 1230 Hrs. 16 March 1945.

Cooperation and Liaison with:

General - The main responsibility for the OCOT's contacts with outside agencies lay with the Control & Planning Division. Many problems originating in the other divisions were referred to this coordinating office for steering into the appropriate liaison channels.

a. US Navy - As Control & Planning took over more say in shipping allocation to ports, it developed further contact with Naval offices.

b. British - On Continent: General MONTGOMERY's 21st Army Group controlled Northwestern France, the Departments Calvados and Eure, and Northeastern France, part of Seine Inferieure and all Pas de Calais, as well as Northern Belgium. U.S. activity was controlled by Normandy Base Section in the first instance and Channel Base Section in the rest of the territory, but the larger problems called for liaison on high level.

This high-level interchange was handled through a SHAEF commission, with American, British, French, and, in the case of the Antwerp-Brussels Region, Belgian, representatives. The OCOT was represented by Control & Planning men. Such problems as train priorities on the upper Normandy lines and barge allocations for Antwerp were settled. The mission in Belgium was particularly valuable, determining the general policy for what facilities were available to the civil, as well as military needs. Had such a comprehansive authority existed for all France, there would have been less difficulty concerning the division of facilities and equipment, which was left to competitive bidding on a political basis.

More operative liaison was handled in Control & Planning Division with 21st Army Group, not only at Brussels but at the OCOT in the person of Lt. Colonel FRASER, a most cooperative Scott.

c. Theater G-4 and Armies - From the previous discussion of the Movements Program, it is plain that most of the liaison between G-4 and the OCOT went through Control & Planning. At the beginning of the period, confusion in division of responsibilities made for much use of this channel and friction was more frequent than was healthy, but the progressive improvement, correcting staff procedure as to the realms of command and technical supervision, steadily improved cooperation.

The staffs of both 12th and 6th Army Groups had a Colonel from the Transportation Corps in their G-4 sections. These officers were in constant communication with and made frequent visits to Paris, where their main contact point was the Control & Planning Division. Such points as car unloading at Army depots and future requirements for extra personnel moves by truck were thus ~~eliminated~~ SETTLED.

Other OCOT Divisions were not deprived of access to G-4 and the Services, but the Supply Movements Program did mean more centralization in Control and Planning. No changes in the program were possible without the concurrence of this Division (14). The effect was to give unity to the Transportation Corps relations with outside agencies and to diminish duplication of energy by divisions working along parallel lines.

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(14) Office Memo #68, OCOT, Subj: Responsibility for Planning, 8 Dec. 1944.

APPENDIX NO. 1

Chapter II (Control & Planning)
EXTRACTS:

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

OFFICE MEMORANDUM)
NO.....68) 8 December 1944

RESPONSIBILITY FOR PLANNING
OFFICE OF THE CHIEF OF TRANSPORTATION

3. RESPONSIBILITIES FOR PLANNING

a. Control and Planning Office, Office of the Chief of Transportation, will be responsible for:

(1) Obtaining the necessary advance information.

(2) Liaison and contact with 21 Army Group to project forward joint plans involving crossing Lines of Communication and joint port utilization, in consultation with the ACOT's.

(3) Developing all overall plans and forward movement of supplies and personnel with concurrence of appropriate ACOT (detailed implementation of these plans will be the responsibility of appropriate ACOT's).

(4) Publishing an overall plan of port utilization and supply movement effective the 15th of each month and published ten days in advance thereof, such plans to carry with them the concurrence of the ACOT's in writing and approval by the undersigned.

(5) Consolidation and presenting advance requirements for personnel and equipment, in consultation with and with the concurrence of the appropriate ACOT's.

(6) Keeping the Office of the Chief of Engineers informed as to advance requirements for rehabilitation and routes, in consultation with and with the concurrance of the appropriate ACOT.

(7) Keeping Assistant Chiefs of Transportation informed of forward plans in order that they may have adequate time for detailed implementation.

b. Assistant Chiefs of Transportation will be responsible for:

(1) Detailed operational plans to implement overall plans.

(2) Supplying detailed information and requirements to Control and Planning on call.

(3) Assuming staff supervision and technical control over their respective operating agencies to insure teamwork and efficient execution of plans.

4. It is essential that changing requirements be anticipated and that all operational planning be closely coordinated to insure efficient use of the resources.

Planning the execution thereof must be improved at all levels.

5. Detailed plans by operating and staff divisions, Office of the Chief of Transportation, will conform to the framework of the overall plan and no separate plans at variance therewith will be submitted by any Staff Division or Branch without clearance by Control and Planning or the specific approval of the Chief of Transportation. Transportation capacities of any nature when approved by this office will not be changed without the personal approval of the undersigned.

/s/ FRANK S. ROSS
/t/ FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

DISTRIBUTION:
CZTC "CG"

APPENDIX NO. 2
(Chapter II Control & Planning)
EXPLANATORY:

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

17 December 1944

SUBJECT: Procedure on Planning.

TO : Assistant Chiefs of Transportation

1. REFERENCE

Office Memorandum No. 68, 8 December 1944, subject, "Responsibility for Planning, Office of the Chief of Transportation."

2. PROCEDURES

a. STEP 1 : Requirements will be obtained from the Office of the Assistant Chief of Staff, G-4, Com. Zone, by Control and Planning Office on Form 1, attached.

This form sets forth the requirements of the Armies and the Base Sections in tons per day by classes of supply.

Requirements are now programmed by definite periods.

b. STEP 2 : Marine Operations Division will determine the number of ships for the month ahead as far in advance as possible and transmit this information to Control and Planning.

Total number of ships will be broken down by commodity classification and services.

Tentative allocation of shipping to Ports will be made within capabilities established by Marine Operations based on Requirements and Movement Plan.

The final allocation of ships by total number and classes of supply, but not by name, will be determined by conference with Marine Operations Division.

Following this conference, Form 2 will be developed by Marine Operations Division and transmitted to Control and Planning.

c. STEP 3 : Based on information of Requirements and Shipping, Control and Planning will develop a map worksheet showing Port, requirements in adjacent areas and the number of ships by class of supply allocated to each port.

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Ships will be allocated to ports to reduce the land movement to a minimum.

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Marine Operations Division will determine from an analysis of the manifests, total tonnages by class of supply to be moved from each port, and will report these figures to Control and Planning and to Movements Division.

d. STEP 4 : Tonnages to be moved from the port area will be allocated to:

(a) Rail
(b) Inland Water
(c) Truck

This allocation of tonnages will be determined by Control and Planning in conference with Movements Division, Military Railway Service, Inland Water Transport and Motor Transport Service.

The resulting Supply Movement Program will be incorporated in Form 3 by Movements Division and transmitted to Control and Planning.

e. STEP 5 : PERSONNEL MOVEMENTS.

Plan of personnel movements will be worked out by Control and Planning with Movements Division and Military Railway Service, based on schedules obtained from G-4.

POL plan will be similarly worked out, covering all required movements from ports or pipehead.

f. STEP 6 : The complete plan of Port Utilization and Supply Movement, including POL and personnel, will be put into map and chart form and presented to the Assistant Chief of Staff, G-4, for approval.

The folder so prepared will contain:

(a) Statement of Requirements - Form 1
(b) Plan of Port Utilization - Form 2
(c) Supply Movement - Form 3
(d) Map "A", showing principal supply lines and their capabilities, rail, inland water transport and motor transport.
(e) Map "B", picturing intake at ports and supply requirements by areas with the means of movement from the ports forward.
(f) Map "C", POL Movement Plan.
(g) Map "D", Personnel Movement Plan and schedule.

The finally approved plan in the form above prescribed will be distributed by Control and Planning to:

(a) Office of the Assistant Chief of Staff, G-4 - 6 copies
(b) Chiefs of Supply Services - 2 copies each

(c) Base Section Commanders -- 2 Copies each
(d) Port Commanders
(e) Chief of Transportation, Deputy Chief of Transportation, and appropriate Assistant Chiefs of Transportation.

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Major
For Brigadier General FRANK S. ROSS
Signed by Col. HUGH A. MURRILL

Administrative Division
Personnel Branch

The Personnel Branch, Administrative Division was divided into four sections, namely: Officer, Enlisted, Civilian and Order Sections. The Chief of Personnel supervised and coordinated the work of these sections. The personnel of the section consisted of 3 officers, 10 enlisted men, and 7 enlisted women. The following paragraphs give a summary of the activities of these sections during the months of October, November and December 1944:

OFFICERS' SECTION

1. Maintained Locator and Kardex Files on all officers under the jurisdiction of the Chief of Transportation, indicating present location and duties of officers, authority for same and such pertinent information. (Approximately 7,000 officers)

2. Maintained file of duplicate Officer's Qualification Cards, WD, AGO Form No. 66-1 on all officers indicated in #1 above.

3. Submitted requests for orders to the Adjutant General, Hq. Com. Z, for transfers, detached service, temporary duty, etc. and maintained a Suspense File of same.

4. Processed correspondence pertaining to Officer Personnel.

5. Prepared letters and forms required for promotion of officers and for awards and decorations.

6. Maintained Officer's Register and Information Desk.

7. Secured Post Exchange Ration Cards, Identification Cards, Passes, etc. required by officers on duty with OCOT, including French and Belgian.

8. Prepared Rosters.

9. Checked monthly Machine Records Unit Roster of Officers assigned Hq. Com Z, T/Sec, and returned same to Machine Records Unit with necessary corrections noted.

10. Requested rosters from all units, organizations and companies under this jurisdiction. A special check was made of each roster with the Officer's Qualification Card File, Locator and Kardex Files, making any necessary additions, deletions or corrections.

11. The latter part of December, plans were materializing for the processing of semi-annual Efficiency Reports for the period 31 July 1944 to 31 December 1944 on all officers assigned to Hq. Com Z, T/Sec.

12. This section submitted a total of 425 requests for orders to the Adjutant General Section, Hq. Com Z, for promulgation. Following is a monthly report:

(Summary of Activities, Officer's Sec, Pers Br, Cont.)

	1944			
	October	November	December	Total
Number Requests for Orders	156	104	97	357
Number Requests for Amendments or Revocations	36	20	12	68
TOTAL Number of Requests	192	124	109	425
Number of Officers and Types of Orders				
Detached Service	51	24	27	102
Temporary Duty and Courier	69	52	81	202
Transfers	110	137	70	317
Detailed in Transportation Corps Branch	21	5	3	29
Relief from Detached Service	23	2	1	25
Other	2	3		5
TOTAL Number of Officers	275	223	182	680

ENLISTED SECTION

General Functions

1. Prepared correspondence pertaining to assignments, change of station, transfers, requisitions, promotions, furloughs and awards for enlisted personnel. and determined status of same.

2. Maintained daily unit strength of enlisted personnel assigned to TC organizations, Hq. Com Z, and up to date organizational rosters of TC units.

3. Maintained locator cards on enlisted personnel assigned to TC organizations in Hq. Com Z.

4. Distributed to enlisted men necessary items to be kept in their possession such as Mess Cards, Ration Cards, Identification Cards.

5. Arranged for pay, billets, messing, transportation and duty assignments of enlisted personnel.

SOME SPECIFIC ACTIVITIES OF THE ENLISTED SECTION

OCTOBER

1. Arranged for billets, rations, pay status, duty status and unit assignment of enlisted men proceeding from UK to Continent for duty with OCOT.

2. Handled the necessary orders, transportation and status of enlisted men in connection with establishment of Watson Branch, Office of the Chief of Transportation in Cherbourg

3. Obtained necessary orders attaching the enlisted men of the Courier Section, Message Center Branch to units near their routes, thus facilitating the feeding and quartering of the couriers.

4. Arranged for orders to move enlisted men of the inactivated Motor Transport Brigade to this headquarters for duty with Motor Transport Service.

(Summary of Activities, EM Sec, Pers Br, Cont.)

5. Arranged the necessary orders placing enlisted men with Base Sections, 21st Army Group, etc, as requested by Movements Division, Control & Planning, and Inland Waterways, in connection with Transportation operations.

6. Revised the status of TC Radio Teams which were established at Valognes, relieving them from attachment to Railway units they were no longer near and attaching them to near-by units and from therein keeping up with their rapid change of stations.

7. Handled requests for orders for transfers, D/S, T/D and relief from D/S for approximately 300 enlisted men.

NOVEMBER

1. Activated the 29th Traffic Regulating Group (WAC Unit). Obtained the necessary orders relieving EW from assignment to WAC Det, Hq Comd, and assigning them to the 29th Traffic and further determining their status.

2. Arranged for orders returning TC Radio Teams to their parent units.

3. Initiated the final action on transfer of all enlisted men assigned to Hq Det, Hq Comd, this Hq, duty UK, to UK Base, thereby eliminating all Hq EM in UK from assignment to this Hq.

4. Handled request for orders for transfers, D/S. T/D and relief from D/S of approximately 300 EM & WAC.

DECEMBER

1. Arranged the necessary orders for groups of EM of the OCOT to proceed to newly established Belgium Branch in Brussels and arranged for their needs.

2. In connection with the activation of the 6955th Hq & Hq Co, ETS, (Prov), this section arranged the necessary orders placing EM on D/S with this unit, and the transfer of service records and allied papers.

3. Located and arranged transportation for the increasing number of lost TC men in Paris area, for return to their parent units.

4. Handled divisional breakdown report on enlisted personnel on duty in the Office of the Chief of Transportation.

5. Received numerous correspondence from W/D, War Bond and Insurance Office to be forwarded to units of enlisted men concernad for change of records pertaining to allotments, War Bonds and Insurance, which was accomplished.

6. In compliance with cables from W/D, pertaining to enlisted men working on ships throughout continent and UK, necessary action taken to assign EM to organizations.

7. Handled requests for orders for transfers, D/S, T/D, and relief from D/S of approximately 260 enlisted men.

(Summary of Activities, Orders Sec, Pers Br, Cont.)

ORDERS SECTION

The report below is a record of Travel Orders issued during the period from October to December 1944.

Month	Number of Individuals on Orders			Number of Orders Issued
	Officers	EM	Civs.	
October 1944	208	204	85	296
November 1944	166	333	11	262
December 1944	146	269	70	259

CIVILIAN PERSONNEL SECTION

During October, November, and December, Civilian Personnel Section interviewed Dutch, French, British and American nationals for positions in the Transportation Corps. In this period the Section processed over 50 American Stevedore Superintendents, 70 Allied Marine and Cargo Superintendents and 6 Traffic Engineers for duty with OCOT, Ports and Base Sections. Civilian Personnel handled the administration of these men - arranged billets, uniforms, mess and ration cards, transportation, initial assignments and subsequent transfers.

It was the responsibility of Civilian Personnel Chief to handle the administration of Civilian Technical Observers of Marine Operations Division, the British and French clerical staff, French Labor employees, and a limited number of WD TC Civilians. The Section kept weekly and monthly strength reports on all civilians assigned to Transportation Corps, maintained 201 files, locator card files, semi-monthly attendance rosters on same; processed request for increases in salary and reclassification; prepared G-1 Civilian-Military Labor Reports once a month and maintained files on same from field installations.

Miscellaneous Branch

Manifest Section: Reproduced and distributed all manifests covering US and UK loaded vessels destined for discharge on the Continent. These manifests were also distributed to the various Services, TC installations, and other organizations concerned.

Fiscal Section: Organized and initiated methods of recording Reciprocal Aid received from France and Belgium. This necessitated considerable correspondence with various field agencies of the TC, in order to insure the submitting of uniform and correct supporting papers for Reciprocal Aid.

Publications Section: Operated on a 24-hour basis, in order to deliver priority reports to divisions of OCOT and staff sections. Distributed directives, circulars, bulletins, and memoranda pertaining to DCOT and to TC units and installations in the field.

Historical & Technical Information Section: The mission of this section was to obtain information on the activities of the Transportation Corp in the ETO and prepare it for release to news services and correspondents

through the Public Relations Officer, Com Z, ETO; also, to prepare a weekly classified News Letter on activities of the various TC units in the ETO which "highlighted" their accomplishments and experiences. All technical information was obtained by a staff of enlisted personnel working from the Technical Information Section, and by maintaining contact with the various TC unit Public Relation Officers throughout the ETO.

For the performance of its prescribed duties this Section was divided into groups as follows:

(1) Administrative - For executive duties in connection with operating the section, and processing and distributing all news and pictorial releases.

(2) Historical - For collecting monthly historical reports from all TC units in the ETO and preparing a quarterly consolidated report as an overall account of the activities of the various TC units operating in the Theater.

(3) Press - The Press Group prepared news stories of general and local interest for release to 8619 newspapers and trade, technical, and miscellaneous publications throughout the United States, on the Continent, and in the United Kingdom. The stories were covered by visits to Paris offices and installations, field trips to units on the Continent, and by utilizing official reports as source material and leads.

(4) Features - The Features Department prepared 30 special articles for general magazines and Trade Journals in the Transportation field. It prepared material for war correspondents and arranged for visits to TC installations.

(5) Pictorial - This department processed photographs of TC operations for distribution to all publications and edited motion pictures of TC activities. A total of 466 photographs were released during this period. They were taken by a staff photographer, a photographer from the 2nd Military Railway Service, and by the Army Pictorial Service.

(6) Radio - The Radio Section prepared 83 recordings for broadcast to home-town stations and for feature spots on National programs. They interviewed Transportation Corps personnel, wrote scripts, and supervised the actual recording.

A feature story of the activities of the Transportation Corps in the ETO, entitled "Destination--Berlin!" was prepared by the personnel of Technical Information Section during this period and published by the Stars and Stripes. A copy was distributed to each TC officer and enlisted man in the Theater.

Also, during this period, arrangements for three Press Conferences were made with the Public Relations Officer, Communications Zone, and Supreme Headquarters Allied Expeditionary Forces, which were held in the SHAEF Briefing Room in Paris and covered, in turn, Motor Transport, Military Railway Service, and Marine Operations, on 6 October, 11 November, and 7 December, respectively. At each of these conferences, the Chief of Transportation briefed the assembled War Correspondents, followed by the Division Chief, of the Office of the Chief of Transportation in the ETO, concerned.

Training Branch

During October, this branch organized and consolidated training information of all TC units in the ETO.

During November, inspections were carried out in the UK, and in Normandy and Brittany Base Sections for the purpose of assisting TC unit Commanders in the training of units shipped to the ETO from the U.S. on a shortly-trained status.

During December, all training and inspection reports of TC activities were consolidated and filed. A training program was begun for the purpose of training officers and enlisted personnel of the MTS, and in this connection a number of conferences were held with the Chief of the School Branch, G-3, ETOUSA for the purpose of obtaining an area suitable for use as a training site and to establish a Motor Transport School.

Message Center & Records Branch

Mail Section: During the month of October the Incoming Mail Section processed and registered 12,340 pieces of incoming mail. In the same period, the volume of mail registered and cleared by the Outgoing Mail Section totaled 37,865 pieces.

For the month of November, the Incoming Section amassed a total of 11,979 documents, while there passed through the Outgoing Section 32,801 pieces of mail.

December found a total of 14,907 for the Incoming Section, while the Outgoing Section registered 42,084 documents. 80 percent of all correspondance was classified.

Teleprint Section: During the month of October, there were processed and received or dispatched on OCOT machines, 5,125 incoming and 615 outgoing messages; 5,048 incoming and 702 outgoing cables from Staff Message Control were processed by the Cable Section.

In November, 10,615 messages were received and 1,388 messages were dispatched over OCOT direct lines; 5,511 incoming and 524 outgoing messages were processed to Staff Message Control.

The December totals were as follows: 9,693 incoming and 1,639 outgoing messages on OCOT direct lines; 7,069 incoming and 773 outgoing messages clearing through Staff Message Control.

On 1 October 1944, the Teleprint Section had direct lines with Cherbourg and Com Z Signal Center. During the three month period, lines were added connecting OCOT with Le Havre, Rouen, and Antwerp. Also, second lines were installed to Antwerp and to Com Z Signal Center.

Courier Section: On 1 October 1944, the Courier Section maintained service twice daily to Vire and Cherbourg, Granville, Carentan, and Omaha and Utah Beaches, Barfleur, Rennes and Brest, Le Havre and Reims, once daily to Liege, Toul, Verdun and Laon. On 7 October service to Brest, Laon and Verdun was discontinued. Service was established to Morlaix, Valenciennes and Bar Le Duc. On 14 October, runs were inaugurated to Nancy and Longwy. During October, 916 runs were made and a total mileage of 83,735 accumulated.

In November the Rennes and Brest runs were discontinued and a private TC pouch dispatched by Signal Center Com Z was begun. Service was inaugurated to Antwerp, Compiegne and Rambouillet on 8 November; 1,083 courier runs were made in November and 84,350 miles were driven by Message Center Couriers.

Throughout December, daily service was made to Cherbourg, Omaha Beach, Carentan, Rennes, Morlaix, Compiegne, St. Quentin, Liege, Antwerp, Valenciennes, Bar Le Duc, Nancy, Longwy, Reims, Le Havre and Rambouillet. On 4 December, service was established with Boulemme, Brussels, Lille, Jeumont, Charleroi and Soissons. In December there were a total of 813 runs made by couriers and the total mileage was 91,450.

Throughout the period, the rapid steady flow of vital information from port and rail units and major truck units to this Headquarters was maintained.

Radio Section: During this period, radio service, consisting of ten mobile units, was discontinued because of the effectiveness of telephone and teletype communications.

Troops Branch

During the last three months of 1944, the Troops Branch continued to act in the capacity of troop information center for the Office of the Chief of Transportation. As charted on the attached visual report of duties, this Branch collected facts from all TC units as to their locations, strengths, APO and telephone number, commanding officers, T/O's and T/E's. It also processed all requests as to movements, assignments and attachments.

From all this information the Troops Branch maintained records and issued regular reports. Among the latter were included:

1. SEMI-MONTHLY STRENGTH REPORT-Distributed on the 7th and 22nd of each month, this listed strengths and locations of every TC unit of ETOUSA. During the last three months of 1944, distributees of this report increased; among the new recipients was the Chief of Transportation in Washington, D.C. (A marked improvement in the submission of the personnel control forms which provided the basis for this report, was noted following a trip to all Base Sections in the ETO by two members of this Branch.)

2. BASE SECTION REPORT - This report, issued on the 1st and 15th of each month and submitted to the Secretary of the General Staff, showed the total number of TC units of each type in each Section and Army.

3. PORTS AND TROOPS AT PORTS REPORT - Sent to the Secretary of the General Staff on the 4th of each month, this publication listed TC and attached organizations at the ports where there were any U.S.Army activities.

The remaining areas of activities for this Branch follow:

TROOP MOVEMENTS - All requests for movement of Transportation Corps units between or inside Base Sections, including the shipments of units from UK to the Continent, were processed by Troops Branch. It also assisted in the coordination of these moves, helping frequently in the procurement of the necessary concurrences. There was a great increase in the number of complicated moves during the 3 - months period, occasioned chiefly by the establishment of the units necessary for the new ports of Le Havre, Rouen and Antwerp. As a new service, this Branch maintained a daily check on TWX's to make certain that the necessary orders had been issued for the movements requested.

ASSIGNMENTS AND ATTACHMENTS - All changes in assignemnts and attachments were processed by the Troops Branch and the Troop Assignment numbers for each unit were kept up to date.

OPERATIONS BOARD - For the immediate summarization by an authorized person of the locations and strength of every TC unit, plus the total TC strength, and the Troop Basis for the entire Transportation Corps, the Troops Branch maintained the Operations Board. This was a white-panelled, Remington Rand Cardex Board on which celluloid tabs carried printed information on these facts.

TROOP BASIS - Between October and December 1944, there was a constant flux in the TC Troop Basis; that is, in the number of personnel, organizations, and types of units authorized by the War Department. The changes at the front, the strong German offensive, the shifts first to motor transport and then to railroad lifts, and similar military factors combined to bring about several changes in the Troop Basis. It was the function of this Branch to keep constant check on the changes effected and contemplated, and to process all alterations recommended by any division of TC.

TABLES OF ORGANIZATION - In the period specified, this Branch started to investigate the T/Os of each unit to insure that all organizations of the same type were organized by the same T/O.

ADDITION OF SOUTHERN LINE OF COMMUNICATIONS UNITS- On 10th November 1944, many TC units, formerly with NATOUSA or MTOUSA, became portions of the Transportation Corps in ETOUSA. (See Chapt. VII) While Headquarters of SOLOC continued to handle the movements of its area, the Troops Branch had its record and other administrative work increased by the documents required for :

3 QM Groups
18 QM Battalions (H)
41 QM Truck Co's
2 QM Car Co's
8 Amphibian Truck Co's
1 Major Port
7 Port Battalions
28 Port Co's
2 Base Depot Co's
1 Military Railway Service
4 Railway Operating Battalions
1 Regulating Station

At the close of the year 1944 there were about 22,000 personnel in the SOLOC areas whose records in part at least were handled by the Troops Branch.

SPECIAL DUTIES - During this period, there was a sizable increase in the number of special reports prepared either for the Chief of Transportation or different divisions of the OCOT.

Supply Division

Missions, Duties, and Responsibilities of Supply Division: Since its inception, during the middle of 1943, the Transportation Corps Supply Division's

primary mission was to supply all marine and rail equipment, and all organizational equipment for Transportation Corps units, as well as to maintain such equipment, and to supplement the supplies obtained by Motor Transport Service. It was responsible for keeping an accurate check on materials issued, in depots and in transit, and to govern adequately all future requirements of Transportation Corps and other Services using transportation equipment. The Supply Division's duties were to coordinate with operating agencies and to prepare requisitions for materials required, issuing them on the United States and Great Britain, on Canada, on France, and any other supply agencies, including the U.S. Navy. The Supply Division was required to follow through on supply shipments and see that deliveries were made to the European Theater of Operations and to store and issue such supplies from depots. The Supply Division planned the establishment of, and supervised the activities of, Transportation Corps depot installations. A careful system of stock control was developed to make possible the availability of Transportation Corps equipment to operating units during the various stages of operations, at the place and times needed. Stock records were maintained to show the exact status of all receipts and issuances of Transportation Corps equipment on the Continent and to secure ample reserve stocks. Records were maintained covering all material issued to Allied Governments and agencies.

Branches within Supply Division: Office of the Asst. Chief of Transportation - Supply: (Colonel MAURICE G. JEWETT, ACOT - Supply). The ACOT - Supply was responsible for the organization and direction of the Supply Division. He advised the Chief of Transportation on TC supply requirements, status and policies. He supervised the securing, storing, and issue of items assigned to TC for supply, and maintained liaison with other supply Services and Com Z Staff Sections. He edited requisitions, reports, cables, and correspondence pertaining to supply. The executive officer was engaged in directing the inauguration and initial operation of TC depot installations as they became necessary in order to keep pace with operations.

(1) Administrative Branch: The Administrative Branch processed all incoming and outgoing correspondence and cables of the Supply Division. It was responsible for the maintenance and security of the records of the Supply Division, maintained personnel records for both military and civilian personnel, and performed all usual administrative functions. The Chief of the Administrarive Branch also supervised the work of the OCOT Supply Room, which was responsible for obtaining, distributing, and maintaining office supplies, equipment, and furniture for the Office of the Chief of Transportation.

(2) Planning & Requirements Branch: The Planning and Requirements Branch consolidated requirements submitted by other divisions of OCOT and by the various stock control sections of Supply Division and submitted them to other Services and staff sections. It processed requisitions for TC equipment and other equipment required by Transportation Corps placed with the NYPE, with the Transportation Corps Supply Officer in the United Kingdom, with other Services on the Continent, as well as requisitions for local procurement. It maintained together with the technical sections of Stock Control Branch, necessary records and files to insure follow-up on all requisitions and to expedite delivery. It procured those items available locally, in coordination with the TC Liaison Officer with the General Purchasing Agent (GPA).

(3) Receiving & Distribution Branch: The duties of this branch were to receive incoming manifests or requisitions, and to direct the disposition of TC items after coordinating with the chief of proper stock control section. It directed the movement of material from the port and/or beach to the depots.

(4) Stock Control Branch: The Chief of Stock Control Branch supervised and coordinated the activities of the sections of this branch described below and allocated depot space and plans for additional depots as required. The Chief of the Stock Control Branch also prepared monthly tonnage priority allocations for the in-shipment of TC supplies and equipment. The Stock Control Branch was responsible for the preparation of estimates of requirements for various types of TC Supplies, accomplished procurement through the railroad, marine, and organizational and miscellaneous equipment sections as described below. It processed requisitions for TC supplies and supervised their storage and issue. The Stock Control Branch maintained stock records of all equipment, spare parts, and supplies stored and issued, showing location, amounts due, and maintenance levels. It maintained the necessary records of supplies issued to Allied Governments to permit settlement of accounts.

(a) Rail Section: The Rail Section performed the duties indicated above for the Stock Control Branch, for items of railroad supply and equipment, in close cooperation with Headquarters, 2nd Military Railway Service, to insure constant familiarity with its operating needs. It maintained the stock records for railway items and issued shipping releases for available railway supplies.

(b) Marine Section: The functions of the Marine Section were those described for Stock Control Branch as they pertained to the storage, control, and issue of marine supplies, equipment, and spare parts.

(c) Organizational & Miscellaneous Equipment Section: This section prepared estimates of requirements for organizational equipment, maintenance and reserve, and necessary requisitions. It supervised storage and issue of organizational equipment and its maintenance and reserve and maintained stock records. This section recorded all TC equipment not specifically assigned to Marine or Rail Sections. It also maintained records of major items of "other service equipment", so as to control pooled items.

(d) Register & Audit Section: This entire section was activated during the last quarter of the year 1944. The section received and registered all incoming requisitions, forwarding same to sections of issue and/or procurement, later determining and recording completed action. It notified the requisitioner of its receipt and action taken, and maintained a close follow-up on all requisitions to insure prompt action. The Register & Audit Section received all tallies forwarded to Supply Division from depots, and assigned them to the three stock control sections for posting on stock record cards.

(e) Reports Section: This section was activated during the last quarter of the year 1944 and originally contained two officers. The Reports Section prepared all reports called for by OCOT, and G-4.

Types, and Sources of TC Supply:

(1) US: A total of 30,000 items were necessary for marine operations and 20,000 for military railways. Due to the nature of the items involved it

vas necessary to procure the major portion of these items from U.S. sources. In conjunction with NYPE and the War Department, the Transportation Corps Supply Division prepared requisitions to cover supplies required for operations on the Continent.

(2) U.K. and British-American Joint Stock Piles: The Supply Division maintained a Procurement Officer who was attached to the U.K. Base Section and through whom all contacts with the British were maintained regarding U.K. supplies. Considerable TC equipment came from U.K. sources. As examples: ambulance trains, and tools and equipment required in the car erection program which was set up before D-Day in the U.K. Before D-Day a joint stock pile was set up after discussions between British and American agencies. This joint stock pile contained craft, locomotives, tools, and equipment required to maintain four lines of Communication on the Continent, two American and two British, later increased to four U.S. and four British. These supplies were all procured by the British from American and U.K. sources. Issue was made through the TC equipment Procurement Officer, from the joint stock pile.

(3) Salvage: Salvage regulations on the Continent were outlined by Headquarters, European Theater of Operations, and were in effect throughout the Transportation Corps. The items of TC equipment which required salvaging were handled through the operating agencies in conjunction with the Supply Division and were returned for disposal as expeditiously as possible.

(4) Captured: Through the Supply Division Procurement Officer attached to the GPA, all material captured and required by TC was handled. The Procurement Officer controlled and directed, in conjunction with the Fiscal Officer of Administration, all field representatives who did the physical requisitioning of captured material. Considerable quantities of this material were put into use by Transportation Corps; notably the work at the various ports was supplemented by the use of captured enemy equipment.

(5) French and Belgian: As noted above, the Supply Division Procurement Officer controlled all coordination and liaison with the French and Belgian Governments and manufacturing agencies regarding TC requirements for equipment. Notably, among supplies received by the end of December 1944 from French agencies were the following: 700,000 rail torpedoes, 9 hospital trains of 17 cars each, 600 refrigerator cars on a rental basis; and the repair of 400 Bolero locomotives, plus repair of 130 Diesel locomotives.

Operations:

(1) Plans, Targets and Forecasts: As the armies moved forward it was necessary for the Transportation Corps to adjust their Lines of Communications to keep them adequate to move supplies required and as requested. In order to do this, it was necessary that all TC equipment be maintained in the best condition possible. Therefore, it was necessary for the Supply Division, in close liaison with operating agencies, to procure supplies which it was anticipated would be needed and to store them in the most logical areas. In that connection, plans were made and data accumulated regarding locations of depots and supplies which were to be stored in them.

(2) Procuring and Distributing TC Supplies: The Receiving and

Distribution Branch, was set up to issue instructions for the movement of all TC Supplies into Continental depots which were shipped by air or water to the Continent from the Zone of Interior, as well as from the UK. During the months of October, November, and December, 45,075 long tons of material were received by water. This tonnage was moved by the issue of 239 shipping releases. It was received at Cherbourg, Le Havre, Rouen, and Antwerp, and was shipped to one of the four TC depots maintained at that time, namely T-700, T-703, T-704, and T-705. Air shipments received during the above months totaled approximately 11,000 pounds. These shipments were received at Orly Airport and taken to TC depot T-703, or delivered to the requisitioning unit. Approximately 114 such pickups were accomplished during this period.

(3) Work Done in Connection with Supply for:

(a) Major Ports: The Supply of TC material to operating units of major ports were coordinated through the TC supply officer of the port concerned. Policy and procedures were set up and were still in the process of development for these ports at the close of the year. In addition, the cargo handling equipment of Port Battalions was pooled under the Port Headquarters in order to control this material in such a way that issue would be made only to those outfits requiring it. Cranes were controlled by the Supply Division in conjunction with Marine Operations Division.

(b) Sections and Base Sections: Requisitions for all supplies thus required were forwarded to the Supply Division from the TC Supply Officer of the Section or Base Section concerned. One of the major items of Sections and Base Sections was an adequate supply of blank forms for use in movements. These requirements were coordinated and the Sections and Base Sections were supplied accordingly.

(c) OCOT: Requirements of OCOT were for such items as paper, maps, typewriters and the like which were necessary for the proper functioning of a Headquarters. The supply room was set up to store and issue these supplies, all of which were requested through the Planning and Requirements Branch of the Supply Division. Another function of this division was to see that all supplies were properly packed and shipped in the event of movement of the Office of the Chief of Transportation.

(4) Problems and Solutions: Transportation Corps supply plans and forecast requirements, in general, proved to be adequate. Priorities for movements were set up in accordance with policies laid down by the War Department and by the European Theater of Operations. Through adequate back-ordering and constant checking on the status of requisitions, it was possible to maintain this priority and assure delivery at the time required.

Selection, Construction, and Operation of Dumps and Base Depots:

In general, depots were located in the following manner: Those depots which were to store and issue marine equipment were located near ports; those storing and issuing rail equipment were located along main railway lines. As far as rear area depots were concerned, it was necessary to keep G-18-20 in operation in the UK for TC purposes. This depot stored and issued all materials coming from the U.S. and from British sources and was used as a trans-shipping point for supplies forward to the Continent. One new depot was activated in the Tilleur-Liege area with a maximum storage capacity of

80,000 tons. Additional plans were underway at the close of the year to establish a similar depot in the Metz area. These installations were to service units operating in adjacent areas and were to be equipped fully for the issue of all necessary supplies. Studies were made constantly relating to the needs of all TC units and supplies were so distributed as to be available for issue to requiring units. Plans were made for the clearance of all supplies on all the beaches in the Normandy area and these supplies were rapidly evacuated. Requirements of Depot T-700 located at Briquebec were considerably reduced and a large portion of stocks which were on hand were moved into operational use, or were moved to forward area depots for issue. Studies were in progress to establish theater stock levels and adjustments were made to conform with experience in the Theater. Studies of operational requirements were also made. Consideration was given to current and future necessities and depot sites were located in areas which it was anticipated would be suitable for the expeditious distribution of stocks.

Cooperation and Liaison with:

(1) British: Cooperation with the British was effected through the Supply Officer attached to the Office of the Base Transportation Officer, UK Base, and frequent contacts with Office of Director of Transportation, Headquarters, 21st Army Group.

(2) U.S. Navy: Liaison between Army and Navy supply was maintained through the mutual efforts of the U.S. Navy, Marine Operations Division (with attached civilian technicians) and the Supply Division. Liaison was also maintained between the various Naval agencies at the Ports, the TC Supply Officer of the port, and the Transportation Corps depot Commanding Officer.

(3) French and Belgian: Through the Office of the GPA, and the attached Transportation Procurement Officer, liaison for mutual supply was coordinated. Production and Transportation facilities in liberated territories, as well as supplies available for procurement were determined and operating divisions of OCOT such as 2nd Military Railway Service, Marine Operations, Inland Waterways, were notified of equipment and facilities available to supply their needs.

(4) Theater G-4 and Armies: The contact between TC and the Armies was maintained through G-4, Hq Com Z. G-4 controlled the activities of all agencies in matters of supply, and policy laid down by that office directly affected the Supply Division, OCOT. Communications between G-4 and the Supply Division were maintained by personal contact through officers of both headquarters.

(5) Other Divisions of OCOT: In order to supply adequately the Marine Operations, Military Railways, Motor Transport, and Inland Waterways Divisions, it was necessary that liaison be maintained between these divisions of TC. This was accomplished through OCOT daily Staff Meetings, and frequent contacts between Supply Division personnel and Chiefs of the various branches and divisions concerned. Through proper channels, and again in cooperation with the agencies mentioned above, the needs of the Southern Line of Communication were adequately filled.

Summary:

In order for the Transportation Corps to accomplish efficiently its

various missions in the ETO, it was necessary for the Supply Division, OCOT, to provide supplies and direct their flow in such a manner that all units and their IC facilities could be properly maintained at all times. To do this it was necessary to consolidate supplies in the U.K., pack and ship them to the Continent, and distribute them upon arrival to centrally located depots from which the operating agencies could receive this material. It was necessary to plan the requirements of the ETO in order that the U.K., would not be stripped of supplies which were required there, and at the same time to move to the Continent those needed for operations. Changing conditions in the last three months on the Continent made revisions of plans necessary and a shift of supplies resulted. Efforts were maintained to replenish stocks from local sources, U.K. sources, and from the U.S.

MOVEMENTS DIVISION :

Following is a list of the various branches of Movements Division, OCOT, with a brief summary of their respective duties as performed during the last quarter of the year 1944:

Freight Branch

(1) Cargo Disposal Instructions (CDI) :

Issue instructions for disposing of cargo arriving from the United States, and United Kingdom, based on monthly supply movements programs.

(2) Traffic:

Controls movements ordered by CDI's from ports to depots and from depots forward.

(3) Specialized Movements:

(a) POL:
From ports and pipelines forward.

(b) Perishable:
From ports and depots forward.

(4) Documentation:

Establishes the paper work necessary to enforce and properly control the handling of moves.

(5) Tracing:

Traces freight shipments and TBA equipment

Motor Movements Branch

(1) Acitvities controlled by the regular demands of the Supply Movements Program and emergency demands from G-4.

(2) Secures trucks from Motor Transport Service.

(3) Controls turn-around of truck moves.

Highway Branch

(1) Activities controlled by the regular demands of the Supply Movements Program (Personnel movements section) and emergency demands.

from G-4, Troops Section.

(2). Works with Passenger Branch and Motor Movements Branch in making all arrangements for large movements.

(3) Lays-on routings and sends instructions to Base Sections for moves and supervises moves.

Passenger Branch

Activities controlled by demands arising as the result of G-4 personnel policy.

(1) Water Section:

Concerned with movements of troop and TAT equipment from the United States and United Kingdom to the Continent, and with the evacuation of troops from the Continent.

(2) Troop Movements Section:

Concerned with all internal troop moves by rail, including hospital trains.

(3) Statistics and Baggage Section:

Moves and arranges disposition of baggage. Maintains records of all moves.

Packing and Marking Branch

Concerned with plans and SOP's for packing and marking export shipments from the ETO after the cessation of hostilities.

Statistics Branch

Concerned with statistical records showing progress of all Movements Division operations.

Administration Branch

Performs all administrative (housekeeping) duties of Movements Division.

French Liaison

Arranges rail movements with the French over French operated lines. Following are extracts from semi-monthly reports prepared by the Movements Division, OCOT, regarding their activities during the periods indicated:

1 October through 15 October 1944:

"1. MOVEMENT OF THE 9TH ARMY: Movement tables and instructions were set up for the movement of certain Divisions of the 9th Army from the Normandy Base Section to destinations as follows:

a. 95th Infantry Div., to move between 9/13 October.

[illegible] Infantry Div., [illegible] between [illegible]

b. 44th Infantry Div., to move between 12/15 October.

c. 104th Infantry Div., to move between 15/18 October.

These movements were combined rail and highway moves and were planned both by the Passenger Branch and the Highway Branch. Of these Divisions 37,269 personnel and 6,862 vehicles were moved by road during the first 15 days of the month. The move of additional Divisions was to follow.

"2. MAIN NUMBERS OF PASSENGER MOVES: As covered by OCT Cir. No. 6, dated 11 October 1944, Subject: "Assignment of Main Numbers for Rail Personnel Movements of over 39", a procedure was set up for the assignment of Main Numbers for all personnel movements by rail involving over 39 persons, which moved other than by Hospital Train. The Transportation Officer of the originating Base Section was to submit the request by the most expeditious method to the Movements Division for the assignment of Main Numbers. Main Numbers were to be used to identify train movements at all times, and UKS and French Railways were ordered not to set up U.S. Army personnel moves of over 39 persons until after a Main Number had been assigned.

"3. POW MOVEMENTS: The Passenger Branch was called upon to move 10,000 POW's from Compiegne to Cherbourg. The movement of these POW's started on 14 October 1944.

"4. POL TANK CAR CONTROL: So that complete caution could be ascertained for the movement of all POL tank cars, a POL Section was set up at the beginning of October in the Freight Branch, to control the allocation and movements of these cars.

"5. ACTIVATION OF OPERATIONAL CONTROL BRANCH: On 8 October 1944, the Operational Control Branch was activated in the Movements Division. The duties and responsibilities of this Branch are as follows:

a. Surveys and arrangements (in conjunction with other Transportation agencies) for the opening up of new rail routes and terminal facilities.

b. Preparation of charts, maps and records for distribution showing availability of facilities.

c. Survey and review rail line capacities.

d. Initiate new required Standard Operating Procedure, including documentation, for the Movement of Personnel and Supplies in consultation with Passenger and Freight Branches.

e. Provide headquarters supervision of field activities through visits to REO installations, calling to the attention of Section Transportation Officers any need for improvement in performance of duties.

f. Provide personnel to lend technical aid to the field organization in the compliance of movement instructions issued by Freight and Passenger Branches.

g. To supervise documentation so as to insure that it is performed in accordance with existing procedures.

h. Coordinate with Control and Planning Division on long and short range planning for development of movement facilities.

i. Make recommendations on allocation and location of Group Regulating Stations and Traffic Regulating Groups.

j. Make recommendations on selection and training of RTO's.

k. Establish liaison with foreign government agencies, civil and military.

l. Represent Movements Division when requested, on consultations with G-4, Com Z, on movement problems.

The duties which were formerly done by the Availability Branch were incorporated in the Operational Control Branch.

"6. MOVEMENT OF TONNAGE: During this period the movement of tonnage to the forward areas averaged over 20,000 tons per day. Plans continued to be made locating new truck and rail loading and transfer points in order to continue to increase the amount of tonnage which can be moved forward."

16 October through 31 October 1944:

"2. Movement of Infantry Regiments: The 405th, 406th and 407th Infantry Regiments were moved from Valognes to Longres. 3 trains per day were scheduled for the movement, beginning 21st October; 8 trains were required to move all three regiments.

"3. POW Move: It was decided that after 29th October 1944, no more POW's would be moved out of France, either to England or to the United States. However, in cases where POW's were wanted for interrogation or where they were too rabid to be kept on the Continent, they would be moved out."

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"5. Transfer Points - Paris: The planned program of stopping all trucks moving east from Normandy at the transfer points in Paris and transferring supplies to rail, was so effective that approximately 1,200 tons per day were all that was required to be carried east of Paris by truck. It was decided that operations had improved to such an extent, that by 5th November, no Red Ball truck transportation would be needed east of Paris.

"6. Opening of Le Havre and Rouen: Le Havre and Rouen were both put into operation during this period. At first, all cargo cleared from Le Havre was taken by truck to transfer point at Beauvais, where it was transferred to rail and sent forward to 1st and 9th Army railheads. However, by the end of the month, rail lines were running directly from Le Havre, and the majority of the tonnage, which ran to approximately 3,000 tons per day, was moved by rail.

"Rouen did not come into operation until late in the month, and all

TRANSPORTATION - PROGRAM

EFFECTIVE 1 - OCT. - 1944

(SUPERCEDES PROGRAM EFFECTIVE - 28 · SEPT. · 1944)

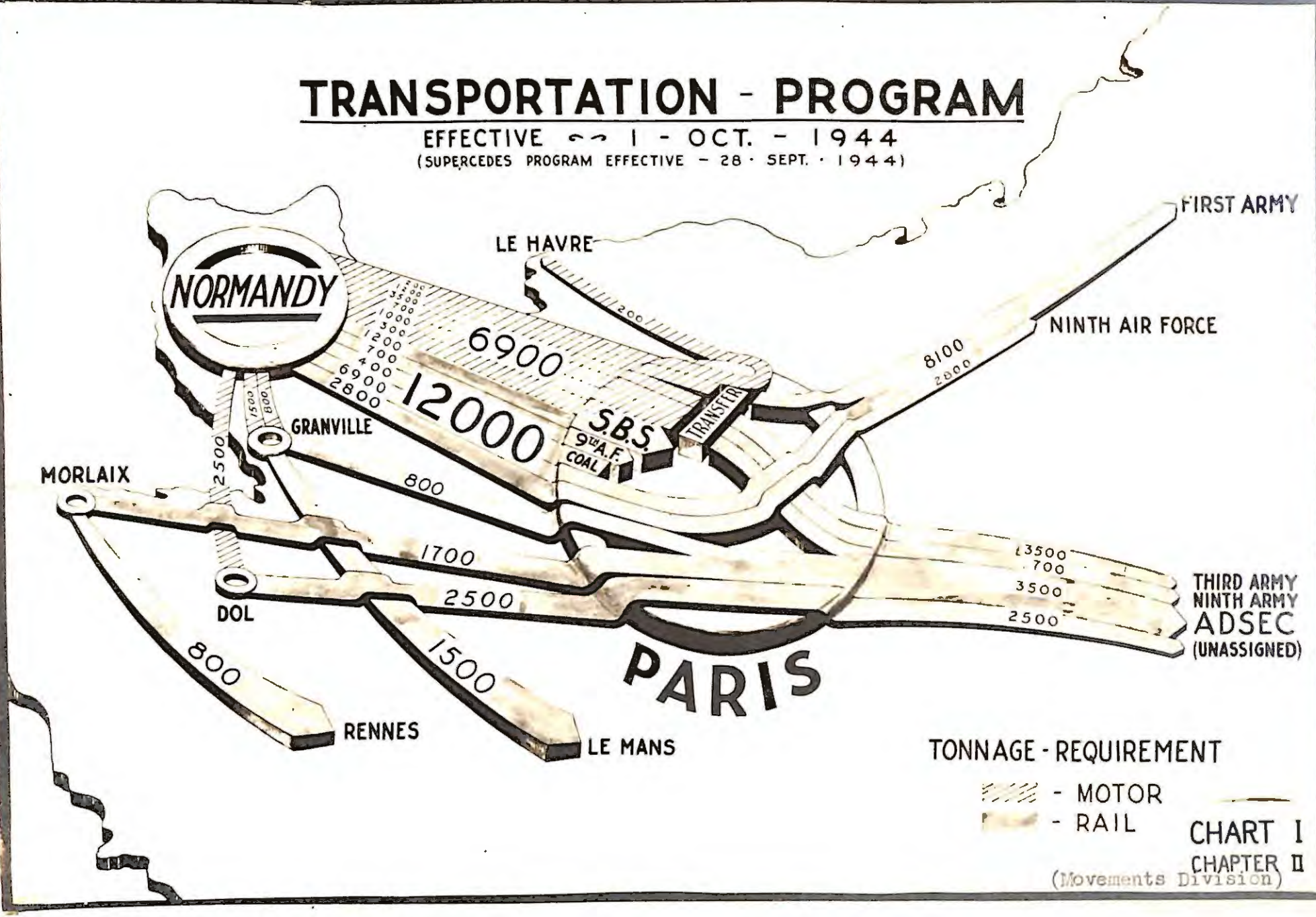

CHART I

CHAPTER II

(Movements Division)

tonnage, averaging 1,075 tons per day, was cleared from the port area by truck.

"7. Establishing Intermediate Depots: Because 'L of C' from the beach depots where supplies were loaded on to trains and forwarded to front line, had become too extended, it was decided to set up intermediate depots in the Paris area and at other places, from which the armies could be fed directly on short 'L of C'. By this plan, tonnage would be brought direct to ships side to intermediate depots and stored.

"All trains going to the armies would move from the intermediate depots direct to the Army railheads. This would make a short 'L of C' for the daily supply trains, and would thus make more certain the arrival on time of necessary supplies. Tonnage began to be stored at the depots during this period. However, no trains as of 31st October had been scheduled to run from the depots to army railheads."

1 November through 15 November 1944:

"1. INTERMEDIATE AND FORWARD DEPOTS: During this period the plan mentioned in the preceding report for clearing cargo directly from ship's side to Intermediate and Forward Depots was put into effect. Forward depots were located in the Liege-Charleroi and in the Revigny-Verdun areas. Intermediate Depots were located in the Paris Area and area Northeast of Paris around Soissons and Rheims. To these depots all tonnage was brought above that needed daily by the Armies. (For a detailed description of how this system operated see Supply Plan - Appendix No. 1, this Chapter)

"2. PLANS FOR ALLIED BREAK-THROUGH: Due to the fact that a new tactical campaign had commenced and that it was hoped this campaign would be successful and the Armies would advance to, and possibly across, the Rhine, the Movements Division in conjunction with Motor Transport, made initial plans by which Transportation facilities would be available to take supplies forward of the areas now being operated. All truck capacities west of Paris, which were not needed for port clearance and static installations and emergency moves, were arranged to be transferred to the forward areas, where they would be available for transporting tonnage to the Armies. It was planned to locate bivouac areas near Liege and Verdun upon a basis of 65% capacity going to Liege and 35% capacity going to Verdun. It was further planned to use the truck companies, pooled in the Liege area, for clearing the port of Antwerp. Moving of truck companies forward meant the necessity of more rail transportation in the rear areas. Action was initiated to secure from the British the use of railroad facilities from Rouen to Paris. Also during this period tonnage began to move up the Seine River by barge. The moving of the truck companies forward meant the elimination of the Red Ball Route but as the tonnage, moving out of Le Havre to Rouen increased, the tonnage moving by rail only out of Cherbourg was sufficient to meet the requirements from that area.

"3. INCREASED TONNAGE: The tonnage target for the first fifteen days of November was 36,800 tons per day. The target for the last half of November remained practically constant increasing only to 36,950 tons per day.

"4. PASSENGER MOVES: 806 Polish recruits were moved from the Paris area to the UK via Cherbourg, departing Cherbourg 1730 hours 12 November.

Some difficulty was experienced in arranging the move due to the lack of a definite agreement on the part of the War Department as to their acceptance of this personnel.

"A daily train was used to transport rehabilitated personnel, released from hospitals in the Normandy Base Section, from Carentan to Etampes destined for the 19th Replacement Depot. It was customary to transport the personnel in freight cars. However, because complaints were received as to the transporting of recently ill patients in this type of equipment, arrangements were made with the French so that twelve steam-heated passenger coaches were used for these convalescent patients, in lieu of freight cars.

"A great deal of criticism was being received along the line of passenger train routes, due to the fact that combat troops were continually shooting at civilians as they passed by. In cooperation with the GFRS an SOP for troop movements by rail was published, which governed the discipline of troops during a journey.

"5. PACKING AND MARKING: The Packing and Marking Branch, Movements Division, was activated on 23 October. On the 6th of November some personnel from the Mobile Packing Squads, used in the UK Base, arrived at this Headquarters to make arrangements for the first export shipping program which was expected to be undertaken in this Theater after V-Day. In connection with this Packing and Marking Plan, the Branch spent considerable time in drafting up an SOP on Packing and Marking and documentation.

"6. HIGHWAY BRANCH: During this period 7,080 vehicles were moved and 35,123 personnel. The Highway Department worked with G-4 in the Base Sections on changing the Red Ball Route. The route was terminated at Paris and due to the decrease in the traffic flow over this route authority was issued to all Base Sections permitting them to use this route for units moving by organic equipment, capable of moving at a speed of 15 Miles per hour.

"7. ARRIVAL OF DIVISIONS: The 84th and 99th Divisions were landed at Le Havre and moved to the staging areas for the 1st and 9th Armies. Considerable difficulty was encountered in the moving of these divisions due to the lack of information pertaining to their arrival. In view of this fact a system was established by which necessary information for the moving of troops arriving from the UK would be assured by having an Advance Party fly over to Paris and to the Port of Debarkation prior to the units embarkation from the UK.

"8. MOVEMENT OF LVT's: In anticipation of an expected break-through of Allied Forces and the crossing of the Rhine River, it was necessary to collect LVT's in the forward areas. The Motor Movements Branch made arrangements for moving the LVT's from the beaches to the advanced depots. On the 10th of November 302 LVT's were moved from Le Havre to the advanced section for future use by the 3rd Army. These were moved by TC tank transporters as they were too large to be moved by rail. Ordnance could not spare the necessary tank transporters for moving them at that time. The movement was completed five days in advance of the deadline date which had been set for 15 November.

"On the 13th and 14th of November LCVP's, in groups of 24 each, were moved to the 9th and 3rd Army areas well in advance of the deadline date -- 1 December. Forty-foot semi-trailers were used to carry these LCVP's from Le Havre overland to the Army Depots."

15 November through 30 November 1944:

"1. PASSENGER BRANCH:

a. Passenger Branch arranged the movement of approximately 500 Polish resruits from the PARIS area to the U.K. The recruits were moved to CHERBOURG on 23 November and arrived SOUTHAMPTON by LT on 29 November.

b. Passenger Branch also planned to move, during the first part of December, 40,000 Russians from VERDUN to CLERMONT FERRAND. The initial move was to consist of 15,000 requiring six (6) trains with ten (10) kitchen cars and sufficient passenger coaches for women and children.

c. Passenger Branch arranged to have kitchen cars attached to replacement trains operating from Channel Base to forward replacement depots. Thirty-eight (38) cars were obtained from IRS and stencilled "Kitchen Cars - LE HAVRE". These cars were staffed by GFRS personnel.

d. Arrangements were made to operate two (2) coaches per day to accomodate 120 Air Corps personnel on leave from REIMS to PARIS.

e. Because hospital trains had been moving very slowly and delays were found to be quite frequent, a thorough check was made on the operating of hospital trains and schedules were met which resulted in a much greater increase in the speed of the trains.

f. During this time, 6,530 personnel of the 78th Infantry were moved from ROUEN to TONGRES. This move involved four (4) trains, two (2) each moved on 25 and two (2) on 26 November.

g. During this period Passenger Branch operated fifty-three (53) Special Trains, a hundred and twenty-four (124) Hospital Trains, carried 37,691 patients and moved 92,377 personnel by rail.

"2. HIGHWAY BRANCH:

a. Highway Branch established standard routes from Channel Base Section to Army areas so that personnel arriving from the armies to LE HAVRE and ROUEN could be automatically moved to the front.

b. During this period a great portion of the Highway Network in Oise Base Section and Ad Sec became impassable because of flood waters from the Marne and neighboring rivers. This necessitated constant changes of routes.

c. (1) Number of vehicles moved during this period-approximately 9,484.

(2) Number of Personnel moved - approximately 40,502.

"3. MOTOR MOVEMENTS BRANCH:

a. Motor Movements Branch arranged for the movement of 135 tanks from LE HAVRE to the 9th Tank Destroyer Group at REIMS. Ordnance and T/C tank transporters were both used to make the deadline.

b. On 20-22 November, upon request from G-4, urgently needed medical supplies were moved from the PARIS area to NANCY for the 95th, 100th, and 50th General Hospitals.

"4. FREIGHT BRANCH:

a. The POL Section of the Freight Branch planned the distribution of tank cars in accordance with tonnage available at loading points, namely OSTEND, LE HAVRE, PARIS, CHARTRES, and COUBERT. It maintained record of tank cars by car number and maintained liaison with the Second SRS, G-4 POL Section, Quartermaster and the Base Sections with the view of coordinating and expediting movement of POL products in proper quantities to proper destination.

b. During this period it had been planned to move by rail 97,275 gross tons of POL and 63,834 gross tons by truck. In actuality 97,052 gross tons were moved by rail and 60,795 gross tons by truck.

c. 1,500 tons of perishable freight were dispatched from CHERBOURG to the PARIS area during this period. 335 Reefer cars were dispatched from LE HAVRE to the forward areas, with a total lift of 3,007 tons. In addition, 419 tons were moved by truck from CHERBOURG to Brittany Base and Loire Sections."

1 December through 15 December 1944:

"1. CONGESTION: During this period there was a considerable congestion of cars in the forward areas and a back-log of trains extended a considerable distance back from the forward railheads. This congestion was caused by loading in the ports and depots more cargo than the forward areas were in a position to receive. This resulted in a back-log of cars which built up for a period of approximately two weeks. The unloading of cars was speeded up; however, the principal of continued heavy loadings in the rear resulted in further congestion in the front and consequently a shortage of wagons in the port areas necessary to meet the Loading Program. By 15 December, the condition was materially better but it was due not only to the increased off-loading, but also to the reduction of loading in the rear area brought about by the inadequate car supply."

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"3. HOSPITAL TRAIN ACCIDENT: At 2330 hours on 7 December, hospital train 95-A which originated in SOLOC territory was derailed enroute to Paris. The accident was caused by a bale of landing mats falling off a train in front of it. However, patients aboard the train did not suffer any serious injuries. Hospital train No. 27 was dispatched to the scene of the accident and unloaded the patients from train 95-A and returned to Paris on the afternoon of 8 December. One fireman of the wrecked train was seriously injured, and one engineer was killed.

"4. TROOP MOVEMENTS:

a. During this time the 106th Infantry Division and the 87th Infantry Division were moved by the Movements Division. This movement required the combined supervision of the Passenger, Highway, and Motor Movements Branches. Four trains and four hundred trucks were needed to move the 106th Division from the staging area at Le Havre to the Armies on 8 and 9 December. Transportation Corps trucking companies which were being assigned to the forward areas were utilized for the truck movement. The 87th Division was moved through a three day period commencing 5 December.

b. The Passenger Branch made arrangements to handle the movement of 20,000 personnel returning to the Zone of the Interior under the new rotation policy. This personnel arrived in Paris from five replacement depots between 9 and 13 December and were forwarded to Le Havre where they would be sent to the UK for shipment to the U.S.

c. The Passenger Branch arrnged the movement of 40,000 Russian displaced personnel from Verdun to the rear areas. It also assisted in planning to move 250,000 Dutch displaced personnel, which might become necessary in the event that the enemy should flood certain Dutch territory. 21st Army Group designated by SHAEF to be responsible for the complete arrangements.

"5. STATISTICS:

a. During this period the Highway Branch moved approximately 9,177 vehicles and 40,025 personnel.

b. During this time the Passenger Branch operated 119 Hospital Trains and 35,302 patients. They operated 33 special trains and moved 102,121 personnel by rail."

Movements Division's Relations with other Agencies.

It was planned originally that the highly important task of establishing liaison and developing coordination be performed for this division by its Operational Control Branch, activated on 8 October 1944, but it was felt in December that direct contact between the various branches of the division and established liaison agencies outside was sufficient. Consequently, the discontinuance of the Operational Control Branch in that month merely brought a reversion to former methods.

a. Direct contact with the British consisted of a channel for policy making, through the Control and Planning Division, OCOT, to the TC's liaison staff with 21st Army Group in Belgium. Questions as to priorities and train operations over the lines of northern Normandy were satisfactorily solved through October until the gradual assumption of the control of these lines by Americans was completed.

b. The same procedure was followed in dealing with the Belgians. In this field, and it was true with the French also, the main problem was to convey, to operating personnel, an understanding of what was desired. Tie-ups occurred in the shunting operations of cars in yards. The liaison agency investigated those and straightened out most of them. In all cases, these agencies responded quickly to the division's requests and with maximum effort.

c. Coordination with the French was handled more directly than with the other nationals, the division immediately calling upon a liaison officer, Captain R.G. DE QUIRE, at Gare St. Lazare. As his location suggests, he was concerned mainly with railway problems.

When Rouen was opened 15 October, the car supply was short. The French thought it best to feed empties to Le Havre and Rouen on alternate days, which, from the U.S. Army point of view, only rendered the ports alternately ineffective. The misunderstanding was quickly corrected.

d. Movements Division's dealings with the Armies were through the AC of S G-4 of 12th and 6th Army Groups and the TC Colonels on their respective staffs. It should be added that in this case as in all others of liaison, certain problems peculiar to Advance, Intermediate, and Base Sections, came to the attention of the Paris office, but were handled through the Sections' contacts. For example, Channel Base Section's Movements Division in the Section Transportation Office could and did itself bring matters before the liaison staff in Belgium, and Advance Section went directly to 12th Army Group in many matters.

e. The lines of responsibility among the various divisions of the OCOT were so firmly drawn that there were few instances of problems between divisions. When such did arise, the DCOT performed the necessary coordination. Plans for the ambitious Supply Movements Program for January 1945 were made up by the Control and Planning Division, with the aid and concurrence of Movements Division where concerned. (See Chart No. 1 under Planning & Control Division, this Chapter).

f. The cooperation of U.K. Base was constant, its uninterrupted flow being assured by the normal channels between the OCOT and Base Sections. Many personnel movement arrangements were handled directly between the Passenger Branch in Paris and the Inbound Troop Movements Branch, (which covered also outbound troops) in the U.K.

APPENDIX No. 1
(Chapter II--Movements Division)

Supply Plan
(Draft of proposed directives to accomplish new system of supply)

1 November 1944

GENERAL PRINCIPLES

Ships are to be directed to ports, unloaded onto trains or trucks and cleared to intermediate or advance depots.

Armies will requisition daily maintenance from Advance Depots which will in turn be stocked from depots in the rear.

Sorting and balancing of stocks will take place at Intermediate and Advance Depots.

TRANSITION PERIOD

During the transition period the present Base Depots at Cherbourg will be called upon to forward balanced stocks and certain priority trains to augment deficiencies which might exist in intermediate and advance depots.

After the transition period Base Depots will accumulate reserves by receiving such overflow which might arrive at the Port and for which there is not transportation availability to forward depots.

Certain ports will be designated as being the Port to which supplies destined for consumption by a particular army are unloaded. These ports are as follows-

MORLAIX-Class I and Class V for the 24th Regulating Station.
CHERBOURG-All Classes for delivery to all destinations.
LE HAVRE-Class I, III and V for delivery to the 25th and Provisional Stations.
ROUEN-Class II, III and IV for delivery to intermediate depots by trucks.

DEPOTS

To meet the above depots will be established as follows-

a. Advance Depots for the 25th and Provisional Regulating Stations will be located in the general area of CHARLEROI-LIEGE.

b. Advance Depots for the 24th Regulating Station will be located in the general area of REVIGNY, VERDUN and BAR-LE DUC, to be later moved to the vicinity of METZ.

Intermediate depots to be located in the general area of PARIS, CREIL, COMPIEGNE and SOISSONS.

LOCATION OF DEPOTS

The Depots will generally be located at Railroad Terminals, Canal Terminals, on paved roads and back streets of towns and villages and similar places where hard standings are available. Open fields will not be used.

The location of general depots must have the approval of the Transportation Corps at Communications Zone level, in agreement with Chiefs of Services.

All supply General Depots will be under the Command control of G-4, Communications Zone and Communications Zone, Chiefs of Services.

All Movement of supplies forward from Advance Depots will be under the control of the Appropriate Regulating Station. The location of ADVANCE GENERAL DEPOTS will be determined by Communications Zone.

In order to implement the above general program directives should be issued to the appropriate commands or services as follows-

TRANSPORTATION CORPS

1. Supplies will be shipped to ports designated to stock specific depots for ultimate use by specific armies.

2. Port Commanders will clear direct to appropriate forward depots from commodity loaded ships except where overflow is directed to Base Depots.

3. CDIs will be issued by Office Chief of Transportation in accordance with allocations of cargo received from Chiefs of Services.

4. The Transportation Section of the appropriate Port or Command will be responsible for issuing all movement instructions and implementing all transportation movements from ports to all depots including Advance Depots. The Transportation Corps at the Regulating Station will be responsible for issuing the necessary instructions and implementing the transportation needs to move supplies forward from Advance Depots.

5. Daily train and truck service to Army railheads and truck heads will be scheduled from Advance Depots. Special shipments to Army Railheads from rear depots will be RED BALLED by train or by truck.

6. Transportation Corps to Advise G-4, Communications Zone, as to port capacities, as related to ability to clear, designation of method of port clearance whether by rail, inland waterway or motor and to designate the routes and roads to depots, (where priorities are not involved.)

7. Rate of restocking of depots to be based on capacity of transportation facilities as furnished by C.O.T.

8. OCOT will act in an advisory capacity when service allocations are not in accordance with Port, L. of C., or Depot transportation facilities, as in Paragraphs 6 and 7, requesting reallocations where necessary.

9. Port Commanders through their Transportation Section to be responsible for forwarding supplies in accordance with CDIs or instructions received from G-4, Communications Zone.

COMMUNICATIONS ZONE

1. Theater Commander will designate a definite level of supplies to be maintained at all depots.

2. CZ to be responsible for planning new Depot locations in connection with Transportation Corps.

3. Requisitions by Armies from Advance Depots to be set up for definite periods.

4. Sections to be responsible for administrative control and operation of depots within scope of supply as furnished by Communications Zone.

5. The forwarding of cargo handled direct from ship to rail or truck for forward movement will be in accordance with G-4 priorities by Service and Class of Supply.

6. G-4 to control level of supply, priorities and to exercise full command functions over all services.

SERVICES

1. Where supplies arrive at ports with capacity in excess of outgoing facilities, Base Depots will be established to take care of surplus.

2. Intermediate Depots will be established to maintain prescribed levels forward of ports and located where they can be reached by truck and/or rail.

3. Army will requisiton on Advance general depots through appropriate Regulating Station.

4. Supplies for Army maintainance will be drawn from intermediate and /or Base Depots only when Advance Depots cannot meet demands.

5. Supplies at Advance Depots will normally be maintained at designated levels by wholesale delivery of unclassified tonnage direct from ports.

6. Reserves will be maintained at Intermediate and Base Depots by the Services concerned to equalize the daily withdrawals for Army maintenance.

7. Base Depots as at present established will be drawn on to a minimum and every effort will be made to supply Advance Depots direct from commodity loaded ships. Base Depots will only be drawn on when requisitions of Armies cannot be obtained by Advance Depots or Intermediate Depots.

8. Base Depots will take overflow from ports of commodity loads in excess of those needed to maintain levels in forward depots. (Where vessels are loaded with balanced commodities deliveries will be made to one depot only)

9. Level of supplies in Base Depots will be flexible.

h. Movements Branch assigned to the Regulating Station will draw up train schedules route destinations, and tonnage commitments which will be submitted to the Chief of Transportation and on which allocation of troops, power and wagons will be based.

i. Trains carrying supplies consigned directly from ports or intermediate depots may, in certain cases, be directed to move forward to army railheads instead of unloading at Advance Depots. In such cases Military Railways will see that the balance of power, crews and wagons in the forward areas is maintained and that no undue accumulation of power, crews or wagons be allowed to remain in the forward area.

j. In the event it becomes necessary for the Regulating Station to divert to another Regulating Station serving another Army, permission to divert must be obtained from the Office of the Chief of Transportation.

k. The technical operation of the railways remains under the control of the COT Operating thru Commanding General, Military Railway Service.

l. The Regulating Station will place its demands on the MRS through its Transportation Section.

m. Military Railways will accept from the Transportation Branch at the Regulating Station the commitments as ordered by this branch within their capabilities and will be responsible for the hauling of all supplies by rail from depots forward to Armies and the necessary switching, spotting of cars and other functions normally belonging to Military Railways.

HAROLD L. MACK
Lt. Colonel, TC,
ACOT, Mov. Divn. CZ (FWD)

APPENDIX No. 2
(Chapter II—Movements Division)

TRANSPORTATION FORECAST (Oct 15 – 30)

Maps: Sketch Map Attached
(OCOT 5 Oct. 1944)

1. SUMMARY OF CAPABILITIES:

Estimated capabilities of rail and motor transport effective 15th October are estimated to be:

(a) TO PARIS AREA

	From	No. Trains Daily	Tons Daily
RAIL	Normandy and Brittany	Route 1 – 70	12,000
		Route 2 – 24	9,600
MOTOR	Normandy and Brittany	Route No. 3 Motor Trans. Service to Transfer Points	6,000
			27,600

In addition to the above, a schedule of six trains has been established MORLAIX–RENNES–MONS.

If these six trains are routed through to PARIS they must be counted as six of the twenty-four trains on Route 2 via CHARTRES to PARIS.

(b) NORTH AND E. OF PARIS

	Route	No. Trains Daily	
RAIL	Route 4–NE	30 Trains	12,000
	Route 5 – NE	12 Trains	4,800
	Route 6 – NE	30 Trains	12,000
			28,800

(Available from Pipeline at COUBERT 3,000 tons POL per day)

RAIL AND MOTOR Route 7 To transfer point at BEAUVAIS – 4,000
ST. OLER.

2. LOADING POINTS AND CAPACITY (Rail)

(a) ROUTE 1 – LISON – MEZIDON – DREUX LINES

Loading Points	Class of Supply	Loading Capacity in Trains per Day (400 Trains each)
CHERBOURG	QM – Cl. II, IV, III, III–A ORD – Cl. II, IV, V ENG – IV, IV–A	6
COUVILLE	QM – Cl. I	2
SOTTEVAST	ORD – Cl. V	3
VALOGNES	ENG – Cl. IV	1
MONTEBOURG	ORD – Cl. V CWS – Cl. V–A	3

Loading Points	Class of Supply	Loading Capacity in Trains Per Day (400 tons each)
CHEF DU PONT	QM - Cl. I, IV	2
CARENTAN	ORD - Cl. II, V, V-A Personnel	3
ISIGNY	SIG - Cl. II, IV	1
AIREL	ORD - Cl. V-A	1
LE MOLAY	QM - Cl. I, II ORD - Cl. V, II ENG - Cl. IV	8

(b) ROUTE 2 - COUTANCES - DOL - RENNES - CHARTRES LINES

Loading Points	Class of Supply	Loading Capacity in Trains per day (400 tons each)
CHERBOURG	QM - Cl, II, III, III-A, IV ORD - Cl, II, IV, V ENG - Cl, IV, IV-A	6
VALOGNES	ENG - Cl. IV	1
LE HAYE DE PUITS	ORD - Cl. V	2
UTAH	TC - Cl. II, IV SIG - Cl. II, IV	
COUTANCES -UTAH	ORD - Cl. V, II	4
FOLLIGNY-OMAHA	ORD - Cl. V, II	4
PONTARSON-OMAHA	QM - Cl. I, II	4
DOL - OMAHA	QM - Cl. I, II	4

3. TRANSFER POINTS (Motor - Rail)

(a) PARIS

Location	Capacity	Rail Route Served
LA COURNEUVE (PARIS)	3,000	No. 5 via SOISSONS - HIRSON
VINCENNES - FONTENOY	3,000	No. 6 via REVIGNY - NANCY
REUILLY	2,000	No. 5 via SOISSONS - HIRSON
(b) ST. OMER - BEAUVAIS	4,000	(Rail No. 4 to LIEGE and Motor)

4. RECOMMENDATIONS

(a) Routes 4 and 5 to receive traffic via Routes 1 and 7.

(b) Route 6 to receive traffic via Route 2 and truck transfer points.

(c) Truck line Route 3, 6,000 tons, to carry supplies required in PARIS area and remainder for transfer to Route 6.

(d) That the Advance Section be responsible for unloading trains at all rail-heads serving the forward Armies and that sidings be selected with adequate physical facilities for handling the increased tonnage available by rail movement.

APPENDIX No. 3
(Chapter II—Movements Division)

TRANSPORTATION FORECAST, 1 - 15 NOVEMBER 1944

GENERAL

This program is based on the following assumption:

1. That by November 1st, balanced stocks will have been largely built up in Advance Section and Paris depots from which Army daily requirements wil be met.

2. That wholesale delivery from Ports to Paris and Advance Section depots will be programmed.

3. That emergency delivery of tonnage needed to balance stocks for delivery to the Armies will be attained through Red Ball hauls by truck, this to be a supplementary service and not a regular service to be used for stocking forward depots.

4. Because of the increased tonnage planned to be moved by rail from Le Havre and Rouen over the October 15th program, certain trains have been eliminated from the Normandy Peninsula in order to relieve the congestion in this area caused by bad operating facilities and other winter conditions. It will be a more dependable program.

5. This program will permit truck companies to be assigned for operation from the forward dumps to the armies.

LINES OF COMMUNICATION

6. The forecast involves the use of the following main lines of communication:

ROUTE 1. Rail from Cherbourg via Lison, Mezidon and Dreux to Pari
ROUTE 2. Rail from Cherbourg via Folligny, Dol, Rennes and Chartres to Paris, including a connection from Morlaix to Rennes.
ROUTE 3. Red Ball truck route, Normandy peninsula to Paris including a connection to Le Mans.
ROUTE 4. Rail from Paris via Esternay, Sommesous, Revigny and Lerouville to near Nancy with connection from Lerouville to Route 5.
ROUTE 5. Rail from Paris via Meaux, Reims and Verdun to near Luxembourg
ROUTE 6. Rail from Paris via Soissons, Laon, and Hirson, to Charleroi
ROUTE 7. Rail from Paris via Creil, Tergnier, and Charleroi to near Liege.
ROUTE 8. Rail from Le Havre via Serqueux, Amiens and Arras to near Liege.
ROUTE 9. Rail from Le Havre via Serqueux and Beauvais to connect with Route 7 at Creil.
ROUTE 10. White Ball truck route from Le Havre and Rouen to Beauvais transfer point and to Paris.

ROUTE 11. Tank truck route from Rouen to St. Quentin, Charleroi and Liege.
ROUTE 12. Seine River from Rouen to Paris.
ROUTE 13. Rail from Ostend to Liege.

SUMMARY OF DAILY CAPABILITIES

ORIGIN	TONS	NO. OF TRAINS	ROUTE	DESTINATION
Normandy	12000	30	1	Paris
"	3200	6	2	Paris
"	800	Truck	3	Le Mans
"	2000	Truck	3	Paris (Emergency)
Morlaix	800	2	2	Paris
Coubert pipehead	2000	Truck		Paris transfer point (Pkg. POL)
"	800	Truck		Paris (Bulk Av. Gas)
"	2000	5	4	Verdun and vicinity (Pkg. POL)
"	700	2	4	Reims, Ancerville, Nancy (Bulk Av. Gas)
Paris	9200	23	4	Verdun and vicinity
"	4000	10	5	Reims, Verdun and vicinity
"	4800	12	6	Soissons, Charleroi
"	5600	14	7	St. Quentin, Charleroi, Liege
Le Havre	5000	12	8	Charleroi, Liege
"	1600	4	9	St. Quentin, Charleroi, Liege
Rouen	1400	Truck	10	Beauvais transfer point
Beauvais	1400	4	9	St Quentin, Charleroi, Liege
Rouen	1400	Truck	10	Paris
"	8000	Waterway	12	Paris
Le Havre-Rouen	2000	Truck	10	Paris (Emergency)
Rouen	1000	Truck	11	St. Quentin, Charleroi, Liege (Bulk POL)
Ostend	1500	4	13	Liege

TRANSFER POINTS

7. Use of the following transfer points for loading from truck to rail is planned:

La Havre du Puits . . . . . 800 tons daily
La Cournouve . . . . . 2000 tons daily (Pkg.POL)
St. Omer - Beauvais. . . . . 1400 tons daily

TRAIN SCHEDULE AND LOADING POINTS

8. There is attached a daily train schedule showing the loading points, class of supplies to be loaded, and time of departure for the trains originally in the Normandy and Brittany peninsulas.

9. A definite schedule for trains originating at Le Havre has not been prepared. Loading of trains is closely related to port clearance operations and in general the planned sixteen trains per day should be evenly spaced through the 24 hour daily period. Sufficient cars will always be on hand to allow for other flow.

D A I L Y T R A I N S C H E D U L E

NORMANDY AND BRITTANY LINES

Effective 1 November 1944

TRAIN NO.	DEPARTS FROM	NO. OF CARS	DEPARTS	SUPPLIES
	Route: CHERBOURG – LISON – MEZIDON – DRUX			
ST 1	Cherbourg	30	0300	Package P.O.L.
ST 2	Cherbourg	30	0700	Package P.O.L.
ST 3	Cherbourg	30	1100	Cl.I – II – III – IV –V
ST 4	Cherbourg	30	1500	Cl.I – II – III –IV – V
ST 5	Cherbourg	30	1900	Cl. – II – III – IV – V
ST 6	Cherbourg	30	1900	Cl.I – II – III – IV – V
ST 7	Couville	30	0800	Cl.I – III
ST 8	Couville	30	1700	Cl.I -III
ST 9	Sottevast	30 – 40	0700	Cl.IV – V
ST 10	Sottevast	30 – 40	1300	Cl.IV – V
ST 11	Sottevast	30 – 40	2300	Cl.IV – V
ST 12	Valognes	30 – 40	0500	Cl.IV Engineer
ST 13	Montebourg	30	0200	Cl.V – or CWS Cl. V–A
ST 14	Montebourg	30	1500	Cl.V or CWS Cl. V–A
ST 15	Montebourg	30	1900	Cl.V or CWS Cl. V–A
ST 16	Chef du Pont	30	2300	Cl.I - II
ST 17	Chef du Pont	30	2300	Cl.I – II
ST 18	Carentan	30	0100	Ord. Cl.II – V – V–A
ST 19	Carentan	30	0100	Ord. Cl. II – V – V–A
ST 20	Carentan	30	1800	Ord.Cl. II – V– V–A
ST 21	Isigny	30 – 40	1400	Sig.Cl.II – IV, Eng.Cl.II – I
ST 22	Airel	30 – 40	1400	Cl.V–A, Eng. Cl. IV
ST 23	Le Molay	31 – 40	0100	QM Cl.I & II
ST 24	Le Molay	31 – 40	0100	QM Cl.I – II
ST 25	Le Molay	31 – 40	0700	QM Cl.I – II
ST 26	Le Molay	31 – 40	0700	QM Cl.I – II
ST 27	Le Molay	31– 40	1000	Ord.Cl. V – V–A Cl.II.Eng.Cl.
ST 28	Le Molay	30	1000	Ord.Cl.V – V–A,Cl.II,Eng.Cl.I
St 29	Le Molay	30	1300	Ord.Cl.V – V–A,Cl.II.Eng.Cl.I
ST 30	Le Molay	30	1300	Ord.Cl.V. – V–A,Cl,II.Eng.Cl.

Loading points at Le Molay Station, Lison, LaMeauffe, or Airel may be substituted for Le Molay when conditions require.

	Route: CHERBOURG – FOLLIGNY – RENNES – CHARTRES			
ST 31	Cherbourg	30	0100	Cl.I – II & III – IV – V
ST 32	Cherbourg	30	0500	Cl.I – II – III – IV – V
ST 33	Cherbourg	30	0900	Cl.I – II – III – IV – V
ST 34	Cherbourg	30	1300	Cl.I – II – III – IV – V
ST 35	Cherbourg	30	1700	Cl.I – II – III – IV – V
ST 36	Cherbourg	30	2100	Cl.I – II – III – IV – V
ST 38	Le Haye du Puits	30 – 40	0100	Ord.Cl.V.TC Cl.II.IV.Sig.Cl.I IV

ST 38	Le Haye du Puits	30	1400	Ord.Cl.V.TC Cl.II.IV.Sig.Cl.II.IV
ST 39	Morlaix	30	0700	Cl. I – V
ST 40	Morlaix	30	0900	Cl. I – V
ST 41	Morlaix	30	1100	Cl. I – V
ST 42	Morlaix	30	1300	Cl. I – V
ST 43	Morlaix	30	1500	Cl. I – V
ST 44	Morlaix	30	1700	Cl. I – V
ST 45	Morlaix	30	1900	Cl. I – V
ST 46	Morlaix	30	2100	Cl. I – V
ST 47	Morlaix	30	2300	Cl. I – V

Extra trains may be substituted for standard trains provided at least 48 hours notice is furnished originating Base Section.

TRANSPORTATION FORECAST, 16 - 30 NOVEMBER 1944

G E N E R A L

The program does not include clearance from the Port of Antwerp. Should this port become available during the period the transportation involved will be subject to revision.

LINES OF COMMUNICATION

The forecast involves the use of the following main lines of communicatio[illegible]

ROUTE 1. Rail from Cherbourg via Lison, Mezidon and Dreux to Paris.
ROUTE 2. Rail from Cherbourg via Folligny, Dol, Rennes and Chartres to Paris, including a connection from Morlaix to Rennes.
ROUTE 3. Rail from Paris via Esternay, Sommesous, Revigny and Lerouville to near Nancy with connection from Lerouville to Route 4.
ROUTE 4. Rail from Paris via Meaux, Reims and Verdun to near Luxembourg.
ROUTE 5. Rail from Paris via Soissons, Laon and Hirson to connect with Route 6 at Charleroi.
ROUTE 6. Rail from Paris via Creil, Tergnier and Charleroi to near Liege.
ROUTE 7. Rail from Le Havre via Serqueux, Amiens and Arras to connect with Route 6 at Valenciennes.
ROUTE 8. Rail from Le Havre via Serqueux and Beauvais to connect with Route 6 at Creil.
ROUTE 9. Truck route from Rouen to Beauvais transfer point and to Reims.
ROUTE 10. Truck route from Rouen to Paris.
ROUTE 11. Tank Truck route from Rouen to St. Quentin.
ROUTE 12. Seine River from Rouen to Paris.
ROUTE 13. Rail from Ostend to Liege.

SUMMARY OF DAILY CAPABILITIES

ORIGIN		TONS	NO. OF TRAINS	ROUTE	DESTINATION
Normandy		12,000	30	1	Paris
"		3,200	8	2	"
Morlaix		3,000	8	2	"
Pipehead	(80)	950	Truck		Vincennes decanting plant thence to transfer point.
"	(Av)	500	Truck		Paris
"	(80)	400	1	4	Reims
"	(Av)	500	1	4	Reims
"	(Av)	350	1	3	Nancy Area
"	(80)	1,800	4	3	" "
Paris		7,500	19	3	" "
"		1,500	4	4	Reims
"		3,000	7	4	Luxembourg Area
"		1,600	4	5 & 6	" " (Cl.V via Soissons)
"		2,500	6	5 & 6	Liege Area
"		3,600	8	6	" "
Le Havre		5,000	12	7	" "
"		1,500	4	7 & 6	Reims
Rouen		2,000	Truck	9	Beauvais transfer point
[illegible]		[illegible]		[illegible]	[illegible]
"		[illegible]	[illegible]	[illegible]	[illegible]

Beauvais	1,600	6	9 & 7	Reims
"	400	2	9 & 7	Liege Area
Rouen	300	Truck	11	St. Quentin (Bulk POL)
"	1,000	Truck	10	Reims
"	3,000	Waterway	12	Paris (Incl. 1,000 POL)
Le Havre - Rouen	2,000	Truck	10	Paris (Emergency)
Ostend	1,500	4	13	Liege Area (Bulk POL)

TRANSFER POINTS

Use of the following Transfer Points is planned:

Le Bourneuve (Paris) . . . . . 600 tons daily (Pkg. POL)
Pantin (Paris) . . . . . 600 tons daily (Pkg. POL)
Beauvais . . . . . 2,000 tons daily

TRAIN SCHEDULE AND LOADING POINTS

There is attached a daily train schedule showing the loading point class of supplies to be loaded, and time of departure for the trains originating in the Normandy and Brittany Peninsulas and from Le Havre and Beauvais.

In the transition to making wholesale deliveries from shipside to advance and intermediate depots, it is contemplated that the scheduled train will gradually be diminished and that the marshalling areas will be prepared to handle a daily tonnage schedule as allocated by G-4 in accordance with agreements reached between the Commanding General, Military Railway Service and Commanding General of Port or Ports involved.

D A I L Y T R A I N S C H E D U L E
NORMANDY AND BRITTANY LINES

Effective 1 November 1944

TRAIN NO.	DEPARTURE FROM	TIMES	SUPPLIES
	Route:	CHERBOURG - LISON - MEZIDON - DREUX	
ST 1	Cherbourg	0100	Class I - II - III - IV - V
ST 2	"	0100	"
ST 3	"	0600	"
ST 4	"	0300	"
ST 5	"	0700	"
ST 6	"	0700	"
ST 7	"	1100	"
ST 8	"	1100	"
ST 9	"	1500	"
ST 10	"	1500	"
ST 11	"	1700	"
ST 12	"	1700	"
ST 13	"	1900	"
ST 14	"	1900	"
ST 15	"	2300	"
ST 16	"	2300	"

TRAIN NO.	DEPARTS FROM	DEPARTS	SUPPLIES
ST 17	Couville	0800	Class I
ST 18	"	2000	"
ST 19	Sottevast	0700	Class IV - V
ST 20	"	1300	"
ST 21	"	2300	"
ST 22	Montebourg	1900	Class V
ST 23	Chef du Pont	2300	Class I - II
ST 24	"	2300	"
ST 25	Carentan	0100	Class II - V
ST 26	"	0100	"
ST 27	Le Molay	0700	Class I - II - IV - V
ST 28	"	0700	"
ST 29	"	1900	"
ST 30	"	1900	"

NOTE: It is intended that the program be flexible enough to meet changing conditions. The number of trains from each loading point is subject to change and loading points at Airel, Barfleur, Isigny, La Hague, St.Vaast and Valognes may be substituted provided at least 48 hours advance notice is furnished originating Base Section.

Route: CHERBOURG - FOLLIGNY - RENNES - PARIS

ST 31	Cherbourg	0200	Class I - II - III - IV - V
ST 32	"	0500	"
ST 33	"	0900	"
ST 34	"	1300	"
ST 35	"	1600	"
ST 36	"	2100	"
ST 37	La Haye du Puits	0100	Class II - IV - V
ST 38	"	1400	"

Route: LE HAVRE - SERQUEUX - AMIENS - ARRAS - LIEGE

ST 39	Le Havre	0100	Bulk POL
ST 40	"	0300	Class I - II - IV - V
ST 41	"	0500	"
ST 42	"	0700	"
ST 43	"	0900	"
ST 44	"	1100	"
ST 45	"	1300	"
ST 46	"	1500	"
ST 47	"	1700	"
ST 48	"	1900	"
ST 49	"	2100	"
ST 50	"	2300	"

Route: LE HAVRE - SERQUEUX - BEAUVAIS - CREIL

ST 51	Le Havre	0200	Class V
ST 52	"	0800	"
ST 53	"	1600	"
ST 54	"	2200	"

TRAIN NO.	DEPARTS FROM	DEPARTS	SUPPLIES
ST 55	Beauvais - St. Omer	0200	Class II - IV
ST 56	"	0700	"
ST 57	"	1200	"
ST 58	"	1600	"
ST 59	"	2000	"

Headquarters, 2nd Military Railway Service.

The headquarters of 2nd Military Railway Service, with Brigadier General CLARENCE L. BURNEE as General Manager, was organized and staffed to parallel its civilian counterpart, a major railway system in the United States. The main difference was in the addition of departments necessary for handling the administration of military personnel and related military matters. Thus, the various departments of 2nd MRS consisted of those that were purely military and others that performed a combined military and railway function; in addition there were those that constituted operative and engineering departments which were related entirely to railways. The Manager's Office and the Administrative Department were partly military and partly railway administrative. The Company Headquarters was military, while the Equipment, Stores, Transportation, and Engineering Departments were exclusively railway operative departments.

The General Manager of the 2nd MRS was also an Assistant Chief of Transportation to the Chief of Transportation, Major General FRANK S. ROSS and was on the staff of the Chief of Transportation. The office of the General Manager was similar to the parallel position in a civilian railway organization with the military duties added. In the General Manager's office, the Executive Officer held the title and performed the duties of Assistant General Manager as in a civilian railway headquarters. The Liaison Officer performed in a military and technical capacity, and the Aide-de-Camp to the General Manager held a military position.

Equipment Department:

The equipment Department was headed by an Assistant General Manager, in charge of Equipment and contained the Superintendent of Motive Power, Superintendent of Cars, Chief Mechanical Engineer, Superintendent of Shops, and the Chief Electrical Engineer.

This department controlled rolling stock and motive power, maintained technical supervision over the Railway Shop Battalions and other equipment construction agencies that were charged with building or repairing equipment to be used by the 2nd MRS, supervised the maintenance of rolling stock and railway installations, kept a check on the volume and condition of power and rolling stock and devised means of keeping sufficient stock available to fill the requisitions made to the 2nd MRS for the movement of military supplies.

Stores Department:

The head of the Stores Department was an Assistant General Manager, in charge of Stores. Assigned to this department were a Storekeeper and a Fuel Agent.

This department was extremely active during the building and planning period prior to the invasion. It handled, in cooperation with the Engineering and the Equipment Departments, the securing of rolling stock, equipment and the stores for use by the 2nd MRS on the Continent. It worked very closely with the Supply Division of OCOT and made requisitions on the American-British Joint Stock Pile for stores and supplies. The Stores Department listed all equipment available, balanced it against proposed transportation targets, and made requisitions for added supply and equipment as needed.

The Fuel Agent received shipments of coal and fuel oils and controlled their proper distribution; made estimates of the fuel needed and requisitioned same.

Transportation Department:

This department was concerned with the primary mission of the 2nd IRS, the movement of trains. All other departments of 2nd IRS were designed and and their activities were aimed towards making possible the proper and efficient functioning of the Transportation Department. This department was headed by an Assistant General Manager, in charge of Transportation and contained also a General Superintendent of Terminals, a Superintendent of Car Service, and a Superintendent of Telephone and Telegraph.

The Transportation Department received requests from Movements Division, OCOT, for forward movements and scheduled the necessary trains from loading terminals, and through close liaison with the Section or Base Section Transportation Officer and ETO's, arranged for the forward movement of trains and the return of empties. The Transportation Department worked very closely in cooperation with the Equipment and the Engineering Department and kept the General Manager informed of the rail conditions and capacities throughout the various Line of Communication.

Engineering Department:

The head of the Engineering Department was an Assistant General Manager, in charge of Engineering. The department contained a Chief Construction Engineer, a Chief of Maintenance, a Signals and Communications Engineer, a Superintendant of Yard Equipment, and a Superintendant of Water Service.

This department handled the construction, reconstruction and maintenance of railroad facilities. Its duties included reconnaissance of newly acquired railway lines, the consolidation of reports from the reconnaissance of the Railway Grand Division, the Engineers, and from SHCF reconnaissance parties. After the gathering of information had been completed, this department in liaison with the Engineers and the Signal Corps as well as with the 2nd IRS units in the field, placed in operation, through recommendation and requisitions, the machinery required for the construction, repair and reconstruction of the necessary railway facilities.

The Drafting Section of the Engineering Department prepared drawings, maps, and charts for proposed and actual operations and construction, as well as illustrative material for planning and records.

Administrative Department:

The Administrative Department consisted of three officers, namely, the Adjutant for the Administration of military matters, the Statistical Office, who performed the same job as the statistician, his civilian counterpart, and a personnel officer who handled all matters relating to military personnel and the problems of securing and placing the technical personnel for the headquarters.

Company Headquarters:

Company Headquarters was comprised of a Company Commander, an Assistant Company Commander, and enlisted personnel whose functions were to perform ordinary administrative duties normally assigned a Headquarters Company. This department was military and was not a technical railway unit.

* * * *

Headquarters, 2nd Military Railway Service, was located at Gare St. Lazare, Paris and was staffed with 35 officers and 150 enlisted men, most of whom were highly skilled in their specific jobs, a high percentage of them having worked in similar positions in civilian railway organizations. Of the officers, 23 were former railway employees while most of the others worked in allied fields where the general knowledge of transportation problems was very high.

During the last few months of 1944, the need for highly skilled technical personnel became acute, and a number of officers with railway experience were assigned on temporary duty with the 2nd MRS, many from other branches of the Services. Further, a group of experts commissioned from civilian railways in the United States arrived in the ETO and were allotted to railway units in the field, a small percent of them remaining in the headquarters.

The 2nd MRS worked in close cooperation with the [illegible] and because of this a Liaison Office operated at 2nd MRS Headquarters, with Major WILLIAM R. SIMONI as its Chief. A varying number of English-French speaking civilians worked in the headquarters of 2nd MRS and in the field to facilitate operations where the services of persons who could speak both languages were essential. These civilian interpreters supplemented the French-speaking military personnel originally assigned the 2nd MRS for this job.

Chapter III gives details on the activities of the 2nd Military Railway Service and their attached or assigned units during the last three months of the year 1944.

Marine Operations Division

During the last three months of the year 1944, there were various changes in the functional structure of the Marine Operations Divison (MOD), and the types of problems confronting the division increased in number. In October, changing priorities for supply requirements demanded frequent revision of shipping allocations. Lengthening the Lines of Communication and increasing the number of troops on the Continent called for more transportation facilities and more supplies at a time when the discharge of ships was being greatly hampered by adverse weather. The decreased rate of discharge was most serious at the beaches and minor ports in Normandy and Brittany but Cherbourg was also affected. The opening and development of Le Havre and Rouen in October solved to some extent the problem of lowered tonnages discharged in the Normandy and Brittany area. By moving the 16th and 11th Ports from these areas to Le Havre and Rouen, two additional points of entry to France were established closer to the front. (See Chart 1 Chapter I).

The efforts of all branches of the Marine Operations Division, during the month of November, were directed towards preparing for the opening of Antwerp. In order to begin Transportation Corps operations at this port, it was necessary to bring the 13th Port from the United Kingdom to Antwerp and, as in the case of Le Havre and Rouen, the re-location of large quantities of floating and non-floating equipment was required. This equipment was drawn from the beaches, the ports of Brittany and Normandy, and from the United Kingdom. Officers of the Marine Operations Division coordinated the movement of non-floating marine equipment from Normandy and Brittany ports and the beaches in Normandy, and from the Transportation Corps depot near Cherbourg, across France by land and water to Antwerp. In November and December "sea-mules" were ob-

tained and moved to the Continent for further use by the Armies in crossing the Rhine. Transportation Corps units were moved to the Continent or re-located there as required.

During December, plans were made within the division for re-organization in order to provide more flexible methods in assembling and disseminating information, and to take over the task of ship programming. Arrangements were made for a new system of diverting cargo and passenger vessels bound for the Continent. In coordination with G-4, the Chiefs of the Services, and the Movements Division, OCOT, the Marine Operations Division, under a new plan, assumed the duties of setting up estimates to be submitted to Washington for use as a guide in ordering vessels to the ETO.

The mission, duties, and responsibilities of Marine Operations Division, OCOT, were as follows (as of 31 December 1944):

(1) Chief of Marine Operations Division, OCOT, acts as technical advisor to COT on Marine matters.

(2) Provides technical supervision for Ports.

(3) Reports to COT, War Department, Chiefs of Services, and to Port Commanders and Base Sections on status of vessels and cargo.

(4) Maintains liaison with such agencies as U.S. Navy, Royal Navy, War Shipping Administration, Ministry of War Transport.

(5) Allocates troop units and T.C. equipment to ports and subordinate units and provides maintenance facilities and supervision.

(6) Responsible for coordination with G-4, and with Chiefs of Services, for ship programming.

(7) Responsible for diversion of vessels to ports best equipped and located for discharge of passengers and cargo.

During December 1944, plans were made for certain changes in organization but they were not placed in effect until January 1945. The plans as made at that time provided for the following branches:

Ports & Water
Harbor Craft & Repair
Requirements & Allocation
Marine Intelligence & Diversion
Troop Ships & T/BA

The personnel of the division was expanded to:

33 officers	23 WAC enlisted women
47 enlisted men	7 Civilians

Following is a brief outline of the duties of the various offices and branches within the Marine Operations Division as of 31 December 1944:

Chief of Division (Asst. Chief of Transportation) : Responsible to the Chief of Transportation for the activities of the Marine Operations Division. Furnishes the necessary staff, and technical and supervisory assistance, to Ports and other field installations concerned with the discharge of cargo and the operation of floating equipment.

Deputy Chief of Division (Asst. Chief of Transportation) : Performs duties as Chief of Division in absence of ACOT and is directly responsible to ACOT, Marine Operations Division, for ship programming and operations.

Executive Officer: Acts in capacity of assistant to ACOT and DACOT, and relieves them of details. Holds administrative supervision over branch chiefs.

Administrative Officer: Receives and distributes all incoming and outgoing communications. Advises branch chiefs as to proper form, procedure, security classifications and precedence instruction relative to outgoing communications. Deals with Administrative Division, OCOT, in matters affecting personnel, communications, building facilities, and transportation of Marine Operations Division personnel. Acts as office of record and maintains central files of division. Prepares and distributes Marine Operations Division and OCOT reading file.

Marine Intelligence and Diversion Branch, (MI &D): Keeps spot check information on all vessels that are assigned to carry U.S. cargo and personnel or use U.S.-operated ports on the Continent. Compiles and furnishes AGWAR (Adjutant General War Department) with ACTREP (Activity Report) report. Provides liaison for Marine Operations Division, Movements Division, G-4, and U.S. Navy, in connection with vessel movements.

Vessel Section: Maintains complete records as to arrivals, sailings, turn-around time, and anchorages in which ocean-going vessels and coasters are being held; all information concerning movements of vessels is maintained by this section. Assigns vessels to ports according to program and makes necessary diversions of vessels in order to meet emergency changes. Notifies proper authority of vessel departures from Continental ports, when necessary. Responsible for dissemination of all information pertaining to vessel sinkings and damage.

Sitrep Section: Publishes Daily Shipping Report, Port Situation Reports and maintains current information on all vessels operated for or by the U.S. Army. Maintains MI & D Kardex and other files; also publishes any additional statistical information required.

Ports and Water Branch: Acts as technical advisor to Port Operations Divison in Ports, keeping constantly in contact with Ports and furnishes advance vessel and cargo information in order that Ports may be able to plan for efficient discharge of vessels.

Inbound Cargo Section: Maintains manifest section, forwarding manifest and cargo plans to port of discharge. Checks and recapitulates vessel manifests and stowage plans to be used as a guide for port assignment in order to place vessels at ports best equipped to perform the discharge. Keeps constant check on vessel priorities and notifies Ports in order that vessels may be discharged expeditiously. Reports delays in cargo discharge and determines causes.

Outbound Cargo and Mail Section: Receives requests from Movements Division, OCOT, on cargo destined for the U.K. and U.S. Arranges with Port Commander, Ministry of War Transport and War Shipping Administration for allocation of shipping space. Notifies Movements Division of time cargo is to arrive in Port for export. Prepares necessary information regarding the type and stowage of cargo loaded aboard vessels. This is furnished to MI & D for transmission in sailing cables to U.K. Base Section or to the United States.

Coal and Reefer Section: Maintains running records on arrival and discharge of coal and reefers at all ports. Keeps constant check on facilities set up for reception and movement. Has the direct responsibility for port turn-around of vessels and for coordination with other interested agencies in order to avoid vessel delays.

Troop Ship and T/BA Branch: Keeps detailed information as to the movement of all vessels assigned to troops, whether US/Continental or UK/Continental. Maintains complete records of capacities on all Troop, T/BA, and Hospital vessels, keeping Passenger Branch, Movements Division, currently informed. Requests MI & D to place vessels on berth when required. Liaison with Movements Division and G-4 on Troop and T/BA matters.

Ship and Craft Section: Keeps spot check on all troop and hospital carriers or ships, LST's, LCI's, and LSI's in US/Continental, UK/Continental, Continental/US and UK/US moves. Notifies Ports of ETA (Estimated Time of Arrival) and cargo aboard. Keeps in contact with Ports on arrivals and sailings of these vessels. Notifies all interested parties of anticipated moves.

Casualty Section: Arranges for necessary Troop Lists and maintains complete files on arrivals of all troops when casualties occur. Keeps in contact with ports where casualties are landed and notifies all parties concerned of details of survivors, missing, and dead.

Requirements and Allocations Branch: Assigns the necessary troops, land and floating-equipment to Ports in accordance with planned monthly discharge program. Maintains up-to-date records on Port facilities and coordinates equipment assignment with Control & Planning Division, OCOT.

Land Equipment Section: Maintains records of land based equipment assigned to port of operations. Arranges for transfer of equipment if it is to be moved from one Port to another or to any depot. Arranges for movement and assignment of new equipment.

Floating Equipment Section: Maintains records of floating equipment and determines Port requirements and assignments.

Troop Section: Maintains complete records of all MOD Port units. Recommends assignment and arranges movement of all units to be transferred from one Port of location to another.

Harbor Craft and Repair Branch: Technical advisor on use and operation of all harbor craft equipment. Supervision of construction of barges and equipment to be assembled and responsible for maintenance and repair of all equipment assigned to MOD.

Harbor Craft Section: Operates all floating equipment. Maintains detailed records regarding location of all equipment of this branch. Arranges for movement of cross-channel tows in accordance with priorities. Transfers floating equipment from one port to another.

Maintenance and Repair Section: Responsible for repair and maintenance of all floating equipment. Acquires needed materials and parts for repair and maintenance of all floating equipment assigned to branch. Arranges for repairs beyond local capabilities. Responsible for erection program and facilities used in connection therewith.

Table 22

PORT OPERATING EQUIPMENT, T.C. E.T.O.

FLOATING

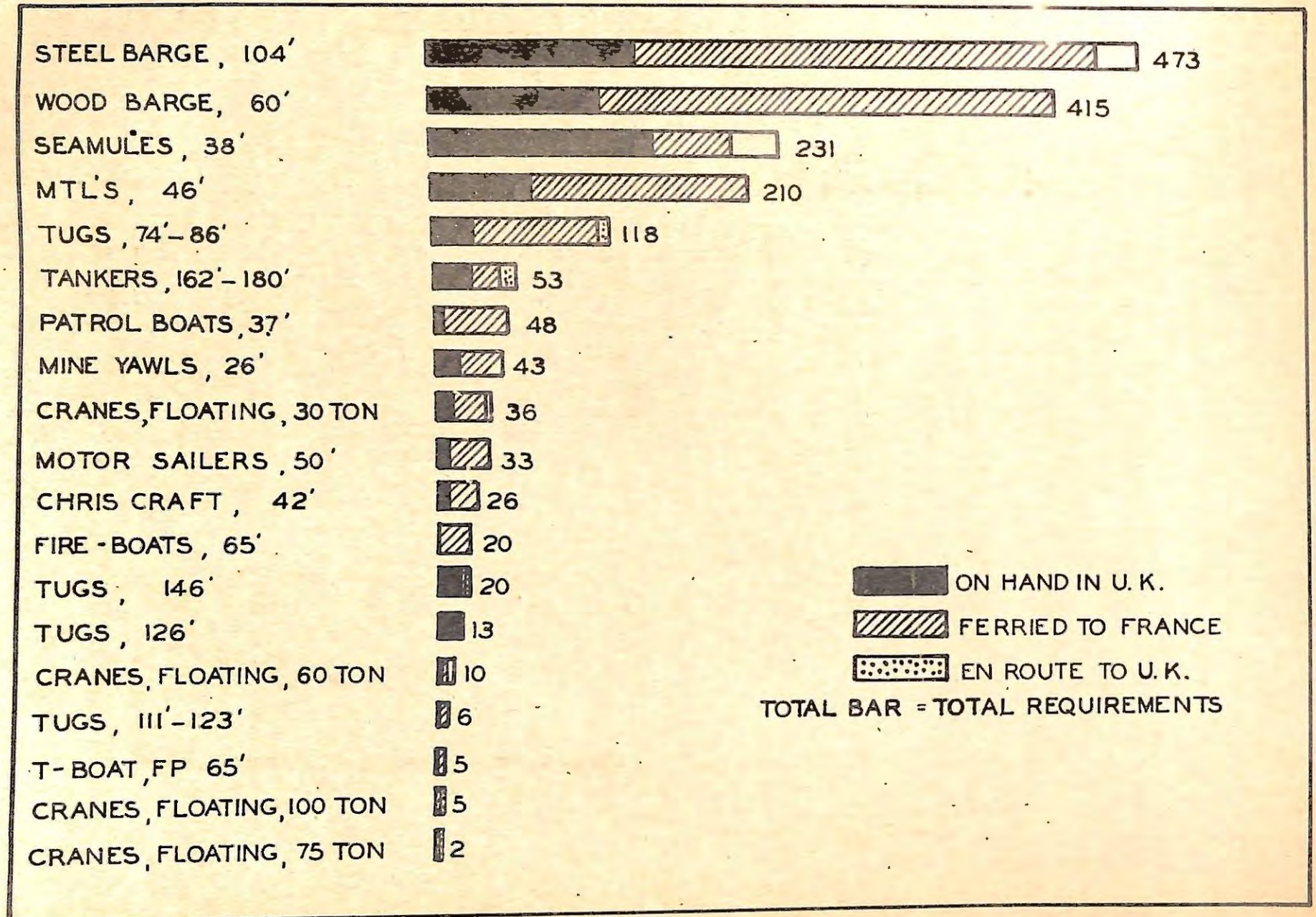
TYPE	ALLOCATED	IN U.K.	FERRIED TO FRANCE	EN ROUTE TO U.K.	TOTAL ERECTED *
Barges, steel 104'	473	139	304	0	443
Barges, wood 60'	415	115	300	0	415
Seamules 38'	231	51	149	0	200
MTL's 46'	210	66	144	0	-
Tugs 74' - 86'	118	26	84	8	-
Tankers 162' - 180'	53	27	19	7	-
Patrol Boats 37'	48	5	43	0	-
Mine Yawls 26'	43	14	29	0	-
Cranes, Floating 30 Ton	36	10	21	0	31
Motor Sailers 50'	33	8	25	0	-
Chris-Craft 42'	26	7	19	0	-
Fire Boats 65'	20	0	20	0	-
Tugs 146'	20	14	2	4	-
Tugs 126'	13	13	0	0	-
Cranes, Floating 60 Ton	10	2	5	0	6
Tugs 111' - 123'	6	2	4	0	-
T-Boats FP 65'	5	1	4	0	-
Cranes, floating 100 Ton	5	0	3	2	-
Cranes, floating 75 Ton	2	0	1	1	-

* Items marked with a dash do not require erection.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 DECEMBER 1944

PORT OPERATING EQUIPMENT T.C. E.T.O.

— FLOATING —



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31 DECEMBER 1944

STATISTICS BRANCH T.C.

Assistant for Ship Programming: Maintains up-to-the-minute information on Ports as to capacity to discharge and dispatch freight from the ports. Maintains detailed information as to Port facilities and performance.

Prepares projected port capacity information for Control & Planning Division, OCOT, and recommends allocation of vessels by class of supply. Prepares estimated vessel position report to be used in monthly projection program.

Coordinates with G-4 on necessary modifications in programming of vessels to be sailed from U.S.

Furnishes 5-day reports to AGWAR of cargo discharge and vessel activity.

Furnishes estimates to AGWAR of projected vessel discharges by ports for 30-day periods.

Advisory and supervisory relation between Marine Operations Division and individual Major Ports:

During the last quarter of the year 1944, surveys were made of Le Havre and Rouen areas, and of Antwerp, Ghent, Calais, Dieppe and Boulogne. Reports were made to Control & Planning Division, OCOT, to be used as a basis for planning the operation of U.S.-controlled ports. Marine Operations Division also provided for the allocation of equipment and units to newly opened ports and furnished facilities for maintenance and operation of this equipment. The ports were supplied with necessary advance information on arrival of vessels. This included the furnishing of Cargo Loading Cables, Manifests, and Stowage Plans well in advance of ship arrivals in order for Ports to plan efficient discharge of cargo. Necessary coordination and advice was provided to ports on the Continent and ports of discharge in the United Kingdom and in the United States on the out-loading of cargo.

Continuous communication with Ports was maintained for up-to-date information on the discharge of cargo and other matters affecting their operation. Because of the large amount of floating and non-floating equipment assigned to the Ports, the Marine Operations Division maintained a staff of officers concerned with maintenance and repair who traveled to Ports and Base Sections in order to advise and facilitate maintenance and repair operations.

Civilian technical observers and mechanics representing various engine and equipment manufacturers of the United States were attached to the Marine Operations Division and sent to Ports when necessary. Technical information concerning operations, safety regulations, and new or improved methods of discharge and loading cargo, were disseminated to the operating units.

Cooperation and Liaison with:

U.S. Navy and British Navy: During the last quarter of 1944 much closer cooperation and liaison was effected with the U.S. Navy. The functions of the COMNAVEU Logistical Liaison Group, which was allocated office space in the OCOT, provided a valuable additional contact with the U.S. Navy. The Marine Operations Division Liaison Units attached to CTF 125 moved with the latter when its activities were transferred from Cherbourg to Le Havre. Marine Operations Division dealt with the Admiralty through the U.K. Base Transportation Officer on routine matters. Direct communication was made with the Admiralty on emergency matters. For the most part, subject matter covered in any communications with the Admiralty concerned the diversion of ocean stores ships

and coasters. Communication was maintained with ANCXF (Commander Allied Naval Expeditionary Forces) relative to priorities. The use of jointly operated landing craft was also obtained from ANCXF.

War Shipping Administration: The War Shipping Administration provided the Transportation Corps with vessels under their control for Army use. Marine Operations Division instructed the War Shipping Administration as to the ports at which their vessels were scheduled to berth. One of the most important problems confronting both the Transportation Corps and War Shipping Administration was that of improving turn-around time. A great deal of work was devoted toward the rapid discharge and dispatch of cargo vessels. War Shipping Administration was brought into closer liaison with OCOT through the institution of weekly ACTREP reports which were sent to Washington.

The Transportation Section of the U.K. Base provided valuable reports and in turn received a constantly increasing flow of necessary information regarding overall shipping operations. The Base Transportation Officer of the U.K. Base acted as the agent through whom the Marine Operations Division contacted the British Ministry of War Transport in the U.K. and the Admiralty. Marine Operations Division together with the Base Transportation Officer sent representatives each week to London to attend the Continental Shipping Allocation Meeting.

Relationship with British Ministry of War Transport was similar to dealings with War Shipping Administration. The principal subject of discussion was the use of British owned and operated coasters which carried U.S. cargo from England to the Continent.

Theater G-4: Marine Operations Division represented the Chief of Transportation with G-4 in matters pertaining to the movement and diversion of vessels or development of ports. It supplied information to G-4 for use in formulating shipping priorities. Marine Operations Division officers obtained "sea-mules" and other floating equipment for use by the Armies in the crossing of the Rhine. A Harbor Craft Company was divided into detachments to work with the 1st, 3rd, and 9th Armies and Advance Section, Com Zone, in assembling and operating equipment and instructing other personnel in operation and maintenance.

Other Divisions at OCOT: Information was continuously being exchanged with all divisions in OCOT. Movements Division was furnished necessary details and documents relative to the location of cargo and vessels discharging on the Continent. Control & Planning Division was provided with reconnaissance reports and other data enabling the division to plan for the operation of port facilities. The Supply Division was given maintenance and supply requirements for floating and non-floating equipment and cargo handling gear. The Administrative Division was notified as to the desired phasing and allocation of Port Battalions, Port Marine Maintenance Companies, Amphibian Truck Companies, Harbor Craft Companies, and Major and Minor Port Headquarters.

Most relationships with French and Belgian authorities were carried out either in the field or at a higher Headquarters level (SHAEF). During the last part of the year 1944 French and Belgian liaison officers were attached to OCOT.

Summary of Work Done at Ports:

Le Havre: Preliminary surveys were made at Le Havre during the latter part of September and again in early October by personnel of Marine Operations Division. Reports made resulting from these reconnaissances contained information as to demolished quays, location of railroad facilities within the port area, location of sunken vessels and other harbor obstacles, and conditions of roads and facilities within the town.

Rouen: The 11th Port Headquarters, which had operated the minor ports of Granville, Grandcamp, Barfleur, Carenten, and Isigny, was transferred to Rouen in October. Along with the personnel of this unit, it was necessary to move port equipment consisting of cargo handling gear, cranes, fork lift trucks, tractors, low bed trailers, and other equipment. Due to traffic congestion, railroad facilities were not available for this move and as a result it was necessary for Marine Operations Division to plan for alternate methods of movement. The movement of floating equipment was phased to take advantage of periods when good weather could be expected. All available space on floating equipment was utilized for the movement of equipment which could not be hauled by road. Arrangements were made with Motor Transport Service to provide Tank Transporter Units for the movement of crawler cranes. Other heavy lift equipment was moved by crane ship for direct discharge at Rouen. At Rouen, docking facilities were in better condition than in ports previously captured. Here it was possible to place vessels alongside the quay so that cargo could be discharged by ships gear at any stage of the tide. Portal Wharf Cranes ranging in capacity from 3½ to 17 tons were transported by water from the Normandy Peninsular and the United Kingdom for this port. Port Battalions, Harbor Craft Companies, and Port Marine Maintenance Companies were moved from other areas on the Continent and from the United Kingdom. A Provisional Marine Maintenance Battalion was organized for the operation of a ship yard acquired at Rouen. An erection site for floating equipment was also established in this area. Under the supervision of an officer from Marine Operations Division, a fleet of Army owned "Y" Tankers shuttled between Le Havre and Rouen. An anchorage for Transportation Corps craft was set-up at Petite Couronne.

Antwerp: A great deal of time was spent in establishing a program to insure the prompt opening of the port of Antwerp upon clearing the river and eliminating enemy obstacles in the estuary. During the period that water entrance into the harbor was not available, every possible means was used to equip fully the port with both personnel and equipment. Officers of the Marine Operations Division together with Port representatives were sent to the depot at Bricquebec to assemble cargo handling gear and equipment necessary for operations. Thirty six low-bed trailers, each having a capacity of 22 tons were loaded with various items of equipment and gear required to fill the gap between the arrival of the first cargo vessels in Antwerp and the time that the 13th Port's equipment could be discharged from vessels bringing it from the United Kingdom. Arrangements were made with Motor Transport Service to furnish the tank transporters and heavy duty tractors necessary for the movement of this equipment across northwestern Europe, a distance of approximately 500 miles. Attached units necessary for operation of the port were transported to the Antwerp area and were at their stations before the port was officially opened. As a result of all this preparation, the port reached the daily discharge figure of 13,000 tons from the American Sector within seven days after commencing operations.

Ostend: Since Ostend was entirely under the control of the British, no reconnaissance or planning was done for this area by Marine Operations Division.

Unloading operations at the beaches were suspended frequently during October and November due to adverse weather conditions. Equipment and Transportation Corps units were reallocated to newly opened ports. The minor ports in Normandy and Brittany, which had been used for the most part for stores, ammunition, and POL were released for French Civil use. Transportation Corps units and equipment were transferred to other U.S. controlled ports.

Barfleur: Ceased discharging cargo 17 October 1944; ceased operating transit area 25 October 1944.

St Vaast: Ceased discharging cargo 17 October 1944; ceased operating transit area 25 October 1944.

Grandcamp: Ceased discharging cargo 19 September 1944.

Carentan: Ceased discharging cargo 31 July 1944.

Isigny: Ceased discharging cargo 16 October 1944.

Antwerp: Began operations on the 28 November 1944.

Morlaix and Roscoff: Ceased discharging cargo 14 September 1944; ceased port operations 16 December 1944.

St Brieuc: Ceased discharging cargo 25 October 1944.

St Michel en Greve: Ceased discharging cargo 30 September 1944.

Inland Waterways Division

The Inland Waterways Division, OCOT, was activated 7 November 1944. Prior to that time, all matters pertaining to inland waterways were handled by a committee, set up by the Commanding General of Communications Zone, with representatives from Office of the Chief of Transportation, Office of the Chief Engineer, and G-4, Communications Zone. However, when operations actually started, after this committee had completed the first steps in the reconstruction of inland waterways on the Continent, it was found necessary to activate a division within the OCOT to handle operations of the waterways.

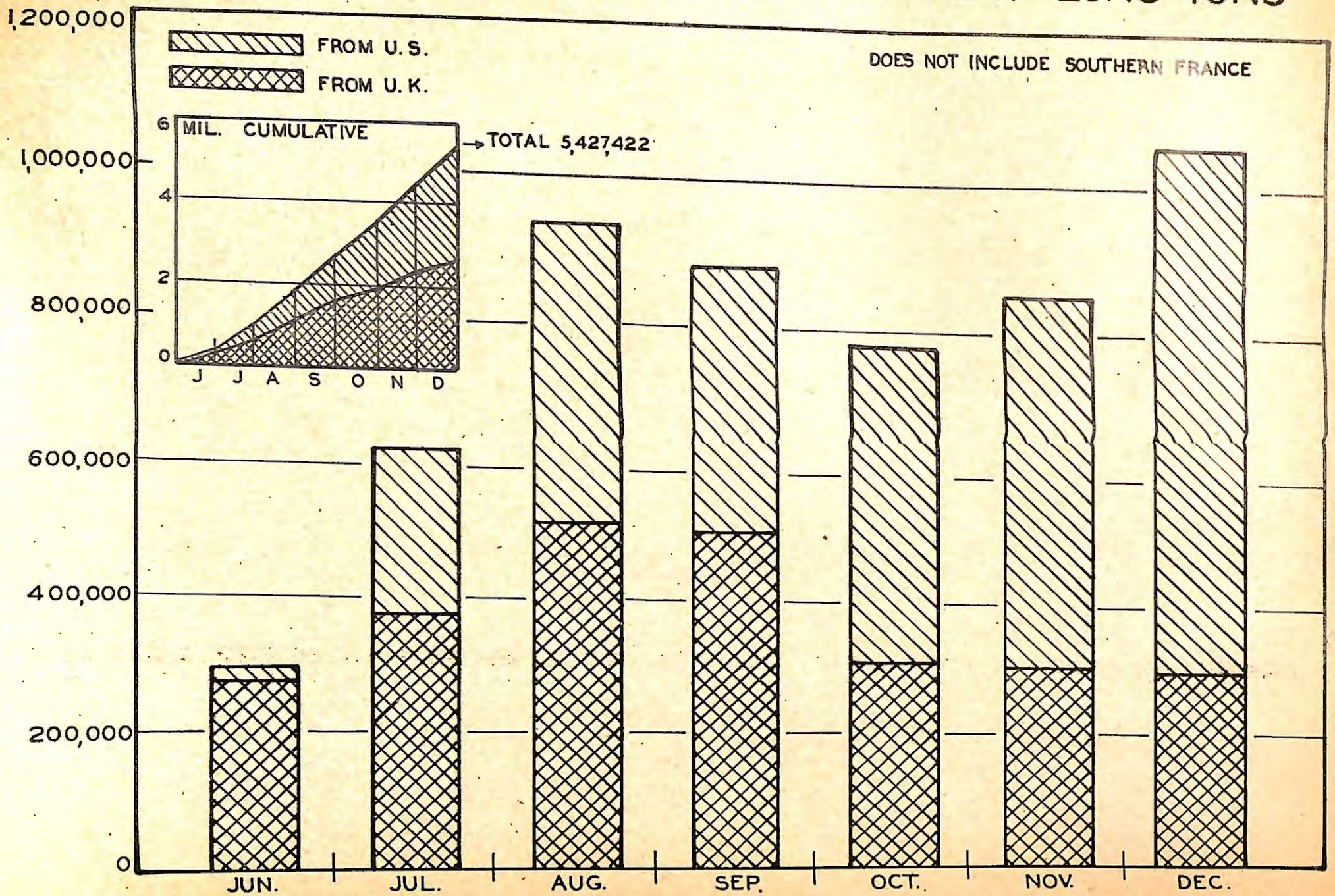
The following is quoted from a report dated 19 March 1945 from Inland Waterways Division, OCOT, which indicates the mission, duties, responsibilities and organization of the division, and outlines its operational activities:

"I. Mission, Duties, and Responsibilities

"This Division will assist the French, Belgian and Dutch Governmental Canal Agencies to open their respective canal systems, see that the equipment needed to repair these canals is used to the best advantage, and coordinate the canal systems of these various countries so that barge traffic will not be hampered by technicalities. This Division will also inform Movements

CHART 1

ARMY CARGO DISCHARGED ON CONTINENT - LONG TONS



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1944

STATISTICS BRANCH T.C.

Table 7

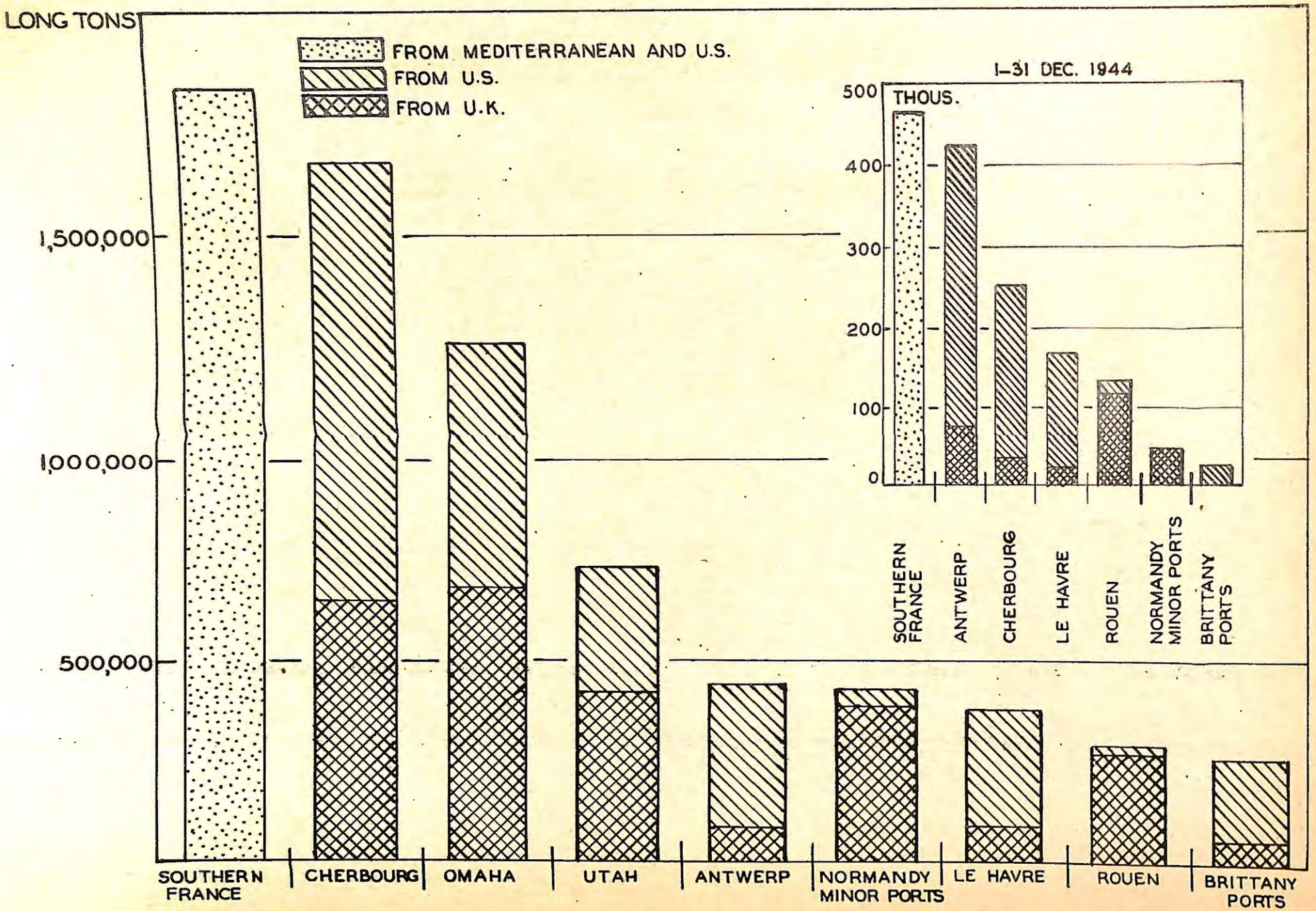
ARMY CARGO DISCHARGED ON CONTINENT - LONG TONS

(Does not include Southern France)

	MONTHLY			CUMULATIVE		
Month	From U.S.	From U.K.	Total	From U.S.	From U.K.	Total
June 1944	16,910	274,423	291,333	16,910	274,423	291,333
July	243,737	377,585	621,322	260,647	652,008	912,655
August	419,110	519,161	938,271	679,757	1,171,169	1,850,926
September	373,857	509,620	883,477	1,053,614	1,680,789	2,734,403
October	466,250	318,040	784,290	1,519,864	1,998,829	3,518,693
November	538,055	316,423	854,478	2,057,919	2,315,252	4,373,171
December	754,129	300,122	1,054,251	2,812,048	2,615,374	5,427,422

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 DECEMBER 1944

ARMY CARGO DISCHARGED ON CONTINENT BY PORT AREA



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6 JUNE 1944–31 DEC. 1944

STATISTICS BRANCH T. C.

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Table 8A

ARMY CARGO DISCHARGED ON CONTINENT BY PORT AREA - LONG TONS

MONTHLY

Month	Omaha	Utah	Cherbourg	Normandy Minor Ports	Brittany Ports	Le Havre	Rouen	Antwerp	Southern France	Total
June	182,199	109,134	-	-	-	-	-	-	-	291,333
July	356,219	193,154	31,658	40,291	-	-	-	-	-	621,322
Aug.	348,820	187,955	266,644	125,353	9,499	-	-	-	N.A.	938,271 *
Sept.	243,564	150,158	314,431	100,126	75,198	-	-	-	N.A.	883,477 *
Oct.	120,786	72,728	365,603	58,816	77,735	61,731	26,891	-	N.A.	784,290 *
Nov.	13,411	12,885	433,301	48,707	64,078	148,654	127,569	5,873	489,691	1,344,169
Dec.	-	-	250,112	50,749	27,327	166,038	132,433	427,592	470,237	1,524,488

CUMULATIVE

June	182,199	109,134	-	-	-	-	-	-	-	291,333
July	538,418	302,288	31,658	40,291	-	-	-	-	-	912,655
Aug.	887,238	490,243	298,302	165,644	9,499	-	-	-	N.A.	1,850,926 *
Sept.	1,130,802	640,401	612,733	265,770	84,697	-	-	-	N.A.	2,734,403 *
Oct.	1,251,588	713,129	978,336	324,586	162,432	61,731	26,891	-	862,995	4,381,688
Nov.	1,264,999	726,014	1,411,637	373,293	226,510	210,385	154,460	5,873	1,352,666	5,725,857
Dec.	1,264,999	726,014	1,661,749	424,042	253,837	376,423	286,893	433,465	1,822,923	7,250,345

Note: Monthly totals marked with asterik do not include Southern France tonnage.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 DECEMBER 1944

SECRET

Table 8B

ARMY CARGO DISCHARGED ON CONTINENT BY PORT AREA - LONG TONS

(Does not include Southern France)

CARGO FROM U.S.

Month	Omaha	Utah	Cherbourg	Normandy Minor Ports	Brittany Ports	Le Havre	Rouen	Antwerp	Total
June	13,203	3,707	-	-	-	-	-	-	16,910
July	169,560	58,019	6,493	9,665	-	-	-	-	243,737
Aug.	164,752	101,176	126,600	26,582	-	-	-	-	419,110
Sept.	119,396	83,868	128,619	2,427	39,547	-	-	-	373,857
Oct.	106,545	52,259	198,492	-	70,637	38,317	-	-	466,250
Nov.	12,720	12,801	332,887	-	59,655	114,300	785	4,907	538,055
Dec.	-	-	217,648	-	27,327	141,157	16,236	351,761	754,129
TOTAL	586,176	311,830	1,010,739	38,674	197,166	293,774	17,021	356,668	2,812,048

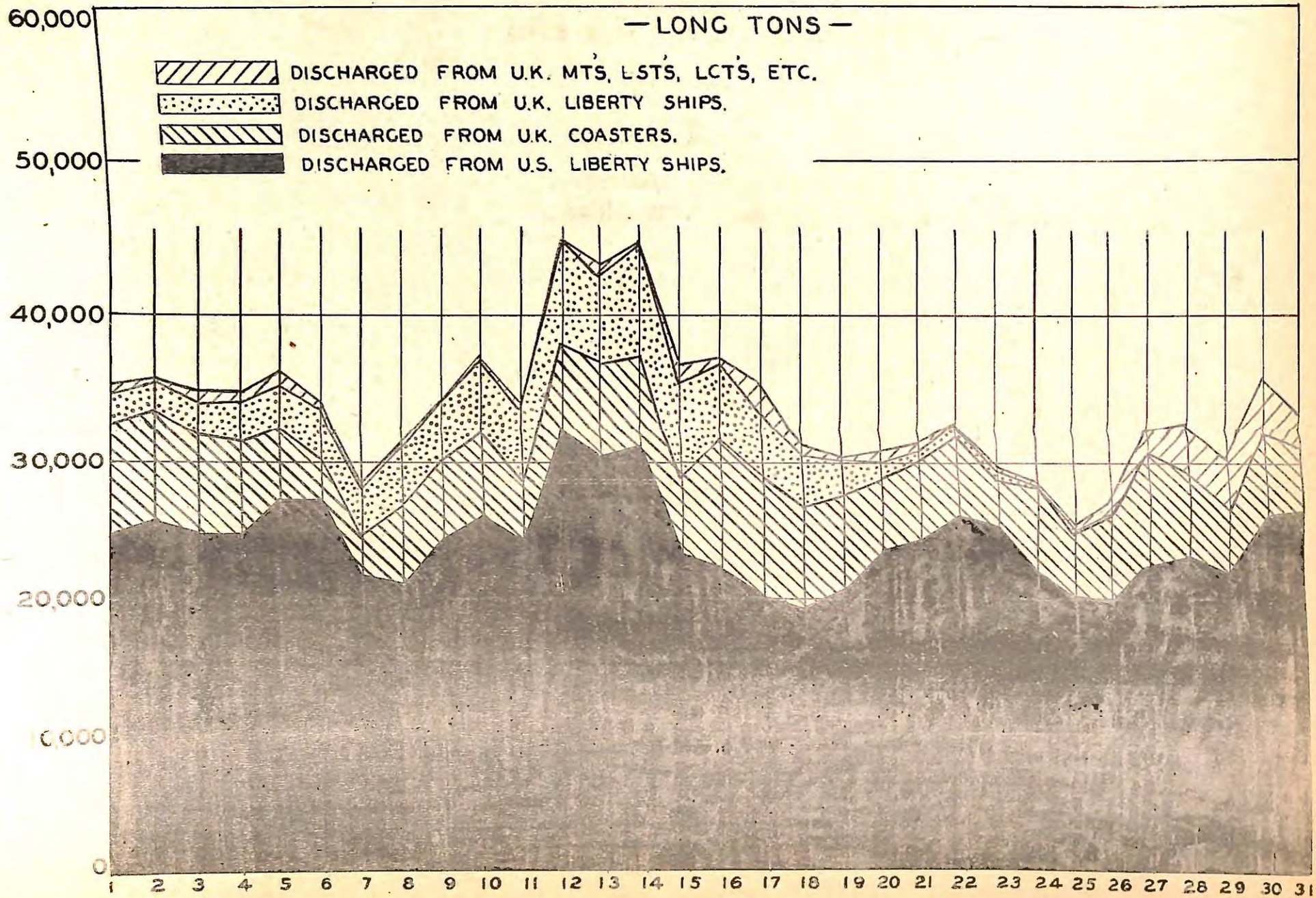
CARGO FROM U.K.

June	168,996	105,427	-	-	-	-	-	-	274,423
July	186,659	135,135	25,165	30,626	-	-	-	-	377,585
Aug.	184,068	86,779	140,044	98,771	9,499	-	-	-	519,161
Sept	124,168	66,290	185,812	97,699	35,651	-	-	-	509,620
Oct.	14,241	20,469	167,111	58,816	7,098	23,414	26,891	-	318,040
Nov.	691	84	100,414	48,707	4,423	34,354	126,784	966	316,423
Dec.	-	-	32,464	50,749	-	24,881	116,197	75,831	300,122
TOTAL	678,823	414,184	651,010	385,368	56,671	82,649	269,872	76,797	2,615,374

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 DECEMBER 1944

U.S. ARMY CARGO DISCHARGED ON CONTINENT

NON-CUMULATIVE



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DECEMBER 1944

STATISTICS BRANCH T.C.

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CARGO DISCHARGED BY TYPE OF VESSEL

OCTOBER 1944

(Supplement to Table 9--Chapter II, Marine Operations Division)

DATE	U.S. LIBERTY SHIPS	U.K. COASTERS	U.K. LIBERTY SHIPS	U.K. MT's, LST's, LCT's, etc.	TOTAL
1 October	14,077	7,375	2,032	3,264	26,748
2 "	10,172	6,829	3,163	3,276	23,440
3 "	21,079	9,539	5,609	4,185	40,412
4 "	7,959	7,568	2,953	3,092	21,572
5 "	4,650	6,547	1,946	4,843	17,986
6 "	2,975	4,804	1,887	3,183	12,849
7 "	1,873	4,465	1,744	1,285	9,367
8 "	5,830	3,666	1,940	3,482	14,918
9 "	11,826	3,772	1,647	5,214	22,459
10 "	17,249	5,543	1,202	5,683	29,677
11 "	24,021	6,323	1,109	3,955	35,408
12 "	22,249	5,482	1,364	3,081	32,176
13 "	25,649	4,141	1,000	2,768	33,558
14 "	18,315	4,758	676	1,403	25,152
15 "	22,182	3,576	689	3,249	29,696
16 "	20,036	4,744	1,967	5,157	31,904
17 "	17,443	4,698	1,447	3,566	27,154
18 "	14,153	3,304	2,211	3,906	23,574
19 "	7,983	3,291	2,118	1,036	14,428
20 "	13,862	3,606	2,259	1,180	20,907
21 "	13,407	3,105	2,158	517	19,187
22 "	11,602	2,876	2,756	3,669	20,903
23 "	22,032	3,853	3,261	3,809	32,995
24 "	12,320	3,555	2,131	1,055	19,061
25 "	11,391	4,850	1,995	2,541	20,777
26 "	17,451	7,323	2,294	3,313	30,381
27 "	17,550	7,028	1,719	3,432	29,729
28 "	18,561	5,689	1,048	2,826	28,224
29 "	19,967	4,798	1,246	4,406	30,417
30 "	19,383	3,622	1,408	4,531	28,944
31 "	14,033	7,330	833	1,100	23,296

(Supplement to Table 9--Chapter II, Marine Operations Division)

SECRET

STATISTICS BRANCH
TRANSPORTATION CORPS COM Z
31 OCTOBER 1944

S E C R E T

(Supplement to Table 9—Chapter II, Marine Operations Division)

CARGO DISCHARGED BY TYPE OF VESSEL IN FRANCE IN NOV 1944

Date	U.S. Liberty Ships	U.K. Coasters	U.K. Liberty Ships	U.K., MT's LST's & LCT's	Total
1 Nov.	15,035	6,408	1,906	2,334	24,873
2	17,774	6,617	1,441	2,236	28,068
3	21,862	6,969	1,329	2,642	32,802
4	23,981	7,420	1,150	4,889	37,440
5	23,925	7,864	891	1,699	34,379
6	17,624	9,441	801	3,496	31,362
7	14,176	6,914	664	5,029	26,783
8	14,027	4,590	386	1,616	20,619
9	14,323	3,000	363	1,289	18,975
10	14,713	5,975	259	1,226	22,173
11	16,087	8,667	657	2,898	28,309
12	18,160	8,407	614	6,549	33,730
13	15,491	6,959	1,151	6,591	30,192
14	14,221	8,059	806	1,229	24,315
15	16,259	6,619	792	3,424	27,094
16	19,811	7,382	1,478	2,528	31,199
17	18,469	5,312	1,747	4,405	29,933
18	19,192	6,547	2,016	1,700	29,455
19	21,220	7,010	2,764	1,761	32,755
20	16,769	5,194	2,671	922	25,556
21	14,511	2,211	2,448	1,110	20,280
22	15,575	3,147	2,385	2,079	23,186
23	14,182	2,953	2,593	4,100	23,828
24	15,211	5,573	978	1,688	23,450
25	18,694	7,229	1,720	733	28,376
26	20,823	6,899	2,715	197	30,634
27	19,928	8,645	1,677	328	30,578
28	18,978	6,098	1,864	1,314	28,254
29	20,354	8,338	1,955	92	30,739
30	26,027	9,602	2,204	6,655	44,488
TOTAL	537,402	196,049	43,615	76,759	853,825

(Supplement to Table 9 - Chapter II, Marine Operations Division)

STATISTICS BRANCH
TRANSPORTATION CORPS, COM Z
30 NOVEMBER 1944

Table 9

CARGO DISCHARGED BY TYPE OF VESSEL ON CONTINENT

DECEMBER 1944 Does not include Southern France

Date	U.S. Liberty Ships	U.K. Coasters	U.K. Liberty Ships	U.K., MT's LST's & LCT's	Total
1 Dec.	24,817	7,961	2,010	772	35,560
2	25,743	7,927	1,732	552	35,954
3	24,752	7,303	2,095	1,043	35,193
4	24,823	6,848	2,707	643	35,021
5	27,284	5,186	2,738	1,148	36,356
6	27,246	3,030	3,426	654	34,356
7	21,739	2,968	3,688	158	28,553
8	21,106	5,848	4,101	135	31,190
9	24,535	5,636	4,060	-	34,231
10	26,134	6,098	4,746	148	37,126
11	24,340	4,439	4,922	526	34,227
12	32,424	5,663	6,745	21	44,853
13	30,468	6,499	5,684	541	43,192
14	31,119	6,279	7,236	71	44,705
15	23,556	5,423	6,693	1,184	36,856
16	22,301	9,409	5,133	437	37,280
17	20,219	8,928	4,445	1,937	35,529
18	19,605	7,357	3,521	1,063	31,546
19	20,457	7,287	2,276	488	30,508
20	23,470	5,325	1,217	838	30,850
21	24,307	5,704	766	643	31,420
22	26,069	5,948	703	203	32,923
23	25,260	3,474	674	220	29,628
24	22,167	6,055	163	169	28,554
25	20,011	4,841	203	593	25,648
26	19,899	6,194	171	1,259	27,523
27	22,551	8,346	-	1,525	32,422
28	23,110	6,250	-	3,386	32,746
29	21,746	5,034	-	3,788	30,568
30	26,204	5,948	-	3,824	35,976
31	26,667	4,632	-	2,458	33,757
TOTAL	754,129	187,840	81,855	30,427	1,054,251

Division of the possible tonnage lift for each month, and keep them advised if there are any changes, and see that these demands are met by the various governmental agencies of the respective countries. This Division is principally a supervising agent of canal operations through proper hannels; the governmental agencies of the respective countries doing the actual operations.

"II. Branches within Inland Waterways Division

"A. Organization - See attached chart. (Appendix No. 1)

"B. Duties and Responsibilities

"1. Assistant Chief of Transportation, Inland Waterways Division, coordinates the several branches of the Division, maintains close contact with the French and Belgian canal operators, plans future operations in countries to be liberated, and OCOT representative on Com Zone, Inland Waterways Committee.

"2. Operations. Supervise operations, coordinates between Movements Division and French canal operators, and the Belgian branch, places military demands for barges with French Control Office, maintains records on all barge loadings, dispatches, and unloadings at the various ports and receiving depots, and furnishes these reports and pertinent information on canal and barge availability to other divisions of OCOT and services, and maintains contact and keeps operational control of Inland Waterways Port Control Offices.

"3. Equipment. Surveys all damaged barges and tugs, reporting on the amount of repairs and equipment needed to place them back into service.

"4. Requirements. Aids and obtains for the governmental agencies, whenever advisable, the supplies to repair the damaged craft, or for the repair jobs on the canals which the French must do without the aid of the engineering groups, and secure materials for this Division.

"5. Belgian Branch, I.W.D. This branch is responsible for canal operations in Belgium, in conjunction with 21st Army Group.

"6. French Control Office, OCOT. Central control agency for operations of all barge movements in France.

"III. Operations

"A. The Division plans to use the waterways of Europe to the greatest possible extent in order that a burden may be taken from rail and motor. Cargoes of low priority for depot build-up will be moved by canal when canal facilities are available for depot unloading. It is hoped, by this Division, that an increase on movement of POL (bulk and packaged) Army coal, Class I, II, & IV supplies can be realized on canals as the canals and equipment become available.

Targets for military cargo:

Rouen to Paris 2,000 tons per day

Rouen to Reims	1,000 tons per day
Mines to Paris	500 tons per day
Mines to Reims	250 tons per day
Marseilles to Lyon	800 tons per day
Antwerp to Liege	6,000 tons per day
Antwerp to Brussels, via Charleroi and Namur	3,000 tons per day
Ghent to Brussels	1,000 tons per day
Gent to Lille	1,500 tons per day

" B. Advisory and supervisory relation:

"1. This Division has established Inland Waterways Port Control Offices at the two major ports serving canals; namely, Rouen and Antwerp. These offices help the ports on all inland waterways problems and act as liaison for this office to determine that barges are available for loading; barges are loaded properly; barges are dispatched promptly; and any other functions deemed necessary by this Division.

"2. This Division acts as higher echelon for Base Section inland waterway office and formulates policy for these offices. Demands for barges are forwarded from Base Section I, W.D. office to this Division and this division obtains necessary barges from governmental barge control agency of the respective country. This Division assists the Section I, W.D. in setting up barge terminals; obtains equipment, personnel and gear for them and assists them in any problems concerning canals in their sections.

"C. The outstanding problems of this Division for the past three months were to get the Oise Canal open so that coal traffic could reach Paris from the mines of the north; open Seine River so that Army cargo could be moved from the port of Rouen to depots in Paris and Reims area; open Albert Canal to move supplies by barge from Antwerp to Liege. In order to obtain the above, it was necessary for this Division to find a means to secure personnel and materials; to assist the French and Belgians to open these canals. The personnel problem was solved by obtaining the 1057th PC & RGroup, Engineers, to work exclusively on canals. This group's first job was to reconstruct locks and remove and rebuild damaged bridges on Oise River. They completed this work and canal was open for limited operation 28 October. They then moved to the Seine and assisted the French in opening this river.

"These waterways were only open a short time when abnormal floods developed and all operations on canals ceased. Construction work on the Albert Canal was carried on by 1056th PC & R Group, Engineers, and 21 Army Group. This canal was open for limited operations on 24 December.

"In addition to the above construction work, it was necessary for this Division to obtain fuel for barges before they could operate; also the bargees and their families had no warm clothing, so clothes had to be obtained for them. Some barges are towed by tractors. These tractors needed parts or tires; which were all obtained for them by this Division. Assistance was also given in obtaining material for repair of barges.

"IV. Cooperation and Liaison

"A. British. This Division carries on a joint canal operation

GENCK LOCKS ALBERT CANAL SHOWING DESTROYED BRIDGES

QUAEDMECHELEN LOCKS ALBERT CANAL SHOWING DAMAGE TO LOCKS

WIJNEGHEN LOCKS ALBERT CANAL LOCK BEING OPENED

CONVOY OF BARGES FROM ANTWERP TO LIEGE VIA ALBERT CANAL

INLAND WATERWAYS

in Belgium with British 21st Army Group. All problems, such as repairs, canal capacities, priorities, and barge allocations, are worked out in a joint agreement by the OCOT, I.W.D. and 21st Army Group. This Division has an office at Brussels so that close operational contact may be obtained between the two.

"B. U.S. Navy. This Division has no workings with the U.S. Navy as any problems with the Navy are worked out between this Division and Marine Operations Division, this Headquarters.

"C. French and Belgians. The French and Belgians operate the canals under the supervision of this Division.

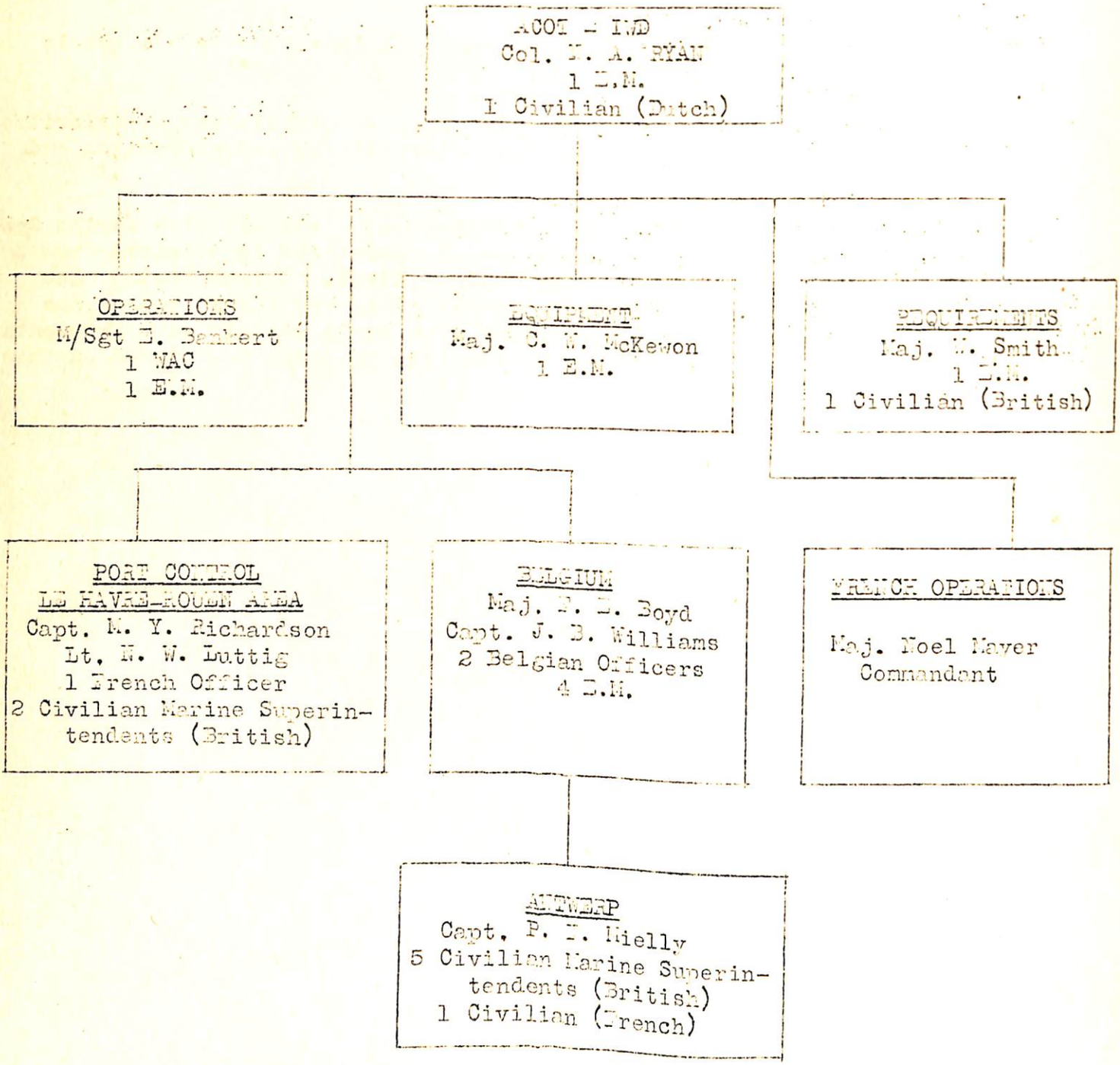
"D. G-4. This Division works with G-4 in the establishing of priorities for obtaining personnel and equipment and materials for reconstruction and operation of the canals.

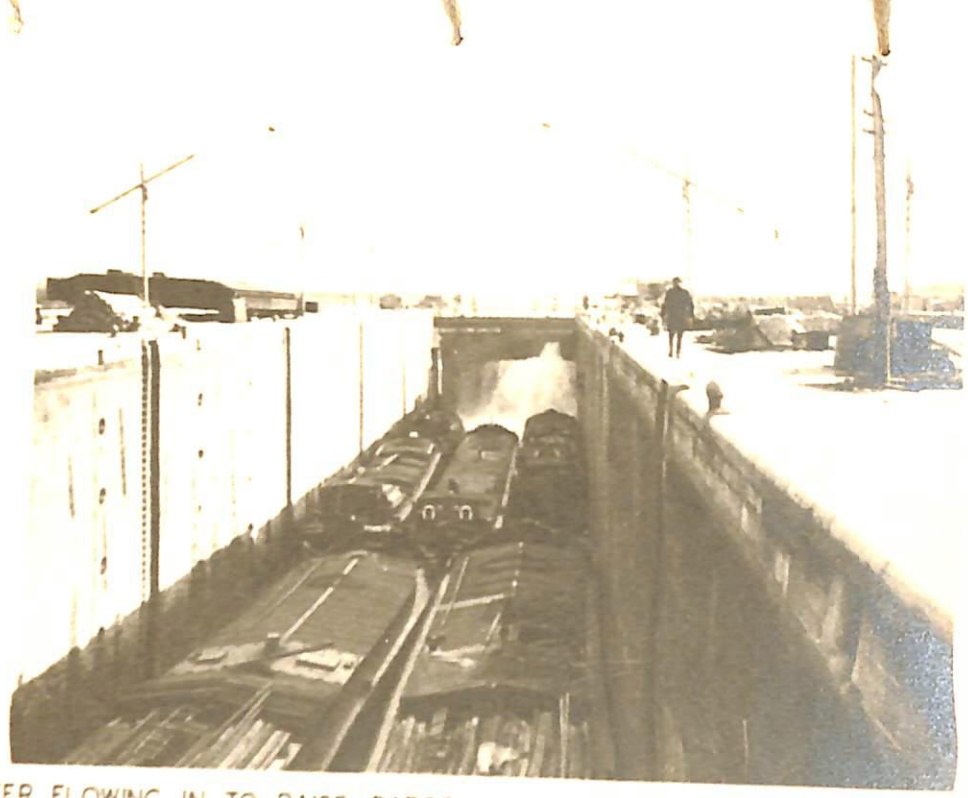
"E. Other Divisions, OCOT. This Division works closely with Marine Operations Division as equipment needed for canal operations is obtained from this Division, and all ports are under their control. This Division also works closely with Control & Planning, as all plans for future operations originate in this Division. This Division also works closely with Movements Division [redacted] all demands for movement of supplies by barge are placed on the division."

APPENDIX NO. 1
(Chapter II)

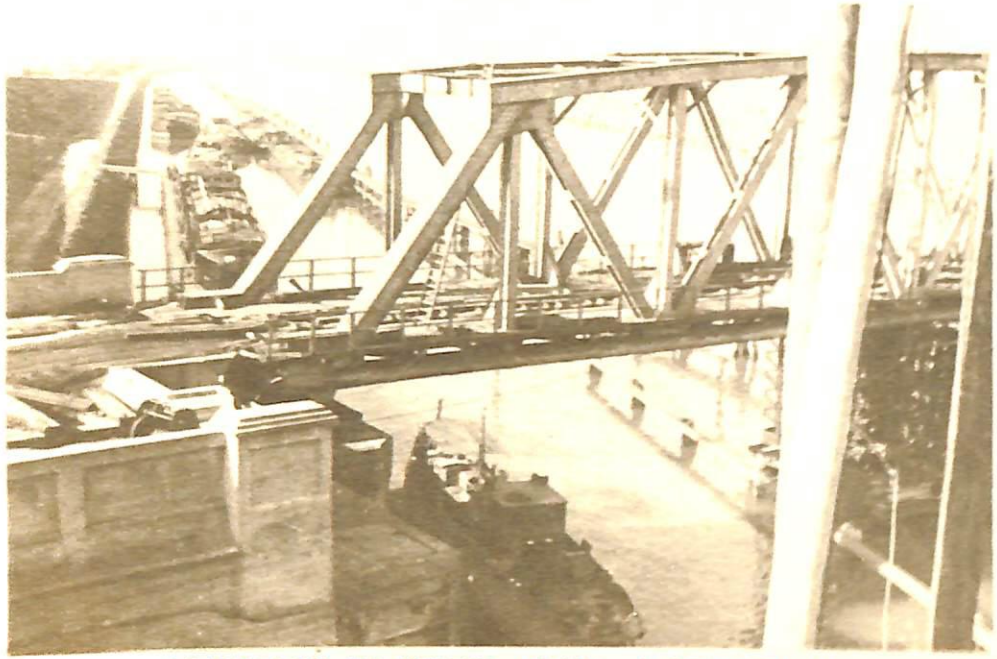
INLAND WATERWAYS DIVISION

ORGANIZATIONAL CHART





OOLEN LOCK-ALBERT CANAL- SHOWING WATER FLOWING IN TO RAISE BARGES



APPROACH TO GENCK LOCKS-ALBERT CANAL

BULK GASOLINE BARGE LOADING ON THE SEINE RIVER

INLAND WATERWAYS

Motor Transport Service

During the last quarter of the year 1944, the Motor Transport Brigade (MTB), which was a provisional organization of the Advance Section, was dissolved and the personnel was consolidated with Motor Transport Service (MTS) of the Office of the Chief of Transportation (OCOT). Motor transport operations had by that time become inter-sectional. The MTS then assumed the operational duties formerly carried out by MTB. A brief summary of the major changes and duties involved follows.

On 5 October 1944, Troop Assignment Order No. 134 and subsequent amending orders transferred all units under the control of Motor Transport Brigade, TC (Prov), to operation under the Sections of the Communications Zone in the operating areas of which they were employed. Technical supervision and operational control of the Line of Communications hauling came under Motor Transport Service. This terminated the work of the MTB, and the units formerly under its control were re-assigned. An account of the activities of the MTB from date of activation in Bristol, England, under Advance Section, Communications Zone, on 16 May 1944, until the end of September 1944, is given in Volume IV, of the History of the Transportation Corps in the Battle of France, which covers the months of July, August, and September.

This change in organization for the handling of motor transport facilities in the Communications Zone, ETO, became a necessity due to the extent to which the Communications Zone had expanded by the end of September and the resulting need for centralized control of the TC motor transport units engaged in Line of Communications hauling. Motor Transport Service, which was a Division of the Office of the Chief of Transportation, was expanded to include the additional operations as well as supervisory control over the activities of all TC Motor Transport Groups, Battalions, and Companies operating within the various Sections and Base Sections in the Communications Zone. Although Continental Advance Section and Delta Base Section of the Southern Line of Communications were not officially added until 12 January 1945, movement to accomplish this had been initiated before the end of 1944.

Organization Order No. 48, dated 28 November 1944, authorized the provisional organization of the 6955th Headquarters & Headquarters Company, Motor Transport Service, Com Z, ETO, stationed at Paris. The organization was more commonly referred to as Motor Transport Service or MTS. The authorization stated that personnel and grades were to be provided by the Chief of Transportation, ETO. The MTS of OCOT, which had existed as such since July 1943, formed the nucleus. (When first formed in July 1943 in the United Kingdom, MTS consisted of 8 officers and 10 enlisted men, and one Battalion and 4 trucking companies) The order was actually a confirmation of verbal instructions which had been in the process of being carried out since the early part of October 1944 under a limited Motor Transport Service staff. Thus, by the time the order was cleared through channels, headquarters personnel was already assigned from 1st and 5th Regulating Groups and 10th and 29th Traffic Regulation Groups. Those from the first three Groups were formerly with the original MTS in the OCOT and with the Motor Transport Brigade of Advance Section. The 29th Traffic Regulation Group was a TC WAC Detachment. Operational Memorandum No. 1 was published on 15 November 1944 by Headquarters & Headquarters Company MTS, OCOT, outlining the organization of the Motor Transport Service and describing the functions of the various agencies involved. (See Appendix No. 1 Chapter V).

The Commanding Officer of MTS was Colonel L. A. AYERS; the Deputy Chief of MTS was Colonel ROSS B. WARREN, and the Asst. Deputy Chief was Captain CARL A. VALENTINE. On 5 December 1944, Colonel WARREN, who had formerly been in command of Motor Transport Brigade, relieved Colonel AYERS and Major (promoted from Captain) VALENTINE continued as Asst. Deputy Chief.

For administrative, operational, and technical control of the various units and motor transport activities under MTS, six branches were organized. The functions of each branch were established by Operational Memorandum No. 1, extracts from which are quoted below:

"(1) CO, Hq & Hq Co, Motor Transport Service is responsible to COT for operation of the M.T.S. according to the functions listed in Par. 3b this order. (Colonel ROSS B. WARREN)

"(2) Executive Branch is responsible for coordination of all administrative matters including the routing of correspondence, issuing M.T.S. bulletins, M.T.S. "news". Adjutant is responsible for office management. (Captain NEIL P. STEWART)

"(3) Staff Branch: (Major H. LEHMEIS)

(a) Performs staff functions and advises the CO, Hq & Hq, Co., Motor Transport Service, on matters pertaining to operations, training, personnel requirements, and methods.

(b) Maintains liaison with Army Groups, higher headquarters and with Allied Army Groups thru G-4, Com Z.

(c) Detailed plans of this branch to be carried out by the three operating branches.

(d) Prepares advance details of short range plans and details of long range plans. Coordinates all overall plans with Control and Planning Division, OCOT.

(e) Maintains historical record of Motor Transport Service.

(f) The coordination within Hq. & Hq. Co. of special reports, letters, requests, etc., and responsible for the draft of the completed action.

"(4) Status Branch Duties: (Major W.A. BAUER)

(a) The maintaining of all records of vehicles, equipment, personnel, tonnages, etc. required to carry out planning and the implementation of plans.

(b) Maintain status of TC Transportation system as pertaining to motor transportation.

(c) Maintain status of MT units as to personnel, location, and equipment.

(d) To compile operating records of all MT units according to unit record and to overall operational records.

(e) To analyze and initiate action for correction of deficiencies found in operations, supply, and personnel of MT units.

(f) To furnish Operations Branch with necessary statistical information on motor transport requirements and to check periodically assignments of MT units for efficient utilization.

"(3) Operations Branch Duties: (Captain F.J. BRUDLR)

(a) To initiate recommendations for the assignment or reassignment of MT units to Sections, Com Z or to Hq. & Hq. Co., Motor Transport Service.

(b) To carry out the necessary technical supervision of MT units assigned to Sections, Com Z.

(c) Designate units to carry out the "L of C" operations and to form MTS Sub-Hqs of Hq. & Hq. Co. out of the Branch personnel, to control the operations of the MT units on each such operation.

(d) To implement the short range plans as established by the Staff Branch through the Sub-Hqs. and to carry out the coordination, liaison, operations, and supervision as required.

(e) Take action necessary to correct the operational deficiencies established by the Status Branch or others.

(f) To insure flow of information to and from MT units in field operations.

"(4) Equipment Branch: (Lt. Colonel L. L. GORDON)

(a) Equip MT units with vehicles (including special T/E substitutes) and other T/E equipment.

(b) Expedite issue of vehicular equipment and replacements as needed.

(c) To study equipment requirements, initiate requisitions, and to follow up to insure expeditious receipt.

(d) Supervision of first and second echelon maintenance of MT units and to coordinate with Ordnance for provision of required line maintenance service on "L of C" hauls.

(e) To initiate action for equipment modifications as needed."

A total of 3,5[illegible]8,193 tons of supplies were handled on the Continent by motor transport through September 1944 and by the end of December 1944 a cumulative total of [illegible],[illegible]21,[illegible]58 tons had been moved. This figure includes port clearance, Line of Communication hauling, and static operations (See Appendix No, 5, Chapter V). The tonnages handled over the leading Line of Communications routes through December 1944 were as follows:

Red Ball Route August [illegible] initial date to November 13 (the terminal date) (approximately)	412,19[illegible]
Little Red Ball Route 15 December 1944--Still in operation at end of year.	1,[illegible]46
Green Diamond Route 14 October 1944 to 1 November 1944 (the terminal date)	15,[illegible]90
White Ball Route 6 October 1944--Still in operation at the end of year.	140,[illegible]8[illegible]
ABC Route [illegible] November 1944--Still in operation at end of year.	[illegible]0,638
B.B. (Bayeux-Brussels) Red Lion Route 16 September 1944 to 14 October (the terminal date)	17,5[illegible]6
POL 16 June 1944--Still in operation at end of year	423,434
Total Tonnage for 1944 (approximately)	1,051,[illegible]

(See Chart 1, Chapter V, for Red Ball, Green Diamond, and White Ball Routes)

The principal tasks confronting Motor Transport Service during the months of October, November and December are summarized as follows:

(1) To control the operations of [illegible] Groups, [illegible] Battalions and 9[illegible] Quartermaster Truck Companies, with a personnel strength of approximately 659 officers and 1[illegible],[illegible]90 enlisted men.

(2) To supervise and control the technical operation of 10 Groups, [illegible]2 Battalions, 213 Quartermaster Truck Companies, and [illegible] Car Companies, with a total strength of approximately 1,[illegible]25 officers and [illegible]0,[illegible]8[illegible] enlisted men and approximately [illegible],000 vehicles.

(3) To maintain detailed records and charts, to make inspections of field operations and equipment, and to recommend changes in policies and procedures.

(4) To make plans for future operations and to meet anticipated needs in support of U.S. Armies.

(5) To equip and supply the various trucking units under MTS control and to provide for and sponsor a maintenance program.

Details regarding the various operations and activities of Motor Transport Service during this period are covered in Chapter V.

P E R S O N A L I T I E S

of the

OFFICE OF THE CHIEF OF TRANSPORTATION

EUROPEAN THEATER OF OPERATIONS

Major General FRANK S. ROSS, Chief of Transportation.

The following paragraphs are quoted from a Profile of General ROSS by Technician 5th Grade Irwin Ross, of the Technical Information Section, OCOT, prepared during February 1945 for publication in the Army Transportation Journal:

".....General ROSS started planning for the invasion from the day he arrived in England, in May 1942. Since the projected operation was unprecedented, his work was pleasantly free of the encumbrances of tradition and set procedure. But it also possessed all the uncertainties and all the hazards of a pioneer venture. In the initial planning, and in the improvisations that inevitably attended its execution, his intimates credit General ROSS with "tremendous shrewdness, great intuitive foresight."

"He continually added to the estimates of his experts. Since they had closely studied and closely planned a particular operation, he felt they had a tendency to calculate their needs a little too finely. He never forgot the great imponderable that plagues the best of plans--the enemy, and what he may do to defend himself. In every blueprint, General ROSS insisted on a sizable safety factor to cover unforseen contingencies. And he insisted on simplicity--one of the hardest things, he says, to get in army plans.

"The experts, for example, had originally figured that the Allied forces could count on finding one-half of all floating equipment intact in one harbor, one third in another, and so on. General ROSS told them to plan on the Germans wrecking everything. His caution was vindicated once the invasion started. Only one shore crane was found in operating condition, only one small coaster was captured intact, not a barge was afloat in a harbor. Those saved the day were the barges, tugs and cranes that he insisted on importing from the States. Essentially this same tale holds for the railroads. General ROSS desperately plumped for and finally got more than 30,000 cars--ten times as much rolling stock as anyone else wanted. He first conceived the idea of using LST's to ferry railway equipment from England to France.

The LST's were eventually responsible for 90 percent of the ferrying program.

"In other matters as well, it is possible to see evidence of General ROSS's imagination. Before D-Day, fifty huge barges--peace-time train ferries--were loaded with food and ammunition, towed across the channel. On D-day they were run up on the beaches. They were to be reserve supplies, to be used only in emergency. And the emergency soon came--the unprecedented three-day storm that broke out on June 20, halting all beach operations for three days.

"Long before the invasion, General ROSS's plan to have Liberty Ships tow large barges from Britain to the far shore won out against initial opposition of higher headquarters. Hundreds of barges were originally shipped over to England from the States in knocked-down sections, but no labor was available to assemble them in England. General ROSS hit on another improvisation--he put railway battalions on the job.

"In his London days, he originated the plan for prestowed ships and commodity loading. He fathered the "Deflation School"--officially called the Refresher Course for Transportation Corps Officers. Its purpose was to deflate egos and chauvinistic pride in American transportation procedures, get his men acquainted with English methods. The school, whose curriculum was worked out by Lt. Colonel RICHARD W. BARKER, was a resounding success.

"From the outset, communications has been another of General ROSS's principal interests. A study of transportation in the last war taught him that a rapid flow of up-to-the-minute information was indispensable to an efficient transportation system. Today OSOE, tied in by teletype with every major port and field installation, boasts the best communications network in the ETO.

"In his working methods, General ROSS devotes himself entirely to policy, scrupulously avoiding unessential details and routine decisions. He insists that subordinates do not ask his views on specific problems, but make their own decisions and submit them for his approval or disapproval. After a while, a new man gets to know pretty much what the General will approve. His correspondence is handled in the same way. Captain JOHN BOHOLOUSH, his Administrative Assistant, opens his mail, prepares many of the answers and takes the proper action on the remainder.

"Above all, General ROSS insists on efficiency. One major mistake is allowed--but the second one will find the offending party packing. He never accepts a tentative "I think so" in answer to a question. One either knows or does not know and makes haste to find out--and he does not appreciate many instances of blythe ignorance. His own prodigious memory frequently has his subordinates in a dither. "He knows where all his major units are, their strength, and the tonnages they're handling," Colonel DECKER has said. "He will call you into the office and rake your brains with specific questions. Or he will meet you in the corridor, and suddenly ask whether Private X has been transferred from Bristol, England, to Antwerp. He doesn't make notes on these things, just remembers."

"General ROSS's manner, however, is belied considerably by a panoramic display of charts that line his office walls--charts showing rail tonnages, motor tonnages, organizational breakdowns, locations of rail units, and other oddments of information. General ROSS frankly dotes on charts. "Quite early in the game," he says, "I decided I didn't have time to pour over columns of figures, but I could look at a curve." Now he has a crack statistics unit at work preparing bigger and better curves. On the wall of one of the statistics offices is a cartoon, adapted from an original that appeared elsewhere, showing General ROSS gazing admiringly at a huge expanse of colorful charts, covering such items as Broom Shipments, GI Soap, Rod Ball Tonnages, Railroads, Duplicate Copies Requested, and Red Tape. "How all we need" says the exultant General, "is a chart to show what charts we have."

"General ROSS is noted for his fairness and his consideration of enlisted personnel. At press conferences, he invariable makes a plea for public recognition for the stevedore, the truck driver, the railroad crewman. A Commanding Officer who is remiss in distributing ratings feels the famed tongue-lash if the General hears about it. There is one case on record where ratings in a port company had been awarded on the basis of a man's sports ability rather than his accomplishments as a stevedore. The work of the outfit, as a consequence, was floundering miserably. General ROSS ordered an immediate investigation. Eventually the company and battalion commanders were relieved and the ratings re-distributed.

"His feeling for the enlisted man is no synthetic growth--rather in the nature of remembrance of his own military past. Before being commissioned a second lieutenant in 1917, the General went through every grade from private to first sergeant. He joined the army when the National Guard was mobilized in 1916, having first decided to become a soldier just "two days before I knocked down the recruiting office." His family background was not military. His father was a railroad man, working in the mechanical department of the El Paso and Southwestern, later merged with the Southern Pacific.

"General ROSS was born in Colorado, March 9, 1893. Shortly thereafter, his family moved to El Paso, Texas. Young Ross was a popular lad at school, a good athlete--winning his letters in basketball and baseball--and a creditable student. He had his difficulties with literature and the arts, but liked drafting and anything to do with mechanics. Summer vacations he spent working for the railroad--calling crews, lending a hand in the machine shop, or in the office. He had completed two years of the mining engineering course at the Texas School of Mines when he joined the army. After serving over a year as an enlisted man, General ROSS went through Officer's training school and was commissioned a Second Lieutenant in the Infantry in November 1917. He didn't get to France until mid-October of the following year. His outfit had time to do a little rifle shooting at a range near Le Mans before the armistice was declared. December saw Lt ROSS heading back to the States.

"By this time he had decided he liked the army well enough to stay in after the war. Lt. ROSS spent 1919 as an adjutant of a demobilization center at Fort Bliss, Texas, and in 1920 he received a permanent commission. His life during the next twenty-two years reads like the itinerary of the peacetime officer. Infantry School in 1921, then a three-year tour of duty in the Philippines. In 1925 he married Myrth Jackson, of El Paso, whom he had met in high school. Friends characterized his marriage as uncommonly congenial. Mrs. Ross shares her husband's hot sports, and his hobbies, golfing and fishing, as well.

"Lt. ROSS was at Fort Snelling until 1927, then served as an ROTC instructor at North Dakota State College in Fargo until 1931, leaving Captain in 1929. The two years, 1931-33, he spent at the Command and General Staff School at Fort Leavenworth, Kansas; from 1933 to 1935 he was stationed at Fort Thomas, Kentucky. He attended the Army War College during 1935-36, after which he commanded the only medium tank outfit in the army, at Fort Benning. He remained with this unit until 1938, and left to join the War Department General Staff. He was still a Captain when the call came--a rather unusual distinction--although shortly thereafter he was promoted to Major. In 1941 he became a Colonel. Colonel ROSS remained on duty in Washington until 1942. In March of that year, he was assigned to command a medium tank regiment in the 10th Armored Division. Two days before he was about to depart for his new assignment, his orders were cancelled and he was appointed Chief of Transportation in the European Theater of Operations. Apart from a short tour of duty as Chief of Transportation in North Africa, and a quick trip back to the States in 1943, he has served in his ETO job ever since.

"During his years in the Infantry, the General's principal and absorbing interest was marksmanship. He is an excellent shot and holds the Distinguished Marksman Medal, the highest army award for rifle shooting. The rifle team he coached at North Dakota won the Hearst Trophy. General ROSS still has a sturdy fondness for a rifle, and loves to regale his friends with tales of unusual and spectacular feats on the range.

"His interest in tanks first occured during his sojourn at Fort Snelling. His automobile, a rather temperamental Chalmers, from time to time developed motor trouble, and the General, in probing its innards, soon became entranced with the possibilities of the internal combustion engine. From autos it was an easy jump to tanks. In later years, he wrote several articles on tanks and motors for the Infantry Journal.

"Old friends find General ROSS's present job rather surprising. He has always been a combat man and only became closely acquainted with military transportation when he served on the General Staff, and then it was by no means an exclusive concern. "Ross never showed the slightest tendency towards becoming a '4' man," one of his army friends, who has known him for twenty-five years, recently said. "His present success is a tribute to his great versatility."

"In the three years that he has been ETO Transportation Chief, General FRANK ROSS has only had one vacation. In November, 1942, he took off three or four days and retired to the Quebec House in Portsmouth, England, where Wolfe spent his last night before sailing for Canada. The General's only companion was his assistant, Captain BOROUGH. General ROSS spent his time sleeping, walking around and reading detective stories. But he couldn't cut the last link to work--he maintained telephone connections with his office.

"Apart from this junket, or an occasional illness, the General spends every day at work. He does not deny the value of leisure in promoting efficiency--for other people. He goes out of his way to see that his subordinates get a rest, or a trip to warmer climes, after

they have had a strenuous tour of duty. But for himself, he's strictly a seven-day-a-week man. He arrives at his office between eight-thirty and nine in the morning, and seldom leaves for supper before six-thirty.

"By the end of the first half hour of each day, he has a complete picture of all transportation activities of the preceding twenty-four hours. On his desk at eight-thirty are rail, marine operation and trucking reports that cover such things as the number of trains dispatched by each Grand Division, the number of railway cars under load at each port, tonnage discharge from ships. The rest of the day General ROSS spends in conference with a long line of people who move in and out of his airy, glass-enclosed office, and in long, sometimes tempestuous, sessions on the telephone. His deputies and ADCOTS (Assistant Chiefs of Transportation) are privileged to barge in on him at anytime, but they usually first check with Captain BOHORFOUSH, whose office adjoins the General's, to see if he is free. If they do not take this precaution, and the General should happen to be occupied, he is likely to chase them away with a wave of the hand.

"Two or three times a month General ROSS goes on a field trip. He's partial to planes, but frequently travels by automobile or by autocar, which is a self-propelled, Diesel-powered railway car placed at his disposal by the French national railways. The autocar contains a small sitting room, and sleeping and messing facilities for four persons.

"When he goes back to his hotel at night, General ROSS carries his workaday concerns with him...his main recreation is talking shop. He seldom goes out at night, hates large parties or formal dinners. He likes to be surrounded by people, and will spend hours agitating over his problems...

"He, is, preeminently, a man for whom only the essentials count. Right now, and for some time to come, the essential item is, quite simply: transportation."

Colonel DAVID F. IRAUB, Deputy Chief of Transportation

Colonel DAVID F. IRAUB is a professional soldier, having graduated from West Point in 1928 and taken his commission in the Field Artillery. At the time of his assignment to the Transportation Corps in May of 1942, he was on the staff of the Commanding General, 3rd Division and was brought into the Transportation Corps because of his knowledge of amphibious operations gained while on duty with the Pacific Fleet. Shortly after his transfer to the Transportation Corps he was sent to England, where he was assigned to duty as Executive to the Chief of Transportation and was placed in charge of the Cheltenham office, which opened in July of that year. The function of this office was to arrange transportation for the movement of supplies from ports to depots. Colonel IRAUB remained in this capacity until November 1942, when he returned to London to assume the duties of Assistant Chief of Transportation for Planning. On 17 September 1943 he was designated DCOT of the Advance Echelon of the COOT and in that capacity was directly responsible for all phases of planning for operation OVERLORD insofar as the Transportation Corps in the European Theater of Operations was concerned.

On 14 July 1944 Colonel IRAUB arrived in France for permanent duty and on 18 July was designated Acting Transportation Officer, Advance Section, which position he held for approximately one month, at which time he returned to Fort Hunt, Communications Zone, where he again assumed his responsi-

bilities as DOCT. He occupied this position throughout the period covered by this report. His principal interests during the final quarter of 1944 were membership on the Shipping Control Committee, and overall supervision of Transportation Corp's part in the planning of Post-Hostilities operations.

Summary:

1. Civilian
   a. Born, December 1903.
   b. 1920-32, attended Cornell University
   c. 1924-28, U.S. Military Academy at West Point

2. Military
   a. Commissioned 2nd. Lt., June 9, 1928
   b. 1928-41, continuous service Field Artillery with following exceptions:
      1. 1932-36, Instructor, Economics and History, Military Academy.
      2. 1940, Assistant, A.G. 8th Corps Area.
   c. 1941-42, Army G-4; Amphibious Corps, Pacific Fleet
   d. 1942, G-4 3rd Infantry Division
   e. Assigned Office Chief of Transportation, European Theater of Operations. May, 1942.

Colonel HUGH A. MURRILL - Chief, Control & Planning Division

In March 1944, Colonel HUGH A. MURRILL was assigned to the Office of the Chief of Transportation in London and during the period 15 March through 20 July 1944 he developed plans for the most effective utilization of available port and rail facilities on the Continent. On the basis of his richly resourceful and extensive military and business experience he conceived and analyzed the many intricate and involved problems connected with the movement of cargo to the far-shore. Through competent liaison with the British, he secured important adjustments in ports and craft assigned for Army use, and obtained the approval of his operating plans and simplified movement systems, which resulted in increased assignment of ports and craft for U.S. Army use. This made possible the meeting of greatly increased requirements and the movement of an unprecedented amount of supplies.

Colonel MURRILL made repeated field contacts, assisting where necessary, and contributed materially to the efficiency of operations at ports on the Continent. By personal inspection immediately after capture, he devised plans for their most effective utilization.

From the time of his arrival in March until late May, Colonel MURRILL performed the duties of Control Officer, set up independently and directly under the Chief of Transportation. By Office Memorandum No. 81, 22 May 1944, the Planning Division was inactivated and the function of control was included in the new Control & Planning Division, of which Colonel MURRILL was designated head. In this capacity, he developed the organization of the division and provided the foresight and energy behind its accomplishments as outlined in the section of this Chapter devoted to the

Control & Planning Division. As Chief of the Control & Planning Division Colonel MURRILL was responsible for planning the outward movement for OVERLORD.

Following are a few facts regarding Colonel HUGH A. MURRILL's military and civilian background:

Graduate of Virginia Military Institute, Class of 1913 - Engineering.

Graduate of United States Military Academy, West Point, 1918. Served in World War as 2nd Lt., 1st Lt. and Captain, Infantry.

Resigned commission in late 1920 to run a business.

Industrial Engineering head of Murrill and Company, 385 Madison Avenue, New York.

Re-entered service as a Colonel in May, 1942 to head War Department Facilities Branch on construction and equipment program for war plants. Assigned to G-4, War Department General Staff, upon completion of this activity.

Colonel SAMUEL A. DECKER, Assistant Chief of Transportation-Executive to Chief of Transportation and Chief, Administrative Division.

Successful accomplishment of the various missions assigned to the Administrative Division, OCOT, is attributed to the personal efforts of Colonel SAMUEL A. DECKER, whose foresight in planning and organization, and whose careful guidance and supervision ensured the results obtained.

Admirably equipped with a knowledge of the services required of the administrative branches of which he was Chief, Colonel DECKER thoroughly evaluated the general tactical situation and, as a result, organized his various activities so as to enable continued expeditious service with the changing military situations. As a result, during the last three months of the year 1944, the Administrative Division was in position to move TC troops to required areas as quickly as required; TC personnel with specialized training or experience was made available immediately upon demand; and communications with all forward elements, regardless of change in position, were uninterrupted.

A few facts regarding Colonel DECKER'S civilian and military background follow:

Civilian:
Born 31 December 1911, at Ft. Washington, Penna.
Graduated Bordentown Military Institute - 1931
Post Graduated Bordentown Military Institute - 1932
Attended Princeton University - 1933-35
Graduated, Command and General Staff School USA - 1941

Military:
Commissioned 2nd Lt, Infantry, Officers Reserve Corps, January 1932
Assistant Professor Military Science & Tactics
Bordentown Military Institute - 1934 - 1935
Infantry School Ft. Benning, Georgia - 1935
Company Commander, C.C.C. - 1935 - 1939
Asst. Adjutant General Second Corps Area - 1939 - 1940
Post Adjutant, Fort Dix, N.J. - 1940 - 1942
Post Executive, Fort Dix, N.J. - 1942 - 1943
Assistant Chief of Transportation and Chief, Administrative Division, Office of the Chief of Transportation - 1943 to present

Decorations:

Bronze Star Medal

Colonel MAURICE G. JEWETT, Assistant Chief of Transportation - Chief, Supply Division

The ACOT-Supply, Colonel MAURICE G. JEWETT, supervised and coordinated the work of the various branches of the Supply Division as outlined earlier in this chapter. He represented the Office of the Chief of Transportation at many meetings and conferences with representatives of other headquarters on supply matters; he also advised the Chief of Transportation on supply problems and attended OCOT staff meetings. Although Colonel JEWETT did not attend the original Joint Stock Pile Committee meetings, he participated in later conferences regarding disposition of the Joint Stock Pile.

Problems covered in meetings and conferences participated in by the ACOT-Supply included making Transportation Corps equipment available at the time necessary for issue to troops, storing and issuing supplies in the U.K., planning for, and the actual movement of, supplies from the U.K. to the Continent during the initial stages of the invasion, and the reception of TC supplies and their storage and issue on the Continent. This included planning the locations and the choosing of the actual sites of TC Depots. The ACOT-Supply also coordinated with other branches of OCOT in determining their requirements of materials and closely supervised the preparation of Proco Projects and other major requisitions to fill same.

During the last war, Colonel JEWETT was a 2nd Lieutenant in the Field Artillery serving approximately one year overseas with the AEF. Following the war, he was a Reserve Officer and was recalled to active duty 6 July 1942. He then served as Chief of the Overseas Supply Division, Prince Rupert Sub-Port of Embarkation for six months and as Executive Officer, Prince Rupert Sub-Port of Embarkation for one year prior to coming to the ETO.

Colonel JEWETT's principal civilian occupation was chief engineer of the Chain Belt Company, Milwaukee, Wisconsin, a job which he held for fifteen years. Previous to that, he was a metallurgical engineer for the Interstate Iron and Steel Company, Chicago, Illinois. Colonel JEWETT is a graduate of Michigan State College (Mechanical Engineering, 1920), a member of the SAE Fraternity and the American Society for Metals.

Lt. Colonel HAROLD L MACK, Assistant Chief of Transportation, - Chief, Movements Division

In October 1943, Lt. Colonel HAROLD L. MACK was charged with the responsibility for developing a Transportation and Supply Plan to be used on the Continent during the first ninety days after D-Day. The plan was to cover the selection of locations for Supply Depot sites and the necessary roads to feed in and out of the sites selected on the basis of an overall traffic plan. In order to prepare the required plan, Lt. Colonel MACK determined the traffic capacity of each road, their condition, and developed means of controlling traffic over them and the entire road net in order to obtain the maximum use of all facilities. In its final form, the plan was accepted by the Supreme Command with few changes in the basic recommendations. During the first ninety days after D-Day, practically all TC movements were controlled on the basis of the plan.

With the activation of the Forward Echelon, OCOT, in February 1944, Lt. Colonel MACK was appointed Chief of the Planning & Control Branch. In that capacity he coordinated all Transportation planning which concerned the use of road or rail from D-Day to D plus 90. He directed the development of the detailed supply procedures to be used in conjunction with the overall Transportation and Supply Plan. With the aid of his staff he prepared the Standing Operating Procedures necessary for the regulation of traffic on the Continent

Lt Colonel MACK arrived on the Continent on 13 July 1944 and was appointed Chief of the Highway Branch, and on 31 August 1944, after Headquarters, Communications Zone had arrived he was appointed Assistant Chief of Transportation, Movements Division, OCOT, and was charged with the responsibility for planning, coordination, and supervising all movements of personnel and supplies from the ports to the forward areas, by rail and road. He formed an organization which was sound and thorough in its work. In spite of the difficulties encountered, such as, lack of communications, lack of knowledge of the forward rail lines, and poor civilian railroad operations, Lt. Colonel MACK succeeded in setting up a system whereby supply tonnages were expeditiously handled and forwarded to the front. Advocating the impracticability of long continuous truck hauls from ports to front line supply points, he initiated the procedure of having a short truck haul from the ports to an intermediate point where supplies were transferred to rail for movement forward to railheads. This system decreased the turnaround time and increased the overall carrying capacity of the trucks, shortened the rail hauls and expedited the forward movement of supplies. He also proposed the system for establishing intermediate depots to which cargo could be shipped directly from the ports and from which ordered shipments could be forwarded to the Armies upon requisition. When this system was adopted it proved extremely valuable at a time when enemy operations would have made it impossible to handle long hauls directly from the ports to the front lines.

Brigadier General CLARENCE L. BURPEE

Assistant Chief of Transportation, and Commanding General, 2nd Military Railway Service

Brigadier General CLARENCE L. BURPEE was born on 10 September 1894 at Jackson, Georgia. Early in 1900 his family moved to Florida, and he attended public schools in Jacksonville, Florida, where he went to work for the

Atlantic Coast Line Railroad in 1911 as a clerk-flagman, working his way up. During the period from 1911 to 1942, when he was furloughed for military service, he held the positions of conductor, yardmaster, general yardmaster, and was Superintendent of the Jacksonville Terminals, which is the terminal point for the three major Florida railroads.

During the first World War, General BURPEE served fourteen months in the enlisted ranks of the Marine Corps, spending a year in France with the American Expeditionary Force.

On 15 July 1941, General BURPEE received a Reserve Officer's commission as Lt. Colonel in the Corps of Engineers, and on 9 June 1942 was temporarily appointed Colonel, Army of the United States, and when called to active duty on 11 July 1942 was ordered to Fort Snelling, Minnesota, to command the Atlantic Coast Line sponsored 703rd Railway Grand Division, the first Military Railway Grand Division of the Transportation Corps activated after Pearl Harbor.

An advance detachment of the 703rd RGD participated in the invasion of North Africa, headed by Colonel BURPEE, [illegible] Advance Echelon of the Western Task Force [illegible], in November 1942, he supervised the French Moroccan Railway System until 3 March 1943, when the 703rd RGD was ordered to Constantine, Algiers to maintain railway supply lines through Tebessa, with supporting units, the 713th, 715th and 727th Railway Operating Battalions, and the units remained in Algeria and Tunisia until the defeat of the German and Italian armies. Besides the transport of vital supplies, one of the biggest jobs handled by these units was the transport of more than 100,000 prisoners to prison camps and ports.

General BURPEE, then Colonel, was assigned to the 5th Army for the invasion of Italy, making the landing at Salerno Bay with a selected group of railroad men to be in rehabilitation. On 22 October 1943, he was appointed Director, Military Railways of Italy, with headquarters at Naples, where he was stationed until returned to the United States early in December of that year to activate and command the Second Military Railway Service. This accomplished, he departed again from the United States on 27 February 1944 with his unit for the United Kingdom, establishing headquarters in London, with the Chief of Transportation, Major General FRANK S. ROSS, where he consulted with various planning groups in making the plans for the invasion of the Continent, particularly from the standpoint of Military Railway operations and maintaining supply lines.

Upon arrival in the United Kingdom, it was learned that he had been promoted to Brigadier General, AUS, on 24 February 1944.

General BURPEE was awarded the Legion of Merit on 31 July 1943 for superior accomplishments in the operations of the Moroccan Railways, and was awarded the Oak Leaf Cluster to the Legion of Merit for outstanding services in Italy. On 5 January 1945, the Second Military Railway Service was awarded the Meritorious Service Unit Plaque by the Commanding General, Communications Zone, for the outstanding service rendered by the organization under the leadership of General BURPEE in rehabilitating and oper-

ating the Military Railways after the invasion of Northern France, and on 20 February 1945 Major General FRANK S ROSS, Chief of Transportation, presented General BURPEE with the Bronze Star for further outstanding services.

Colonel NORMAN A RYAN, Asst, Chief, Inland Waterways Division.

1. Civilian

   a. Born, November 5, 1891, Superior, Nebraska.
   b. Railroad business from 1909-42.

      1. 1909-13, Clerk, Operating Department, Southern Pacific.
      2. 1913-17, Clerk, Operating Department, C.B. & Q.
      3. 1920-21, Trainmaster Milwaukee Terminal.
      4. 1921-27, Trainmaster, Ass't Superintendent, Divisional Superintendent, Terre Haute Division.
      5. 1928-32, Superintendent, Consolidated Milwaukee Division of the Milwaukee Railroad.
      6. 1932-39, Assistant General Manager, Chicago.
      7. 1939-42, General Manager, Seattle, Washington.

2. Military

   a. 1918-19, Private, Corporal, Sergeant, and 1st Lt., Railway Transportation Corps, ASF, France.
   b. Promoted to Major, Engineer Corps, Reserve, October 1, 1939.
   c. Appointed Colonel, Active Duty, Corps of Engineers, May 15, 1942.
   d. June 17, 1942, assumed duties as Deputy Chief of Transportation, European Theater of Operations.

Colonel ROSS B WARREN, Assistant Chief of Transportation - Chief, Motor Transport Service.

Colonel ROSS B WARREN was born in New York City on 26 March 1895, but now considers Kansas City, Missouri as his home town. His military career extends over a period of 27 years, during which his appointments in the Army were as follows:

Temporary:

2nd Lt. Field Artillery (Officer's Reserve Corps) - 15 August 1917
Active Duty 15 August - 11 November 1917
Colonel (AUS) - 15 July 1942

Permanent:

2nd Lt, Field Artillery - 25 October 1917;
  accepted 11 November 1917
1st Lt - 25 October 1917
Captain - 1 July 1920
Major - 1 August 1935
Lt. Colonel - 18 August 1940

Colonel WARREN holds a B.S. degree in Engineering from the University of Missouri (1917) and a B.S. in Engineering from the Massachusetts Institute of Technology (1922). His military experience from 1917 to 1945 is traced as follows: From 1917 to 1919 he was with the 21st Field Artillery, 5th Division, which was stationed at, and saw service in, Texas, France, Luxembourg and Fort Bragg, North Carolina; 1920-21 Harvard R.O.T.C.; 1921-22 at Massachusettes Institute of Technology; 1922-23 with the 17th Field Artillery at Fort Bragg, North Carolina; 1923-24 Artillery School at Fort Sill, Oklahoma; 1924-28 R.O.T.C. work at the University of Missouri; 1928-31 with the 62nd Field Artillery Bn in the Panama Canal Zone; 1931-36 with Organized Reserve at Pittsburgh, Pennsylvania; 1936-40 R.O.T.C. at Purdue University; 1940-42 with the 18th Field Artillery Bn at Fort Sill, Oklahoma; 1942-44 Artillery Officer V Corps.

On 4 September 1944 Colonel ROSS B WARREN became Commanding Officer of the Motor Transport Brigade, TC, (Prov). On 5 December 1944 he became Commanding Officer of Motor Transport Service, Washington, which position he held at the close of the year 1944.

CHAPTER III

OPERATION OF PORTS

* * *

Port T-410 - Cherbourg
(4th Major Port)
(12th Major Port)
5th Major Port - Brittany Minor Ports
11th Major Port - Rouen
13th Major Port - Antwerp
16th Major Port - Le Havre

CONTENTS

PORT T-410

(THE 4TH MAJOR PORT and
THE 12TH MAJOR PORT at
CHERBOURG)
(Chapter III)

The last quarter of the year 1944 found Port T-410 solving many of the problems with which it had previously been confronted. The Port's tonnage discharge target originally set at 8,500 tons, was increased to 20,000 in the previous quarter. This latter target put a tremendous load on this port; however, in the month of November the target was reached on isolated days and the average daily tonnage was very high. With the opening of other major ports closer to the fighting fronts, for the discharge of troops and supplies, the demands on this port decreased. The following progressive developments were necessary in order to bring about the desired traffic capacity.

1. The port area was divided into five sub-areas which were designated as: The Arsenal, Terre Plein and Reclamation, Darse Atlantique, Bassin a Flot, and DUKW point. A minor port, Granville, was operated by the Port T-410.

2. The primary responsibility for rehabilitating, constructing berths and in general getting the port into good physical shape was delegated to the Engineer Section.

3. Military labor and other specialized Army personnel was increased; more port battalions, amphibian truck companies, harbor craft personnel, dock guards were added; also the number of French civilians and Prisoners of War was increased.

4. The amount of operating equipment, such as trucks, DUKW's, trailers, cranes, harbor craft, and rolling stock was increased until the early part of December when, like the personnel of the port, it was drawn away to assist in the rehabilitation of other major ports. Maintenance and repair of equipment was better organized and more replacement parts were available with the result that the percentage of "deadlined" equipment was sharply decreased.

5. Changes were made in administration in order to absorb new officers, mainly from the 12th Port, and to take advantage of the wealth of experience made possible by the combination of the 4th and 12th Ports. On 29 September, command of Port T-410 was assumed by Colonel JAMES A. CROTHERS who retained command until relieved by Colonel A. H. SCHROEDER of the 11th Port on 21 December 1944.

During the latter part of November several internal reorganizations took place to increase the efficiency of the Port and to take over work responsibilities handled by other units such as the Quartermaster Corps.

The Quartermaster Section was reorganized on 21 November to include a Storage and Distribution Division, (S & D), which in turn was broken down into perishable, statistical control, and operations subdivisions. Also set up was a station QM divided into export and Special Order Divisions. The new method of operation of the QM Section receive the hearty approval and commendation of General R. M. LITTLEJOHN, the Theater Quartermaster General, Lt. Colonel J. J. GUY of the 223rd QM Battalion was made head of the S & D assisted by Lt. Colonel PAUL GOOGE of the 4th Port. On 28 November, the S & D was taken over by the

535th QM Battalion, whose Commanding Officer, Lt. Colonel J. S. TUDOR, took charge.

THE ARSENAL (and Digue Hornet

The construction of the Arsenal as a French Naval Base started during the reign of Napoleon. The last of the inner harbors, or basins, was finished during the reign of Napoleon III. The Emperor with the Empress Eugenie attended the dedication ceremonies. The French Navy never used the Arsenal for commercial ships with the possible exception of oil vessels. During the German occupation it served them as a Navy and U-boat base. The quays, in the last quarter of 1944, were busy discharging vital American war cargo, and made an interesting contrast with the past.

Three Liberty ship berths were reclaimed in the Bassin Napoleon III and Bassin Charles X, namely N-17, N-19 and C-9; this work was completed by 25 September 1944. The construction of the roads alongside the berths, the demolition of buildings remains, and the removal of debris was completed at about the same time. In the reclamation of the Arsenal for Liberty Ships it was discovered that dredging to the required depth right up to the basin walls might so weaken them as to cause them to fall into the water. Thus, due to the construction of the basin walls, it was necessary to place barges on Navy pontoons between the quay wall and vessel thereby breasting the vessel off approximately 36 feet. The ships gear discharged to the barges and crawler cranes then lifted the sling-load of cargo to the dock. The cargo was then loaded into trucks or rail cars by POW labor for dispatching to the dumps concerned. The loss of time and work resulting from the double handling in the ship-to-shore operation could not be avoided.

Results of the progressive work done by the Engineers began to show in operations when the S.S. McIntyre was warped into C-12 on 25 September and its cargo of Engineer, Signal and Medical stores was discharged to barge and to the shore. Successively, on 1 October, N-20 was occupied and on 3 October berths N-18, C-10 and C-12 were put in working order, followed by C-8, N-16 and A-15. A-15 was in the third basin known as the Avant Port. This made it possible to berth 11 vessels at the same time; after reconstruction these berths were empty only long enough to change ships.

The discharging operations at the Arsenal were performed by Port Battalions. The 516th Port Battalion was used to discharge ships in Napoleon Basin and the 521st Port Battalion worked in Charles Basin. When berth A-15 was made ready, one company of the 483rd Port Battalion was assigned for unloading operations.

On 1 November 1944, a high priority was established on ammunition, and two vessels were placed in Charles Basin and discharge to trucks. Subsequently, two were placed in Napoleon 17 and 19. They were discharged to rail cars, the quota being 800 tons per ship per day. Difficulties in obtaining rail cars and trucks required a considerable amount of adjustment. Initially, delays ensued so that the quota was not reached; however, by rearranging Port Battalions, assigning the 518th Port Battalion to N-17 and N-19, the tonnages were stepped up to the required figures. Other ammunition-loaded ships were placed in C-9, 10 and 11; the 518th Port Battalion was transferred to that

basin and the 483rd Port Battalion, to Napoleon. Subsequently as much as 1200 tons per day were discharged by companies of the 518th Port Battalion.

Subsistence was also given a high priority and was loaded into rail cars directly for front line depot delivery, similar to the methods adopted for ammunition. Ships were placed in berths and, as in the case of ammunition-loaded ships, tonnage ran as high as 1200 tons per day. The daily average tonnage discharged in the Arsenal Area during the first two months of the quarter was consistently over 5000 tons and frequently higher.

When Colonel ALLEN E. MacNICHOL assumed command of the Arsenal on 25 September 1944, there were no housing or other facilities for operating units. Telephones, housing, lights, gear, and personnel were requisitioned, but for some time operations were decidedly makeshift. The discharge operations had to continue while an adequate operating organization was being built up. Eventually, a headquarters was established in an existing building. Gear lockers and other equipment were brought in, telephone communication was established, and a Standing Operating Procedure was prepared. The arrival of additional personnel on 1 November rounded-out the organization.

Discharging operations dropped off considerably at the Arsenal after 1 December 1944. This area outloaded some ships, however. The problem of removing cargo from the docks continued. In the middle of December some 20,000 tons of subsistence were stowed on the quays.

TERRE PLEIN - RECLAMATION

Originally, under the direction of Major ROBERT A. McKENNA, the Terre Plein-Reclamation was taken over on 6 November 1944, by Major F. S. DOLAN who came to the port as a specialist directly from the United States.

This sub-port was subsequently designed entirely for barge discharging, although LST's continued to use it during the month of November. It played a vital part in port operations as a whole, as the discharging points here handled the barges loaded from shipside in deep water and at quays. It had a total of 52 barge berths, each with a stiff-leg crane. In addition, there was a hardstanding on which there were three ramps for discharging railroad rolling stock. Part of it was also used for beaching LST's. The cranes and discharging were handled by POW's under the supervision of 16 white enlisted men assigned from a truck company. A staff of six officers, for coordination and control, constituted the officer and personnel.

Among the major problems arising at this sub-port were tide effects, inadequate lighting facilities, labor shortages and difficulties with the maintenance of cranes. In the first instance, no barges could be moved in or out at low tides, particularly along Terre Plein, as the barges at the quay side rested on the bottom. Operations, therefore, had to be timed carefully in order to meet this recurring condition. In the matter of inadequate lighting facilities, work was slowed-down considerably and, actually, working conditions became quite hazardous. Another hindrance to increased tonnages was a shortage of POW's for labor. Although 1000 or more were needed, less than 70 percent of these requirements were available for use on scheduled shifts.

535th QM Battalion, whose Commanding Officer, Lt. Colonel J. S. TUDOR, took charge.

THE ARSENAL (and Digue Hornet

The construction of the Arsenal as a French Naval Base started during the reign of Napoleon. The last of the inner harbors, or basins, was finished during the reign of Napoleon III. The Emperor with the Empress Eugenie attended the dedication ceremonies. The French Navy never used the Arsenal for commercial ships with the possible exception of oil vessels. During the German occupation it served them as a Navy and U-boat base. The quays, in the last quarter of 1944, were busy discharging vital American war cargo, and made an interesting contrast with the past.

Three Liberty ship berths were reclaimed in the Bassin Napoleon III and Bassin Charles X, namely N-17, N-19 and C-9; this work was completed by 25 September 1944. The construction of the roads alongside the berths, the demolition of buildings remains, and the removal of debris was completed at about the same time. In the reclamation of the Arsenal for Liberty Ships it was discovered that dredging to the required depth right up to the basin walls might so weaken them as to cause them to fall into the water. Thus, due to the construction of the basin walls, it was necessary to place barges on Navy pontoons between the quay wall and vessel thereby breasting the vessel off approximately 36 feet. The ships gear discharged to the barges and crawler cranes then lifted the sling-load of cargo to the dock. The cargo was then loaded into trucks or rail cars by POW labor for dispatching to the dumps concerned. The loss of time and work resulting from the double handling in the ship-to-shore operation could not be avoided.

Results of the progressive work done by the Engineers began to show in operations when the S.S. McIntyre was warped into C-12 on 25 September and its cargo of Engineer, Signal and Medical stores was discharged to barge and to the shore. Successively, on 1 October, N-20 was occupied and on 3 October berths N-18, C-10 and C-12 were put in working order, followed by C-8, N-16 and A-15. A-15 was in the third basin known as the Avant Port. This made it possible to berth 11 vessels at the same time; after reconstruction these berths were empty only long enough to change ships.

The discharging operations at the Arsenal were performed by Port Battalions. The 516th Port Battalion was used to discharge ships in Napoleon Basin and the 521st Port Battalion worked in Charles Basin. When berth A-15 was made ready, one company of the 483rd Port Battalion was assigned for unloading operations.

On 1 November 1944, a high priority was established on ammunition, and two vessels were placed in Charles Basin and discharge to trucks. Subsequently, two were placed in Napoleon 17 and 19. They were discharged to rail cars, the quota being 800 tons per ship per day. Difficulties in obtaining rail cars and trucks required a considerable amount of adjustment. Initially, delays ensued so that the quota was not reached; however, by rearranging Port Battalions, assigning the 518th Port Battalion to N-17 and N-19, the tonnages were stepped up to the required figures. Other ammunition-loaded ships were placed in C-9, 10 and 11; the 518th Port Battalion was transferred to that

drums kept clean and a system of control set up. In the latter, POW operators were forced to join the labor gangs and man-handle the cargo if their cranes broke down. The enlisted maintenance men started the cranes for each shift and raised the booms before the POWs took over. At the end of the shift the POWs had to leave the cranes running. There was an immediate improvement in crane operation. Parts that were previously stolen by the POWs to immobilize the crane remained in place.

The maintenance crew of the 348th ECB consisted of Battalion personnel supplemented by civilians (4th Port), a detachment from Engineer Maintenance, and a few men from the Normandy Base Section.

On 15 December the 348th ECB moved out and Lt. Colonel E. MORRIS assumed command of the port area.

DARSE ATLANTIQUE

Major ELLSWORTH MORRIS, JR., was in charge of the Darse Atlantique subport which was bounded by the Quai de Normandie on the east and the Quai de France on the west. It was on the Quai de France that the famous Gare Maritime, the super sea-to-train station for peacetime discharging of transatlantic passengers, stood. The remains of that beautiful station housed hospital trains awaiting hospital ships; it contained also, a loading platform for freight trains, and 130,000 sacks of Christmas presents for Army personnel were temporarily stored there during November.

The two quays were used for berthing Liberty ships or larger vessels. The first berth was used on 2 October 1944. By 23 October three berths were being used and by the 28th six cargo ships were discharging their valuable war supplies. One more berth was placed in service on 27 October by using, to advantage, what the enemy had planned for an obstacle; the Germans had sunk a large ship on its side across part of the mouth of the Darse. It almost touched and lay at right angles to the Quai de Normandie. By the simple expedient of bridging the short gap it soon became a berth, and cargo vessels tied up to the hulk to discharge cargo to barges on the off-hulk side. One of the berths originally planned for cargo ships was reserved solely for hospital ships which operated under the direction of the Surgeon General's Office. This berth was at the extreme offshore end of the Quai de France and the first hospital ship was warped in on 8 November.

There were four quay-side berths available for Liberties not including the hulk. At three of these berths, double berthing was practiced, until the last of November, with the outside ship discharging into barges. The original plans for the reclamation of the Darse hoped for five additional berths. Two of these at the base of both Quays were given up as hopeless because of the shallow water filled with apparently unremovable heavy debris.

Improvements were made constantly in the methods of handling cargo. One specific change, though small in itself, is typical of the efforts expended. In the railroad siding part of the Gare Maritime there were platforms at train door height for the handling of passengers. Simply by building concrete ramps at the end of the platforms it was possible to bring up trailers of cargo pulled by tractors for loading into freight cars at door level thereby saving

time and energy.

The major problem confronting operations here, as well as on all the docks, was the removal of cargo from the quays. Stowage space on the Quay de France was limited due to the demolished Gare de Maritime which occupied by far the greater part of the Quay. However, progress was made by the Engineers in rectifying this situation by leveling half the Quay at the land end, using bulldozers. The other half, being in much better condition, was covered with a roof so that the dock floor and second floor provided ideal weather-proofed storage space.

At first, what appeared to be a momentary solution to the need for dock storage space occurred during October. A block stowed vessel for rations tied up, and orders were received to discharge her directly into specially assembled trains for direct rail transportation to Verdun, thereby obviating the need for dock storage of the cargo. However, one day of successful operation ended this ideal setup; an order came through placing an embargo on rail transportation for everything except ammuntion. Thereafter, as much as 3500 tons of this ship's cargo were standing on the quay at one time.

Major F.S. DOLEN took charge of the Darse Operation on 23 November 1944. Between 15 November 1944 and 1 January 1945 considerable physical improvements were made. The second floor of Gare Maritime was made ready for storage. Gas-powered conveyors were installed to carry light cargo up from the quay. A new berth (D-27) opened on 12 December making six berths available for cargo ships and one for Hospital Ships. The Darse was fenced in to cut down pilfering and a more central Headquarters was constructed at the south of Quay Normandie. It was not necessary to double up ships at berths after the end of November because of slackening off on discharging operations in the Port.

The problem of moving cargo from the quay still existed and all available storage space on the quay was used.

BASSIN A FLOT

Bassin a Flot, under the direction of Major SMITH S. FLETCHER, was used for barges and coasters. It was the only discharging point in the Port where the depth of the water could be controlled. The locks maintained a minimum depth of 17 feet which was adequate for the needs. Occasionally, the locks were damaged by vessels passing through, or by water-logged debris preventing them from being closed so that the moored craft dropped far below quay level. This made discharging difficult and dangerous. At times, it became necessary to call in divers to free the locks.

The basin lost all but 11 of the originally assigned 23 8-ton mobile cranes thus temporarily cutting down it's effectiveness as a discharging point. These cranes were sent to other sections and to other ports. To offset this situation three 15-ton Diesel cranes were installed. Track for the three new cranes was laid in three corners of the basin. The space allotted for this track was 150 feet each. During construction this space could not be used for berthing. The demechanization of the discharging operation resulted in 50 percent of the work being done by hand. However, every effort was made to help the laborers become more efficient. As an example, skids were constructed which made it possible to use hand trucks in moving cargo from barge to quay.

Other major problems involved in operating the basin included the ever present one of not being able to move material on the quays fast enough to keep pace with the discharging. When the situation became too bad, temporary measures were taken by placing mobile cranes on a line from the quay to any empty storage space within a practical distance. They then operated like an old fashioned fire brigade bucket line, passing cargo from one to the other until the quays were cleared sufficiently for more discharging from the barges.

An improvement in night lighting would have increased the rate of discharge. Various methods of setting up the few flood lights they had on hand did not prove feasable. Towers and poles erected to hold the floodlights were constantly knocked down by cranes or by the trucks in the heavy traffic of the streets that closely bordered the two lengths of the basin.

There was also trouble caused by the difficulty of making the French civilian laborers understand instructions. Some French-speaking enlisted men were assigned, but the number was not adequate to handle all situations.

Here, as in the rest of the Port, there was a sudden drop in activities after the first week of December. This came at a time when the basin had completed some important installations. The above noted problems were solved in the following ways. Four Marion Portal cranes were installed and by the middle of December all were ready for work. The south end of the basin which had been condemned for discharging was reclaimed for operations. A portable generator solved an inefficient lighting situation. The coordination with the 300 French workers on each shift developed nicely.

On the debit side was the fact that all but six of the many crawler cranes had been taken for use at other ports. Shipping from the quays had been confined mostly to rail by this time.

DUKW POINT #18

The discharge of cargo from ships at anchorage by DUKW's increased tremendously in efficiency during October and November, under the direction of Lt. Colonel WILLIAM S. ELLISON.

The original DUKW Point at the foot of the Place de la Republique was supplemented by the opening of a sub-area at the seaplane base in the Arsenal, known as DUKW Point 2. Cargo from any one ship was discharged completely at one or the other point. At DUKW Point 2, the transfer of cargo from DUKW to truck or rail was done directly by crane as was the original practice at DUKW Point 1. DUKW Point 1 was developed so that no time was wasted by DUKWs in the discharging of their cargos. The DUKW round-trip from the ships was reduced to thirty minutes or less.

The traffic arrangement for both DUKWs and trucks was reduced to a simple formula. The vehicles rarely had to cross paths. Not only were the routes worked out on a plan that was followed, but also a Public Address (P.A.) system made it possible to direct drivers to the correct platforms and specific cranes, while they were still hundreds of feet away. The P.A. system was especially helpful at night.

In order to assist DUKW drivers in approaching ramps from the water at night, a light-direction system was adapted from marine navigation practice; it consisted simply of the alignment of two red lights as the driver approached from the water. Each red light was set in the center of a white diamond-shaped back-board, one being erected at the extreme land end of the ramp and the other, halfway to the water. Before this installation was made, various difficulties developed if a driver with a heavily loaded vehicle missed the narrow concrete ramps which extended down into the water.

Cranes were operated on two concrete platforms to lift the nets of cargo from the DUKWs. On one of these platforms, which was 500 feet in length, the boxes were handled and sorted for the railroad cars waiting on the other side. On a small platform, which was 300 feet long, cargo from DUKWs was transferred, after sorting, to trucks on the opposite side. Another rail transfer platform was under construction but work was suspended near the middle of December in connection with the slowing down of operations at the port.

The loading of cargo from ship directly to rail was a new development in operations. Originally, there had been no railway tracks to the DUKW Points. However, new spurs were laid to increase the number of cars available for loading. This eliminated much of the time wasted in switching and tying-up the line for other discharging areas.

Port Battalion labor was placed on a new basis during this period and found to work out better for all concerned. One organization was assigned exclusively to this point. This resulted in less time lost for instruction, direct contact with the officers, better "know-how" and closer all-around cooperation. Lighting facilities were also increased and improved for use on the sorting platforms at night.

The discharging of cargo by DUKW slackened off at this point, until the last ship to be unloaded was finished on 15 December. Shortly thereafter the area around the Napoleon Statue, center of DUKW Point activities, looked much as it must have in peace time.

Before activity ceased the DUKW Point set a record for speed of operations. The last ship was turned around in five days.

THE MINOR PORT OF GRANVILLE

The Port of Granville, located on the west coast near the base of the Cotentin Peninsula, was used solely for discharging coal as a Sub-Port to the Port T-410. Everything about Granville presented an interesting contrast to Cherbourg. The place had atmosphere, with the old town situated high on a rock jutting out into the sea for about half a mile. Steep walls rising from the sea and topped by ramparts made the town a fortress in the olden days. A broad moat separated the "rock" from the mainland. One of the drawbridges still served as the main entrance, through an ancient gate in the thick wall, to the medieval town of numerous levels with winding alleys and old houses. The mainland part of the town was more modern and pleasantly clean. Port Headquarters was located in the newer section at the entrance to the dock area.

The port area itself was divided into an Avant-Port and a Bassin a Flot. These bodies of water were enclosed, except for narrow entrances, by quays constructed by the French and served mainly for vessels plying between the mainland and the islands of Jersey and Guernsey. The Avant Port was always a tidal basin. The Bassin a Flot was tidal also because the Germans destroyed the locks before evacuating the town. The entire harbor was dry at low tide, leaving the vessel setting in the mud. It was not considered necessary to wait for the installation of new locks in order to begin using the Bassin a Flot. The colliers could be discharged at low tide and the only problem in this respect was that ship movements had to be accomplished when the tide was in. For this reason the best equipment was placed, and the grouping of personnel was arranged, to discharge vessels that could be completely emptied by flood tides. This meant that empty coasters could be moved out and new ones moved in within a short period of time.

The tonnage discharge goal for Granville was 3000 tons per day which was the maximum amount of coal that could be moved by rail away from the dock area. Up to 31 December 1944 there was about an 80 percent delivery of that goal. The delivery of the 20 percent balance was prevented by lack of sufficient ships to discharge. Stormy weather was the primary factor involved because bad weather and storm warnings prevented ships from sailing from the UK and clearing the narrow entrance into the shallow harbor; however, according to the Subport commander, better all-around coordination with England to keep the ships coming in would have been a partial solution to this problem.

Original plans for Granville called for the use of sixteen berths. Berths 1 to 7 were in the Avant Port and 9 to 16 in the Bassin a Flot. When the 4th Port took over the operation of Granville from the 11th Port on 22 October, the harbor was about 50 percent rehabilitated. All the berths were open but track had to be laid along the Quai Nord which formed the base of the harbor. Four of the sixteen berths were unusable for berthing coasters because of the mud banks. Another four were utilized for mooring barges and tugs only, because there were not enough cranes to service them.

The eleven Marion Portal Cranes used at the basin were interesting because they were made especially by the French for Granville. They were the first ones of their kind and were in the nature of an experiment. They were very high having an average drop of about eighty feet from the boom block to the holds of the ships. These cranes discharged to rail cars on straddled tracks. In addition to these special cranes there were four 8-ton crawlers, two 30-ton crawlers and three stiff-leg cranes used in the port operations. Seven coal conveyors and eight fork-lifts were also used to good advantage.

By far the biggest problem in the operation of the port was the maintenance and repair of equipment, partly due to the lack of enough skilled labor. It was here that the greatest ingenuity in improvisation was used by the very capable enlisted men mechanics that were available.

The most difficult task in maintenance and repair was to keep in working condition the Priestman hydraulic clams that were used with the Marion Portals. There were nine of these clams for the seventeen cranes. Coal dust ruined the hydraulic mechanism. They were constantly being knocked out of alignment because the eighty-foot drop into the holds of the ships made it impossible to

judge distances with extreme accuracy. If the mechanism of the clams was out of alignment one-sixteenth of an inch they would not work. Quick repair required proper tools which were not available so improvisation was necessary. Though the repairs were made by taking advantage of a forge run by a Frenchman the lost time ran high. The best answer to this problem was found in the construction of buckets that would stand much rougher treatment than the delicate clams. Here again the work had to be done without tools. There were no spare parts for any of the mechanical equipment so improvisation and legitimate cannabalism was again necessary. If you mentioned "tools" to the enlisted mechanics they laughed. Taking great pride in their accomplishments, they did their work with the most fundemental tools; such as pliers, screwdrivers and friction tape. They either did without or they borrowed from any Army unit that happened to be within five miles of the town. They even had to borrow ladders from the local fire department to climb light poles. The lack of transportation added to their difficulties. The port did not have a Motor Pool but borrowed jeeps, trucks, etc., from truck companies when they could find them.

The railroading (shunting of cars) was done by one Diesel engine, run by a headquarters enlisted man, by six tractors, or manually by the POW's. All cars had to be moved off the quays by the Army to a point where they were taken over by the French operated main line. The POW's also operated the turntables by hand. There was no one available who had had any experience running an engine so Major JAMES L. BROWN, the sub-port Commanding Officer, called a headquarters man. The two of them climbed into the Diesel's cab and started to pull levers and soon learned how to operate the engine.

The POW's proved to be the backbone of the labor required. About 700 were used per day. They shoveled coal into the clams and buckets in the holds, moved rolling stock by hand, did maintenance and repair work, operated cranes, did electrical work and carpentry. The POW's were trained and supervised by a crew of white enlisted men. There were two colored Port Battalions working in the port; one operated the POW Stockade about three miles out of town and the other did M.P. and guard duty. Twenty of the POW's had been trained as crane operators. Twenty enlisted men remained from the 11th Port and six more were added on D.S. from the 518th Port Battalion in Cherbourg. The total of forty-six were not enough to operate seventeen cranes on three eight-hour shifts so the training program continued. There was an average of fifteen French civilians used in operations but language trouble limited this source of labor. Personnel from the 329th Harbor Craft Company ran the two small tugs (CT's) and the one small French tug which maneuvered the colliers and towed the barges in the port.

The entire port worked on eight-hour shifts. The enlisted men were particularly fortunate because of this and in their living conditions, being billeted in a hotel within a hundred yards of work. Major JAMES L. BROWN stated that he had never seen a group of enlisted men enter into work handicapped as they were, without tools, ships, or equipment, with such excellent spirit. He had complete confidence in every man not only as to basic ability but for initiative, doggedness, determination and for 100 percent cooperation.

RAILWAY OPERATIONS

During the first two months of the quarter, before operations at Port T-410 slowed down, inability to move cargo off the quays was one of the principal obstacles which kept the port from reaching its discharge target of 20,000 tons per day. Because of the bogging of the trucks at the dumps and depots, too few main arteries leading from the city, and impassable country roads rutted with mud, it was resolved that road transportation could not be depended upon to remove the bulk of the cargo unloaded. The seriousness of the situation is apparent in the following excerpts from the diary of the Director of Services:

October 2, 1944 - All wire and pole line equipment is now being sent to Signal Supply Dump at Terre Plain due to temporary congestion at depot.

October 7, 1944 - TC Depot T-700 at Bricquebec had a jam-up of trucks last night and some TC cargo had been placed on the quays at Bassin Napoleon III. Depot was contacted and were in a position to receive more trucks at 1600 hours.

October 8, 1944 - TC Depot T-700 again unable to receive cargo dispatched to it this date. The matter has been taken up with Colonel CONDON, NBS, and it is believed some arrangements will be made to rectify this situation.

October 9, 1944 - No cargo is being accepted at Q-171 A due to a road accident and muddy condition of depot. Plans are being made to set up QM dump at Terre Plein.

October 20,1944 - Civil Affairs Medical supplies being discharged are to go to Medical Depot M-402 but dispatch is being held up due to no transportation.

October 25,1944 - Medical cargo still being stowed on quays due to lack of transportation. An effort is being made to procure a location closer to the Port, with access to rail station, from which these supplies may be shipped.

October 29,1944 - A new Medical Depot A-10, Sub-Depot M-402-T has been set up near Carentan to relieve the congestion of Medical cargo on the quays at this Port.

November 1,1944 - Trucks with Medical cargo have been having trouble getting into Sub-Depot M-402-T due to mud. Entry way into depot is being worked on and will relieve this situation in a few days.

November 7,1944 - A storage space on Terre Plein beach has been obtained for the storing of Medical supplies until they are dispatched to the Medical Depot.

Obviously, adverse weather conditions led to a number of these difficulties. Whereas, there were ten days in September during which the weather

hampered operations, there were twenty-two such days in October, with the winter months ahead at that time. Although the possibilities of such interference were taken into consideration in planning for discharging operations, its effect on shore operations was worse than anticipated.

In the face of these developing conditions, concerted plans were made and actions taken to concentrate on developing the railroad facilities at the port and their operation from Cherbourg. To this end a complete reorganization of the railroad operational set-up was made, on the basis of which it was estimated that the railroads could handle approximately 17,000 of the 20,000-ton daily discharge target set for the Port of Cherbourg.

The changes began with the transfer of railroad operation from Normandy Base Section control to Port T-410 during the first week of November, and the program of laying track along the waterfront, noth main line and spurs, as started under Normandy Base Section control, was carried on under the control of Port T-410. On 2 November, in order to guarantee better coordination and control of railway operations clearing the Port of Cherbourg, the terminals were extended to include all operations in Cherbourg, the Barfleur branch as far as the break in the tracks at a demolished bridge at Fermanville, and the main line from Cherbourg to the east switch at Sottevaast; also included were the Couville classification yard and the yards at Sottevaast. The repair shops at Cherbourg remained under the 707th Railway Grand Division of the 2nd Military Railway Service. This railway division was commanded by Lt. Colonel WILLIAM GREINER who was responsible for the operation of the terminal and exercised command through Lt. Colonel CARL D. LOVE, Commanding Officer of the 728th Railway Operating Battalion (ROB), who was appointed Division Superintendent of the Cherbourg Railway Terminal on 6 November 1944. Lt. Colonel RALPH E. SHERER, on Detached Service with the 707th Railway Grand Division from the 5th Group Regulating Station, became Track and Structures Engineer and served on the staff of the Port Commander and the Division Superintendent.

It was estimated that an average of 1000 freight cars would be ordered daily by the Port but by the end of December, the actual daily requirements were less than half that figure with an average of 274 cars daily in October, 451 in November and 344 in December. This was primarily due to the receding activities of the port from about December to the last of the year. It was planned to hold 1400 cars at Sottevaast upon completion of that yard. Car orders were to be given the railroad by the Commanding Officer of the 4th Major Port 36 hours in advance. This capacity was found to be unnecessary and on the 4th December all construction to that end was halted. Plans called for the operation of 34 single trains or 17 double-headers from Cherbourg and neighboring yards daily, depending however, upon the ability of the roads east to take care of the traffic. Although most of the trains were to be made up at the Couville yards, some of them were to run directly from Cherbourg. It was later found that 21 trains could handle the traffic; however, this did not include Hospital Trains of which 89 were dispatched in the month of December.

To assist in handling the additional railroad work that would be brought about by the changes outlined above, another railway battalion came under the control of Port T-410, by the attachment of the 732nd Railway Operating

Battalion to the 728th Railway Operating Battalion the early part of November. The duties of this battalion were in connection with operations of the Couville and Sottevaast yards and to furnish any other assistance that would be required of such personnel in Cherbourg Terminal proper; their headquarters was located at Couville Yard.

After the last week in November there was an approximate decrease of 35 percent in the movement of loads out of Cherbourg. In spite of the lessening of pressure major problems continued. The commitment was for 21 trains daily out of Normandy Base. The handling of these trains in addition to an increasing number of hospital and personnel trains (troop movement) strained all facilities and personnel. The return of empties to Cherbourg was a problem but it was overcome. Still the facilities were confronted by more loads than there were commitments of trains to move. Slow loading of certain commodities as well as irregularity of commitments entered the picture.

Sottevaast yards were changed in Marshalling Yards for the purpose of dispatching trains as well as the storage of empty cars. Although the Terminal limits of Cherbourg remained the same, the 728th ROB took over the operation of the line as far as Lison, France. This was necessary because the 732nd and 729th Railway Operating Battalions left for other assignments. Attached, and located at Lison for locomotive maintenance, were the 128th and 130th Mobile Shop Units.

The 139th Hospital Train Maintenance Platoon with attached unit, 118th Hospital Maintenance Train Section Crew, and the 140th Hospital Train Maintenance Platoon with attached unit, 119th Hospital Train Maintenance Section Crew were attached to the 728th ROB for the operation of Hospital Trains in and out of Cherbourg Terminal.

Detachments of the 728th ROB were located at Sottevaast, Valognes, Montebourg, Chef du Pont, Isigny Junction, Carentan, Lison, Neuilly, Martinbast, Couville Station, and Paris.

A plan was inaugurated to train the French to take over the railroad. Eventually thirty-two French crews operated trains, each under the supervision of an enlisted man who served as Engineer and pilot conductor. There was also an increase in the use of French crews in switching operatings.

The 728th ROB was responsible for increasing the track mileage in Cherbourg from 25 to 90 miles. In addition the following new yards were built: the Main Yard (SNCF - Passenger Station); the Terre Plein Yard, the Hillyard (near the Arsenal), the New Arsenal Yard, the Stadium Yard, the Gare Maritime Yard and the Couville Yard.

The railroading operations and accomplishments in the Cherbourg area were a distinct tribute to the devotion to duty of the entire staff of the 728th Railway Operating Battalion. The following excerpts from the unit history of this organization will serve to explain this statement:

(1) From Unit Historical Data, 13 December 1944, this statement of accomplishments was extracted. "There has been a decrease of approximately 35 percent in movement of loads from Cherbourg Terminals in the past three weeks. However, the following is a detailed list of accomplishments of this battalion

since 13 November 1944, a month ago: 464 eastbound trains, with 16,968 loaded cars, 303 empties; for a tonnage of 374, 165; 711 westbound trains, with 718 loaded cars, 15,036 empties, for a tonnage 1,672; unloaded 96 box cars, twenty-three 20-ton flat cars, one hundred and seventy-eight 50-ton flat cars; one hundred forty-six 20-ton gondolas, forty-seven 40-ton gondolas, 5 reefers, 161 cabooses, one hundred eighty-five 2-8-0's, fourteen 0-6-0's, 10 mobile workshops, 2 locomotive cranes, four 20-ton Brownhoist cranes, eight 650 HP Diesel locomotives, forty-seven 2-8-0 coal tenders (loaded with coal), and 2 hospital trains (14 cars each. In addition to the above, on the night of 14 November 1944, General EISENHOWER'S special-built train arrived from the UK and was unloaded at Digue du Homet from the ferry Hampton and placed in service within a very short period of time. In addition to the movement of empties into Cherbourg terminals, we are now receiving shipments of commercial commodities for French civilians. We find some difficulty with civilian traffic, due to cars arriving without billing and tagging. Some billing indicates that cars are loaded with certain commodities, but actually they contain others, or that they are empty when later found loaded."

(2) The 4 January 1945 letter, Unit Historical Data, gave the following as this battalion's accomplishments for the previous month: "There has been an increase in the amount of traffic since last report, and especially we have accomplished considerable in additional efficient handling of hospital trains as well as personnel trains for troops through and from this location. The following is a detailed list of accomplishments for this battalion for the month of December: 514 eastbound trains with 17, 442 loaded cars, 598 empties, for a tonnage of 355,509; 626 westbound trains with 556 loaded cars, 15,700 empties; unloaded eleven 20-ton box cars; twenty-four 20-ton flat cars, two 40-ton flat cars, three 50-ton flat cars, six 20-ton gondolas; five 40-ton gondolas, 1 caboose, eleven 0-6-0 engines; five 2-8-0 engines, two 2-8-0 engines with tenders, 3 tenders, 2 hospital trains with 14 cars each, 9 cars for a special train. We are also accomplishing the unauguration of a plan for French crews operating trains into and out of Cherbourg as well as an increase of French crews in switching operations. We dispatched 89 hospital trains during the month of December."

HARBOR CRAFT OPERATIONS

Harbor Craft operations were controlled by the Harbor Boat Service under Lt. Colonel FRANCIS P. LEARY. This control had been expedited in September by the use of two-way voice radios. At that time the Control Tower at the end of the Quai de France was used to direct small tugs and launches. The Control Tower also kept in touch with control points at the Arsenal, Bassin de Subsistence (launch headquarters), Bassin a Flot and Reclamation. Later, radios were installed on the motor towing launches for two-way conversations. This put a heavy strain on the one radio at the Control Tower which situation was rectified when another set became available. The plan was to contact ST's on one and the J-boats and MTL's on the other. An additional control point was installed at a new project at Port de Flamandes.

The Port de Flamandes was used for the repair of wooden barges. A French civilian organization did the actual work under Army personnel supervision,

directed by the Maintenance and Repair (M&R) Section of Harbor Boat Service. Many wooden barges were salvaged through this operation that normally, as in civilian practice, would have been completely abandoned.

The Maintenance and Repair Section did excellent service in the maintenance and repair of all floating equipment in the harbor. They even did work on the cargo ships in port, and diver operations were under their supervision. The divers often went down in 60 feet of water to raise sunken DUKW's, barges and lost cargo.

Until about the middle of September, all marine replacement parts had to be salvaged or made. This even applied to some tools. About this time M & R was told to supervise the establishment and maintenance of a Marine Supply Depot (T-740) in the Arsenal Section. The forming of such a depot was a new development in Army annals. The depot was slowly built up so that it alleviated the parts situation to a considerable degree but the necessity for improvising was by no means eliminated. The exigencies of war required the making of such things as sea-mule rudders, ship's ribs, tools and Diesel engine push rods out of black iron pipe, and generally rehabilitating their own repair facilities. They even beached cranes for repairs for the first time in their army or civilian careers. In the floating drydocks it was not unusual for them to have to put an entire new stern on a vessel or service and refit a ship raised off the bottom. As a matter of fact, seriously damaged craft from other points of operation became their responsibility.

The actual work was done by the 101st and 102nd Port Marine Maintenance Companies. The 102nd did not have a shop when it first started, so its job was to tear down the engines and turn over the damaged parts to the 101st for shop work.

There was a steady increase in the number of harbor craft used in the port. Some of these craft came from the beaches where operations were closing down. On 15 November 1944 Harbor Boat Service was responsible for the operation and maintenance of 443 craft. These included 11 self-powered boats, 14 floating cranes (from 30-to 100-ton capacity), 2 floating drydocks and 316 barges (wood, steel, composite, carfloats and oil barges).

As of 12 December the following organizations made up Harbor Boat Service:

328th Harbor Craft Company
335th Harbor Craft Company
337th Harbor Craft Company
357th Harbor Craft Company
101st Port Marine Maintenance Company
102nd Port Marine Maintenance Company
107th Port Marine Maintenance Company

Total personnel strength of the above units amounted to eighty-five (85) officers, forty-five (45) warrant officers, and one thousand five hundred and seven (1,507) enlisted men. In addition there were six (6) officers and fifty-one (51) enlisted personnel from other units serving with the Harbor Boat Service.

ENGINEER SECTION

The Engineer Section concentrated its efforts on rehabilitating, constructing berths, and in general getting the Port into physical shape. In rder to accomplish this mission more satisfactorily, they set up, on 22 ovember, a functional Standing Operating Procedure chart outlining duties nd responsibilities. This section was divided into six sub-sections, i.e. dministration under Lt. Colonel A. L. DOW, the Port Engineer whose Assisant was Major S. V. CLIFFORD; Heavy Construction, under Major E. R. LBERTSON; Light Construction, under Major C. J. ARCILESI; Supply, under aptain O.E. HANSEN, Jr.; Crane Maintenance, under Captain D. W. WILHELM; nd Real Estate, under 1st Lieutenant J. E. ROSENBURG. The Heavy Equipent Section was assigned additional personnel which was responsible for omplete maintenance and repair of docks.

The entire Motor Pool personnel was replaced on 23 November. A new quipment yard was opened up in the machine shop building, Arsenal Area. his yard contained all tow-motors, tractors, fork-lifts and power conveyors.

On 1 December, operation, maintenance and repair of 114 crawler cranes as turned over to the Engineer Section Crane mechanics and operators were lso transferred from the Ordnance Section which continued to operate the 'ort Equipment Pool consisting of the Port Motor Pool, TC Equipment Pool nd Port Ordnance Maintenance Shops.

COMMUNICATIONS

The excellence of the Signal Communication installations and their aintenance and repair in Cherbourg comprised a key factor in the uccessful operation of Port T-410. This work was handled by the 816th ignal Port Service Co. The first Signal Corps work after the port was aptured was the installation of switchboards and the placing of field ire. French and German cables were later located which eventually hortened the field wire run. Reconditioned German and Belgian switchoards and TC boards were used when available. This work was done by the ommunications Section which also operated five teletypewriters, the lessage Center and the code group at Port T-410 Headquarters.

The Telephone Repair Section set up a telephone repair shop and in rder to make coordination possible in the port, undertook the installaion, repair and maintenance of Navy telephone facilities. Thus, all oints controlling the harbor had telephone communication. They also aid submarine cable when necessary. Beginning with a teletype (TC-3) which connected with Advance Section and Katz, the Teletype Repair Section installed a total of 21 teletypewriters.

Immediately following the establishment of a repair shop, the Radio epair Section installaed the 300-watt radio station JEBO. Thus, radio ommunication for the port was made possible on 8 August. For some time this station was the only means of electrical communication between the UK nd France. By 5 September the installation of a network connecting Utah and Omaha beaches with Normandy Base Section was completed and station JEBO served jointly with the 4th Port and NBS under a new designation as JETA. The section then went to work in the middle of August to solve what

was probably the most difficult communication problem in the port; this was to establish immediate 2-way contact between the key craft in the harbor, Liberty ships, tugs, MTL's J-boats and operations ashore. Three radio receiver-transmitters networks were installed. One (20 sets) was installed on the key harbor craft; another (18 sets) was the placing of sets on incoming cargo and troop ships to facilitate berthing and anchorage; the third, consisting of two stations, coordinated the Gear locker and the tugs assigned to it. The section had 54 sets to maintain for operations, repair and replacements.

The Storage and Issue Section began operations in France on 13 July with the establishment and preparation of a Signal warehouse for all Signal equipment needed in port operations. This section also checked Signal equipment at the various unloading points and operated Signal Sub-Depot "2" at Terre Plein. Numerous Red Ball convoys, C-47 Transport Plane loads and railroad train loads were dispatched from this point.

PORT SURGEON

The main responsibilities of the Port Surgeon's Office under Colonel FRED G. DeBUSK consisted of supervision of the Medical Sections of 4th Port Headquarters and attached units, general sanitary conditions, first aid care on the docks and the discharging of patients from Hospital Trains to Hospital Ships.

The health of the officers and enlisted men of Port T-410 was maintained on a high standard. The following shows the percentage of Port Battalion men sick in quarters for the month of November 1944:

	PORT BATTALIONS							
Average Sick in Quarters Daily in Percentage of Total Strength.	483	498	499	500	513	516	518	521
	.26%	.26%	.06%	.61%	.08%	0%	2.2%	.21%

The venereal disease rate was lower for the 4th Port and attached units (both white and colored) than it was while the organization was in England.

Among the health responsibilities of the Surgeon was that of water purification. For the first time, on 28 November city water became the source of supply. Even though chlorination was necessary it eliminated numerous problems, among these being the necessity for continually rebuilding water points that could be washed out by the heavy rainfall.

When the Port Surgeon's office first started to function, first aid treatment for Merchant Marine and Army dock cases was handled by the office personnel located at the Hotel Atlantique. Later a first aid station was maintained 24 hours a day in each of the five dock areas.

One of the most important functions of the Port Surgeon was moving the wounded who came in Hospital Trains on to Hospital Ships bound for the U.K. The actual handling of the litters was done by the enlisted men of the 711th Sanitary Company who started doing this work on 19 October. Colonel De BUSK supervised the operations which meant moving the wounded a distance of about 200 yards from train to ship. These men carefully handled 252 cases in an hour and fifteen minutes. From 15 November through 31 December

36,159 casualties were moved: 3,063 of these were prisoners. Occasionally the emptied Hospital Trains were reloaded with the operating personnel of a General Hospital who had debarked from a Hospital Ship for inland France.

SPECIAL SERVICES

Unique problems frequent operations such as those at the Port T-410. One of the most important of these was the morale of the troops assigned to the port. Obstacles to the maintenance of good morale were, extremely long hours, bad housing facilities, no entertainment, very little recreation of any type and lack of news.

The Special Service branch of Port Headquarters solved three of these problems. On 10 July a theater, the El Dorado, was opened for the personnel of the port and by 15 November two others were put into operation. Approximately 27,000 soldiers attended these three each week. Theaters were also in operation in Carentan, Granville, Rennes and Vilideu. Contact was established with the attached units and U.S.O. as well as G.I. shows were scheduled for them. Special Services supervised the construction of a recreation hall and gymnasium which filled the need for a dance hall, a sports arena and a general gathering place for the enlisted men. A news bulletin was sent to each unit daily and once a week a mimeographed "News Summary" was sent out. In addition, the "Stars & Stripes" served approximately 30,000 men in the port area. Some classes in beginners French were started and the Special Services rounded out their program by the distribution of issue games, reading matter and athletic equipment.

TROOP MOVEMENTS

The Troop Movement section was one of three under the control of the perintendent of Port Transportation. It was their duty to plan, supervise and control all movements of personnel, military, civilian, and isoner of war through the port.

During the first portion of the last quarter of 1944 the activity of the Troop Movements section was confined largely to embarking casualties on Hospital Ships for the United Kingdom and casual assault units returning after their phase of the invasion was over. The first major movement of troops into the port was the 11th Armored Division which arrived from 15 to 21 December. Extracts from the "Daily Diary-Troop Movement Section" show the problems which confronted this section and how they performed their functions in spite of these difficulties:

21 - November - 1 Off and 1 EM embarked on LST 266 - 1 Sgt. embarked on BO 923 for US, to accompany shipment of toxic gas. 489 US Casualties and 20 POW casualties embarked on Hospital Ship "Duke of Rothsay". 389 US and 51 POW casualties on Hospital Ship "Prague". 1 Off, 6 EM, US Army casualties and 4 ATS Seaman on LST 61.

22 November - 480 US and 64 casualties on Hospital Ship "Landovery Castle", also embarked 228 casualties, all US, on Hospital Ship "St Julien". War Dog-platoon debarked from UK 539 at 1500 hours. Transportation to Verdun in 2 box cars.

23 November - 12 Off, 1 WO, 7 EM, US Casuals embarked on LST 356. This was the last LST to bring rolling stock from far-shore to this port. This means that this office will have to find other means to transport casuals to the UK. 345 US and 48 POW casualties on Hospital Ship "Duke of Rothsay". 18 EM, 277th Signal Pigeon Co., 2 Off, US Casuals on Seatrain "Texas".

This is her last trip to this port as well.

25 November - 16 French Mercantile Marines embarked on Hampton Ferry. 552 US Casualties embarked on Hospital Ship "Landovery Castle". 450 Polish recruits arrived have no transportation available here. Awaiting orders.

26 November - 480 US casualties embarked on Hospital Ship "El Nil" and 1 Off, 2 EM and 1 ARC embarked on PH 271 (Holt) Liberty Ship. These vessels sailed from here to Frembles where they take on ballast and then continue to US. This is the only means for casuals returning to the UK outside of Hampton Ferry. 5 Off, put on NY 123, "Gregory" for UK.

27 November - 13 Off, 211 Ratings US Navy, 10 Off, 26 P.O. and 170 Ratings French Navy, 24 French Merchant Marines, and 3 Off, US Casuals, 3 ATS seaman embarked on LST 30. Naval authorities made arrangements for LST to transport personnel to Plymouth England. 620 US and 20 POW casualties embarked on Hospital Ship "Chantilly". 1 Off, 2 EM, 3 ARC, with 3 vehicles and 5 French Mercantile Marines embarked on Hampton Ferry.

29 November - M.T. 338 n. Herkiner arrived this port at 1130 hours today. 6 Off, 189 EM debarked at 1300 hours, 107th Port Maintenance Co. Destination Cherbourg. Embarked on same vessel at 1400 hours were 6 Off, and 450 Polish recruits. Also 1 ARC and 4 EM US Army casuals. These Polish recruits had been here since the 25th awaiting transportation to U.K. They had to be billeted with 4 different Port Bns. as there are no facilities here provided for so many casuals. We are still waiting for transport to ship back to UK, 35 Off, and 239 Joint Assualt Signal Cos. Planning to use next seatrain which is due here soon. 470 US casualties embarked on Hospital Ship "Duke of Rothsay". Also 333 US and 321 POW casualties embarked on Hospital Ship "El Nil".

30 November – This office has been informed that 294th Signal assault is not to be embarked on Seatrain Lakehurst which is here now. They have scheduled an M.T. Ship which should be here 2 Dec. 44. 1 Navy rating (casual) embarked on NY 214. Also embarked 1 Off, 4 EM US Casuals, 1 ARC, and 1 Off and 10 ratings US Navy casuals. Lakehurst due to sail 1 Dec. 338 US and 58 POW casualties embarked on Hospital Ship "Prague".

2 December – MT Joseph Storey did not arrive. 294th Joint Assualt Signal Co is still standing by at Omaha beach awaiting order to move to this port when vessels arrive. 359 US and 41 POW casualties embarked on Hospital Ship "Prague". Also 504 US casualties on "Landovery Castle". Nothing available for casual returning to U.K.

5 December – 22 Off, 327 EM, 294th Joint Assualt Signal Co. embarked on M.T. 292. Also 1 Off, US Army and 2 rating US Navy casuals on same vessel. 228 US casualties embarked on Hospital Ship "Denard",

15 December – Embarked 26 US and allied casuals on Hampton Ferry for UK also embarked 17 Off, 314 EM, 286th Joint Assault Signal Co. and 7 Officers, 172 EM, 478th Amp Trk Co. on MT 261 (Pearl Harbor) for UK in addition 1208 POW's with accompanying guard were embarked on LST's 7,344 and 497. Loaded 583 US and 42 POW casualties on Hospital Ship "Chantilly". 6 LST's arrived and debarked with first elements of 11th Armored Div. Included 20 Officers, 554 EM, 58 wheeled vehicles, 191 tracked and 35 trailers. Guides posted on route to destination and M.P. escort provided. Vehicles moved out in match units of 30 each.

18 December – 11th Armored Div. still pouring in. 17 LST's and MT 338 arrived; personnel and vehicles debarked as follows: 43 Officers, 898 EM, 191 wheeled vehilces, 131 tracked and 155 trailers. Loaded Hospital Ship "El Nil", 525 US Army Casualties.

21 December – Completed movement of 11th Armored Div. Debarked personnel and vehicles from 6 LTS's as follows: 50 Officers, 1,047 EM, 125 wheeled vehicles, 134 tracked, and 105 trailers. Embarked 3 Allied, 7 US Army and 3 TCWD Casuals.

24 December – Survivors from the ship "Leapoldville" brought into port by rescue craft were taken to Port Hq. and billeted. Number of survivors unknown. Documentations handled by Control & Statistics and Inspector Generals Office, this headquarters.

25 December - Debarked Det. of 66th Div. Hq., 366th Med. Bn., 266th Engr. C Bn. off the LST 295 which included 12 officers and 268 EM with them were 52 wheeled vehicles, 7 trailers, and 3 towed guns. Elements of the 264th Inf. Regt. debarked including 7 officer, 199 EM with 46 wheeled, 18 trailers and 15 towed guns of LST 372. Elements of the 66th, including 266 officers and 5,096 EM arrived with vehicles including 574 wheeled, 13 tracked, 272 trailers and 57 towed guns. Also on this same day, elements of 3 Engr. C. Bns., including 48 officers and 1,130 EM arrived on 7 LCI's. Embarking this day were 525 US Army Casualties on the Hospital Ship "El Nil", 585 US Army Casualties on the Hospital Ship "St. Olaf", also 230 US Army Casualties on the Hospital Ship "St. Julian", 472 US Army Casualties on the Hospital Ship "Duke of Rothsay", also on this date 2 ATC seaman were embarked on LST 332 as well as 2 EM were embarked on LST 350.

31 December - The 1255 and 1264 Engr. C. Bn. debarked with 4 officers and 70 EM. Their vehicles included 36 wheeled, 6 tracked, 14 trailers and 18 trucks. Also the LST 345 were 3 French Army casuals. On the LST 392 were more French Army casuals. On the LST 375, the 766 Ord. (LM) Co. debarked 5 officers and 99 EM with 33 wheeled vehicles and 19 trailers. The Hq. Det, of the 66th Inf. Div. and the 66th QM Co. arrived on the LST 332 with 28 officers, 108 EM with 36 wheeled and 21 trailers. The Co. C, 266th Engr. C. Bn. and more of the 66 QM Co. arrived on the LST 388 with 9 officers and 265 EM with 30 wheeled vehicles and 23 trailers. Embarked this day was the Hospital Ship "Prague" with 495 US Army Casualties, also the Hospital Ship "Duke of Rothsay" with 428 US Army Casualties and 48 POW Casuals, the "El Nil" had 612 US Army Casualties. The LST 345 embarked with one US Army Casual, and EM.

LABOR

The labor problem of Port T-410, while not assuming the proportions of the carrier problem, handicapped the work of reaching the desired goal. A labor study by Major W. DuBLOIS Labor Control Officer shows that the Port was about 100 percent short of the necessary POW labor if the plan was to be carried out to put discharging operations on eight-hour, instead of twelve-hour, shifts. It would have been necessary to bring 7,000 more POW and 24 Port Companies into the Port to accomplish this.

It was obvious that this was impractical so Major DuBLOIS presented the following plan during November.

"1. In compliance with VOCO instruction a memo with data attached was submitted on three eight-hour shifts, plus one day off per week.

2. This memo deemed it unadvisable to work as requested, but the following attached data is submitted and recommended as an operation work plan.

3. Two 10-hour shifts, plus one day off per week.

4. A limiting factor for every operation is found. Here it is POW labor. Because of the Geneva Convention ruling a time limit is set on the utilization of POW. Up to the present, POW labor is not available between the hours of 0530 and 0730; Port Bn. labor however, is kept on the job, and much lost time results, plus morale factor involved. Mess hours for various agencies of the Port at variance, causing confusion and lost gang hours.

5. It is proposed that a standard work time and mess time be established throughout the Port, for truck drivers, harbor craft, Port Bn., POW, etc.

6. Start work-0800 Mess 1200 - 1300 Complete work - 1800
Start work-2000 Mess 2400 - 0100 Complete work - 0600

7. It is thought that tonnage requirements could be met and possibly increased, for the men would not have to keep in mind that their strength ust be conserved for a 12-hour day. A higher morale could be established; uch lost time and confusion could be avoided; mileage transportation of etails could be cut down. Trucks could bring details back and pick up returning details, thus making two trips instead of four. Time between shifts ould be utilized to prepare for incoming shifts. Bn. administration and ssing would be facilitated. An all around morale factor would be involved r with one day off per week Port Bn. personnel would have something to ok forward to and would definitely put out to greater advantage for the rt."

On 2 December 1944, the above plan was put into operation with minor anges, giving the shift hours from 0800 to 1800 and from 1800 to 0400, d proved quite successful.

The task which confronted the Port in using the available civilian labor and the POW labor on hand to the best advantage involved many problems as testified to by these exerpts from the daily diary of the Director of Port Services:

October 3 1944 - 132 French civilians replacing colored drivers of Port equipment.

October 6 1944 - Some difficulties are arising in the employment of the civilian equipment operators. Some refuse to drive tractors because of lack of proper clothing for the weather. Complaints have been received regarding some whose jeep driving isn't A-1. Some are being tried out on fork lifts. POW labor is now being trained as crane operators at Terre Plein.

October 8 1944 - Ordnance Section released approximately half of the civilians who proved unsatisfactory as equipment operators.

October 12 1944 - Civilian operators replaced Port Bn. men on fork-lifts.

October 14 1944 - French operators on fork-lift trucks dismissed today because of inexperience and replaced by Port Bn. operators.

October 16 1944 - All French operators and mechanics discharged and replaced by Port Battalion man. Training of POW's as crawler crane operators continuing. POW's now operating all cranes at Terre Plein.

October 23 1944 - Having some difficulties in getting POW's to work on time on Engineer projects. Many hours are lost each day.

Every attempt was made to improve the living conditions of the Port Battalions and other types of units. As billets became available in the city they were assigned to units that were living in knee deep mud and continuous rains. A perusual of some of the unit histories shows that conditions had become so impossible in some instances that the unit had to move to better drained bivouac areas between working shifts. The billeting of troops attached to Port T-410 was a big part of the work of the Plans and Liaison Office. It was an extremely difficult problem because otherwise available city billets (healthier and closer to work) were being taken up by the constant flow of civilians (former occupants and others) into the port. All available transportation was constantly in use moving cargo or doing general housekeeping duties; therefore it was desirable to have as many units as possible located within walking distance of the waterfront. This latter problem, however, became less acute when work slacked off at the port, and battalions located the greatest distance away were assigned other duties. Typical of these reassignments was the case of the 521st Port Battalion which was not used for ship detail after 16 December but was kept as a reserve for security guard. The 500th Port Battalion was engaged in non-tonnage work for all of December.

PRISONER OF WAR LABOR

About eight thousand Prisoners of War provided a steady source for labor personnel in Cherbourg. The use of these laborers presented many difficult problems, among them being the restraining agreements of the Geneva Convention. Not all of these POW's were available at one time for over a thousand each day had their weekly day of rest while 700 more were engaged as camp overhead. Another 20 percent were sick, unassigned or being processed. That left 50 to 60 percent for the total who were available for work in the port area. The demand for POW labor exceeded the supply until operations at the port began to slow down in December.

The following extracts from the report of the Labor Control Office indicate the seriousness of the situation:

"a. Because all available POW are in use, it is usually necessary to adjust orders from sections of the Port to fit supply. During this period, as in the past, there have been constantly growing requests for POW, and many requests that details received short of number ordered, be filled;

(1) 20 November - Operations Officer at Terre Plein Project reports that 386 POW received on Night Shift inadequate. Arrangements made to transfer men from another section where need was not so urgent.
(2) 21 November - Quartermaster Dump at Arsenal Project disputes his allottment of POW. Wants 250 even though his order has been cut in proportion to other orders and operational needs.
(3) 22 November - Operational Officer at Terre Plein Barge Project reports that number of POW received on Night Shift inadequate. 216 POW received for operations plus 40 POW crane operators. Unable to furnish any more.
(4) 22 November - OIC, Terre Plein Signal Dump reports that more POW are needed. Canvas of using agencies in the Port fails to reveal any surplus.
(5) 24 November - Operations Officer from Office of the Director of Operations requests that number of POW allotted DUKW Point No. 1 be increased for 25 November. Number previously increased at expense of another point.

b. 25 November - OIC, POW reports that unable to locate an officer from the QM Dump at Terre Plein to receive POW ordered for Night Shift, and reports that these POW's have not been received for two nights. Detail absorbed into detail for Terre Plein Operations, and later transferred to DUKW Point No. 1."

The main complaint against POW labor by the operations section was that they rarely received the number of laborers they asked for and those received were late in arriving. This problem viewed from the other end shows the great difficulties involved in attempting to judge how many, and how quickly, prisoners would fall out for duty. The shortage of guards, both officers and enlisted men, made the handling of prisoners most difficult. More personnel finally offset that difficulty but before they arrived it was up to one enlisted man to handle a complete cage of 225 POW's. This enlisted man had to get the prisoners out of their huts, assemble them, and count and assign them to groups for their days work. Even after this was accomplished considerable time was lost in loading them on trucks for transportation to work. The only means of transportation available was by trailer which had a difficult time negotiating the mud. Constant work was done in the area on drainage, rock fill-in, and the laying of airfield mats to facilitate transportation and, in the general improvement of living conditions of the U.S. Army personnel and the efficiency of the POW labor.

Another more basic solution to the transportation problem was the establishment of POW enclosures within walking distance of the docks. One of these camps was built and occupied by the middle of November and another was planned for the Arsenal Area.

Sick call, although higher than for U.S. Army Personnel, was fairly low at $3\frac{1}{2}$ to $4\frac{1}{2}$ percent. It was considerably higher at one time but that was corrected by a system installed by Colonel P. C. TRAVER, the Port Medical Officer.

Major A. BENNET, the Post Engineer Officer, made use of skilled POW labor to set up and staff a carpenter shop, blacksmith shop, electric power plant, and tool shops. With very capable help he rebuilt broken German generators to light the entire camp. A demolished metal working lathe was reconstructed. The blacksmith shop turned out hinges and servicable stoves made from cans and shell containers for heating tents and huts while German carpenters constructed all the buildings and made the furniture.

Under three contracts Port T-410 employed about 1000 French civilians as laborers in port areas. Following the slack-off trend this number began to drop after 15 December. In addition to these, over a hundred French civilians, were used as static labor around the Hotel Atlantique which housed Headquarters, Port T-410. As covered in the section on Railroading, Frenchman were trained in that field also.

* * * * * * * *

Civilian laborers employed on 15 November numbered 932, 1 December 1,047, 15 December 1,061 and on 31 December 788.

The Prisoners of War used averaged 2,022 daily in September, 2,702 in October, 3,826 in November and dropped to 3,602 in December.

Using the table of organization size of gang it is calculated that approximately 3,066 Port Battalion workers were on the docks daily in September, 3780 in October, 5,292 in November and 2,877 in December.

SLOWING DOWN OF PORT

From the end of November 1944 it became apparent that the port of Cherbourg was losing importance as a port of entry for Army supplies. Other ports were relieving Cherbourg of the heaviest responsibility that had ever been placed on one port. Communication Zone Headquarters did not want to tie up rail stock for long hauls so Antwerp and Le Havre, being closer to the front, came into prominence along with intervening coastal points. Ammunition still could not be discharged at Antwerp so some of that continued to come into Cherbourg; however, more and more was diverted to Le Havre. Another factor involved was the final cleaning up of ships pre-loaded for the invasion.

After the German break-through it was thought that the danger to the closer Channel Ports might necessitate the revival of activity at Cherbourg but this danger had not developed before the end of 1944. In the process of slackening-off, much of the equipment that had been used in discharging became available for other ports. All physical improvements of the port such as track laying, berth salvaging, and building were ordered stopped.

Indicative of the trend are these specific instances taken from the diary of the Director of Port Services:

On 30 November the Port was informed by Com Z that no more Medical supplies would be allocated to this Port. All Medical supplies consigned to the Continent from then on would be directed to Le Havre, Rouen and Antwerp.

On 4th December, Headquarters Communications Zone, ordered all major Engineer construction stopped. This included reconstruction of Port Flamandes, the repair of Terre Plein, the erection of additional Portal cranes and the construction of additional railway spurs.

Port T-410 was ordered to turn over thirty-eight crawler cranes to other ports and installations on 7 December and on the 13th there was enough excess mechanized equipment to warrant an order returning it to TC depots. On 15 December it was expected that the "Shooting Star", which had been completely discharged, would be the last "reefer" to come into the port.

A perusual of the Vehicle Section Diary showed a drop in the daily average number of vehicles from port clearance from 268 on 23 November to 64 on 31 December. Between 28 November and 16 December two truck companies and two truck and trailer companies were relieved for duty elsewhere. In that time only one new truck and one new truck and trailer company came in to replace losses. On 15 December there were no 6 x 6 trucks for port clearance and only tractor-trailer combinations where available. Even then there were more vehicles for port clearance available than were needed. This was because most of the cargo on the quays was dispatched by rail. The Administrative trucks, available at night, were sufficient to clear the cargo designated for clearance by road.

A final indication of the trend is the entry for 23 November in the Troop Movement Section diary which reports the departure of the last LST to bring rolling stock from the far-shore to this port. The Sea-train "Texas" had also made her last trip. From this date Troop Movement had to find means other than LST's, their most dependable means of transportation, to transport casuals to the U.K.

5th MAJOR PORT
(Chapter III)

The 5th Major Port assumed control of the ports of St. Michel-en-Greve and St. Brieuc on 19 September 1944, when the 16th Port left the Brittany area for Le Havre. Operation of the ports of Morlaix and Roscoff had already been taken over by 5th Port from the 16th Port on 5 September 1944 where, in addition to discharging and dispatching cargo, the 5th Port began a program for the development of these ports. However, during October, two of them were closed, St. Michel-en-Greve on 19 October, and St. Brieuc on 25 October. A summary of the unloading of ship's cargo, as performed by 5th Port personnel from 1 through 31 October, follows.

FREIGHT INWARD
By Vessel-Type

PORT	TYPE OF VESSEL	NO	DWT DISCHARGED
Morlaix/Roscoff	Storeships	13	66;788
Morlaix/Roscoff	Tankers	13	10,012
Morlaix/Roscoff	Transport	1	250
Morlaix/Roscoff	(EMPIRE BEACONSFIELD)	1	155
TOTALS (Morlaix/Roscoff):		28 Vessels	77,205 DWT
St. Brieuc		14	5,208 DWT
TOTALS (ALL PORTS):		42 Vessels	82,413 DWT

BY CARGO TYPES

PORT	TYPE OF CARGO	DWT DISCHARGED
Morlaix/Roscoff	QM Cl. I (Rations)	45;813
Morlaix/Roscoff	Wheeled Veh. (400)	2;138
Morlaix/Roscoff	Cased Vhe. (293 c/s)	1;231
Morlaix/Roscoff	Ammo & Expl.	17;087
Morlaix/Roscoff	POL	10,012
Morlaix/Roscoff	Genl. Supplies	519
Morlaix/Roscoff	Baggage & Equipt.	405
St. Brieuc	Coal	5,208
	TOTAL FOR MONTH:	82,413 DWT

PERSONNEL HANDLED

CLASSIFICATION	DEBARKED MORLAIX	TOTAL DEBARKED
Allied Diplomatic Personnel (1 Trnaport)	1,756	1,756

Heavy rains and strong winds during October greatly retarded operations at the various ports under 5th Port control. At St. Brieuc the discharge of coal continued until 5 October when, because of stormy weather and low tides, operations were suspended until 12 October. In the meantime, several coasters arrived and laid at the outer anchorage awaiting facorable weather conditions for berthing and discharge of cargo. On 12 October, operations were resumed and continued until 15 October from which date until closing, on 25 October, no ships arrived.

Difficulty was also experienced in connection with the local labor situation at Morlaix when 18 gangs of French civilian laborers stopped work the morning of 15 October. To offset this loss, the 386th Port Battalion was transferred to Morlaix from St. Michel-en-Greve.

Various changes in units attached to the 5th Port occurred during October and November. Appendixes Nos 1 and 2, this Chapter, lists of the units attached as of 31 October and 30 November, respectively, with the number of personnel and their locations within the area under 5th Port control.

Engineering: The Port Engineer Section assembled, maintained, and operated heavy equipment in use by the Operations Section, maintained a lumber dump and a dump for electrical equipment, and obtained billets for newly attched units. During November this section assumed the work of constructing the pier at Carantec which was formerly being done by the 360th Engineers. It was completed by the end of the month.

Utilities: The Port Utility Section checked equipment, maintained the utilities facilities of all Port buildings, assembled cranes, installed lighting systems, and painted signs. This section also did considerable construction work consisting of building 40 latrines at the freight yards, fences at the Morlaix docks, and excavating a channel for a beached ship.

Ordnance: The Ordnance Section was engaged in discharging and servicing vehicles and checking and loading ammunition. An 18-ton crane was delivered to Roscoff and cased vehicles were transp rted from docks to the air strip for parking .

Signal: Through the facilities of the Signal Section, a German 20-line switchboard was installed for the 5th Port Headquarters Company and a French 48-line switchboard was installed at Carentec, replacing two BD 72 switchboards. Teletypewriter Station URZ, to serve Detahcment B, went into operation on 14 October.

Planning and Liaison: This section was responsible for revision of Defense and Passive Air Defense plans, for Operations Plans, the Port SOP, and for checking training. It was also charged with the various duties in connection with Soldier Voting.

Intelligence and Public Relations: Assisted Yank, The Stars and Stripes, and Army News Service in gathering material for a feature article covering Port operations. By November this section had established a system for obtaining news stories from the various units attached to 5th Port.

POW's: The Port Provost Marshal processed the POW's at Morlaix and Roscoff and handled the work details using POW labor.

Finance: For October 1944, the Finance Section reported disbursements of 29,185,006 francs or $588,870.51. Money sent home in PTA's, Soldiers' Deposit and War Bonds amounted to $384,452.11. The Post Finance Offices reported disbursements for the month of November amounting to 17,239,349 francs or $347,805.00. A total of 19,506,949 francs or $393,552.00 was received for PTA's, Soldier Deposits and War Bonds.

Medical: The Post Surgeon inspected installations and made the first issue of Medical supplies to the FFI guarding German Prisoners. By the end of the month of November, nearly 1345 French Colonial troops (Senegalese) were inoculated against typhus and typhoid, and received smallpox immunizations prior to their departure from France. The Post Surgeon also inspected the "SS Circassia", the ship in which the troops embarked from France.

Post Exchange: In October, the Post Exchange made sales to about 6,000 officers and enlisted personnel, averaging about 50,000 francs daily; movies were shown for 20,200 during the month. Total sales made by the Post Exchange during November amounted to 500,000 francs to about 4,500 officers and enliste personnel; 63 movies were shown with an attendance of 34,200 for the month.

During October, Colonel EDWAR C. FORSYTHE, T.C., received the award of the Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding services from 20 September 1942 to 16 March 1944." Colonel Forsythe was the first officer in 5th Port when it was organized at the Boston Port of Embarkation. His work constituted a major factor in the development of the organization. Becoming separated from the 5th Port later, he subsequently rejoined it 30 September 1944 on the Continent, when he became Commanding Officer. During December, at Antwerp, Coloenl Forsythe was awarded the Bronze Star Medal by Lt. General JOHN C.H. LEE.

For their activities and the exceptional record made by them at sub-ports in Brittany Base Section, the 5th Port and attached units received a commendation from Brigadier General ROY S. GROWER, Commanding General, Brittany Base Section on 16 December 1944.

On 24 October, French civilians and 1756 Allied personnel debarked from the S.S. "Batory" at Morlaix and were welcomed by high ranking officials of the Allied Armies and Governments. Included in the group were Generals BONNEFOND, BARRE, LE PERRIER, representatives of the Belgian, Chinese, Greek, Polish, Czechoslovak, Russian and Jugoslav embassies, and high ranking members of the French Diplomatic Corps. The Commanding Officer of the Brittany Base Section made the welcoming address. During the afternoon, a luncheon was served in Morlaix to 86 of the leading officials by the 5th Port, with Colonel EDWARD C. FORSYTHE as host.

During November, a target for unloading was set at 2,500 tons daily; on occasions the target was surpassed, with a top figure for 28 November which indicated that 3,890 tons were discharged. On 30 November, 289 cars were loaded and dispatched with a total of 4,209 tons.

On 19 November, about one half of the officers and enlisted strength of the 5th Port Hq and Hq Co., were formed into Detachment "B" and moved by rail to the port of Antwerp to begin operations with the 13th Port; this included 53 officers and 209 enlisted men; the move was completed 21 November. The remainder of the 5th Port departed from France on 20 December and arrived at Antwerp on 22 December. A small detachment remained at Morlaix to load the "Devonshire" with organizational equipment and to close out remaining affairs.

A summary of operations under 5th Port control for the month of November 1944 follows:

FREIGHT INWARD
By Vessel Type

TYPE OF VESSEL:	NUMBER:	DWT DISCHARGED
Storeships	13	64,242
Tankers	6	4,073
TOTALS:	19 Vessels	68,315 DWT

By Cargo Type

TYPE OF CARGO:	DWT DISCHARGED
QM Class I (Rations)	29,326
Wheeled Vehicles (510 vehicles)	2,285
Cased Vehicles (168 cases)	452
Ammunition and Explosives	32,159
POL (80 Octane Gasoline)	4,073
General Supplies	20
TOTAL:	68,315 DWT

FREIGHT OUTWARD

TYPE OF VESSEL:	TYPE OF CARGO	DWT LOADED
Crane Ship (Emp. Harcourt)	Cranes	267
Storeship	U.S. Mail	496
TOTAL:		496 DWT

PERSONNEL HANDLED

CLASSIFICATION	EMBARKED MORLAIX	TOTAL EMBARKED
Senegalese (Military)	1,333	1,333

Civilian employees for the month of October decreased considerably with

the loss of 500 stevedores in Morlaix and nearly 200 in St. Brieuc; during November there was an increase. The following tabulations show their disposition as of the end of the months of October and November respectively:

AS OF 31 OCTOBER 1944

LOCATION

DUTIES	Morlaix	Roscoff	Carentec	St. Brieuc	TOTAL
Interpreters	5	2	1	0	8
Chief Foremen	0	3	0	0	3
Electricians	1	0	0	0	1
Foremen	0	17	0	1	18
Crane Mechanics	0	0	0	7	7
Riggers	6	3	10	0	19
Coopers	0	2	0	0	2
Housekeepers	1	0	0	0	1
Chamber Maids	19	0	0	0	19
Cooks	2	0	0	0	2
Clerks	2	0	0	0	2
Stevedores	0	255	0	0	255
TOTAL:	36	282	11	8	337

AS OF 30 NOVEMBER 1944

LOCATION

DUTIES	Morlaix	Roscoff	Carantec	TOTAL
Interpreters	1	1	1	3
Housekeepers	2	0	0	2
Chamber maids	29	0	0	29
Waitresses	6	1	0	7
Dishwashers	6	1	0	7
Janitors	3	0	0	3
Cooks	6	2	0	8
Laundresses	3	0	0	3
Kitchen Assts.	0	2	0	2
Floor Servants	2	0	0	2
Typists	0	1	0	1
Chief Foremen	0	3	0	3
Foremen	4	17	0	21
Crane Operators	0	7	0	7
Riggers	11	3	11	25
Coopers	0	2	0	2
Stevedores	202	246	0	448
Electricians	1	0	0	1
TOTAL:	276	286	12	574

During December, before leaving for Belgium, 27,947 dead weight tons of rations, vehicles, ammunition, POI, and mail were discharged and dispatched. Two storeships with 1,273 tons of mail and two LSI's and one MT ship were loaded with 1,699 tons of TAT equipment. A total of 2,469 U.S. Army personnel embarked. In view of the fact that approximately one-half of the 5th Port personnel was operating in Antwerp the latter part of November and the entire month of December, and the remainder of the 5th Port arrived in Antwerp 22 December to carry on port operations work with the 13th Port, their accomplishments in handling tonnages are included under the 13th Port covered later in this Chapter.

APPENDIX NO. 1

(CHAPTER III)

STATION LIST

HEADQUARTERS 5TH MAJOR PORT (as of 31 October 1944)

Organization	Location	No. Off	No. WO	No. EM	TOTAL
5th Port (Less Dets. A & C)	Morlaix	89	2	360	451
Det. "A"	Roscoff	8	1	46	55
Det. "C"	Carantec	6	0	11	17
134 Fin. Disbursing Section	Morlaix	2	1	17	20
1215 Engr. Fire Fighting Platoon	Morlaix	1	0	27	28
1592 Engr. Utility Detachment	Morlaix	2	0	51	53
260 Med. Disp. Section	Roscoff	2	0	9	11
345 Med. Disp. Section	Morlaix	3	0	18	21
Det. 940 QM Petroleum Prod. Lab.	Morlaix	2	0	10	12
995 Signal Port Service Co. (Less Det)	Morlaix	5	0	114	119
3817 QM Gas Company	Morlaix	3	0	117	120
362 Port Bn.	Carantec	8	0	24	32
580 Port Company	Carantec	4	0	215	219
581 Port Company	Carantec	4	0	213	217
583 Port Company	Carantec	4	0	206	210
584 Port Company	Carantec	4	0	214	218
386 Port Bn.	Morlaix	8	2	25	35
214 Port Company	Morlaix	4	0	204	208
215 Port Company	Kerlaudy	3	0	205	208
216 Port Company	Lannion	3	0	202	205
217 Port Company	Morlaix	4	0	206	210
520 Port Bn.	Carantec	4	2	17	23
577 Port Company	Carantec	4	0	213	217
624 Port Company	Roscoff	4	0	213	217
626 Port Company	Carantec	4	0	214	218
627 Port Company	Morlaix	3	0	212	215
330 Harbor Craft Company	Carantec	14	4	268	286
333 Harbor Craft Company	Carantec	5	8	175	188
104 Port Marine Maint. Co.	Morlaix	5	0	180	185
Allied Troops					
3rd Free French Company	Roscoff	3	0	100	103
4th Free French Company	Morlaix	3	0	105	108

APPENDIX NO.2

(CHAPTER III)

STATION LIST

HEADQUARTERS 5TH MAJOR PORT (as of 30 November 1944)

Organization	Location	No. Off	No. WO	No. EM	TOTAL
5th Major Port (Less Dets)	Morlaix	48	2	213	263
Det. "A"	Roscoff	3	0	20	23
Det. "B"		48	1	177	226
Det. "C"	Carantec	4	0	7	11
104 Port Marine Maint. Co.	Morlaix	5	0	180	185
134 Fin Disbursing Section	Morlaix	2	1	17	20
260 Medical Dispensary Section	Roscoff	2	0	9	11
330 Harbor Craft Company	Carantec	14	5	279	298
333 Harbor Craft Company	Morlaix	8	10	191	209
345 Medical Dispensary Section	Morlaix	2	0	11	13
362 Port Battalion	Carantec	7	0	24	31
580 Port Company	Carantec	4	0	215	219
581 Port Company	Carantec	4	0	211	215
583 Port Company	Carantec	4	0	210	214
584 Port Company	Carantec	4	0	214	218
386 Port Battalion	Morlaix	6	2	25	33
214 Port Battalion	Morlaix	4	0	206	210
215 Port Battalion	St Pol de Leon	4	0	202	206
216 Port Company	Ploujean	4	0	197	201
217 Port Company	Morlaix	3	0	199	202
520 Port Battalion	Carantec	4	2	17	23
577 Port Company	Carantec	4	0	211	215
624 Port Company	Roscoff	4	0	212	216
626 Port Company	Carantec	4	0	214	218
627 Port Company (Less Dets)	Morlaix	3	0	186	189
Det. 627 Port Company	Plouaret	1	0	25	26
*Det. 2nd Plat.962 QM Service Co.	Morlaix	1	0	70	71
995 Sig.Port Serv.Co.(Less Dets)	Morlaix	5	0	116	121
1215 Engr. Fire Fighting Platoon	Morlaix	1	0	28	29
1592 Engr. Util. Det.	Morlaix	1	0	25	26
3817 QM Gas Company	Morlaix	3	0	119	122
Allied Troops					
2nd Free French Company	Morlaix	4	0	150	154

* Attached for duty for period of approximately seven (7) days.

LOADING OPERATIONS AT ROUEN. TRUCK ON ENGLISH FLOATING DOCK

LOADING OPERATIONS AT QUAYSIDE

ROUEN

CONTENTS

THE 11TH MAJOR PORT

at ROUEN

CHAPTER III

The 11th Port officially closed it's Headquarters at Carentan on 20 October 1944 and opened its new station at Rouen, where operation was taken over from the 16th Major Port, on the same date. Sub-ports Isigny, St. Vaast, and Barfleur ceased operations at 1600 hours 17 October 1944. Sub-port Granville continued to operate under 11th Port control until 24 October 1944 when its operation was transferred to the 4th Port.

The first movement of the 11th Port personnel to Rouen took place on 15 October when the advance detail left Carentan. This advance detail, upon its arrival, secured office space and arranged for billets for 11th Port personnel and attached units. Many obstacles were encountered in moving from the old station among which were the distribution of supplies that had accumulated in transit areas and lack of transportation for the movement of personnel. Supplies were moved out of transit areas by rail and motor transport and arrangements were made with the various Services and Normandy Base Section to take over the remainder. The 11th Port was entirely relieved of these transit areas by 26 October 1944. It became necessary to arrange for water transportation due to the lack of motor transport and the last units left Utah beach by LST on 28 October arriving at Rouen on the 31st of that month.

Whon the 11th Port took over the Port of Rouen there was available berthing space for nine ships. It was estimated that at that time the port was 20 percent rehabilitated. By the end of the year the Port was rehabilitated to the extent of 75 percent of its capacity. It was anticipated that work would continue until the port was 100 percent operative.

Accomodations for the port personnel were inadequate but with considerable determination billets were secured for about 12,000 men at the following places; Champs de Course, the Caserne Pellissier, and Voison in Rouen and the Cotton Mills and Insane Asylum in St. Etienne du Rouvray. Some of these structures required considerable work but were eventually made into satisfactory billets.

PORT OPERATIONS

The first cargo discharged at Rouen by the 11th Port was on 20 October from the "Freeman Hatch" when 200 tons were handled. During the remainder of the month forty-eight ships were discharged at the port for a total tonnage of 23,844. Thirty-eight of these were coasters and they contributed 19,661 tons to the total. This tonnage figure was increased in November to a total of 127,610 tons and finally, in December, the figure reached 133,609 tons discharged and in addition, that month, 34,073 personnel were handled.

In order to accomplish this marked increase in tonnage the port had to overcome many problems. Here as at other major ports one of the primary problems was the movement of cargo from the quay after it had been discharged. After attempts at large scale movement by truck it was decided that the use of railroads would solve the problem. With this decided, the first difficulty confronting the Port was the fact that a great amount of cargo had been placed on the rails and it was necessary for this to be moved before starting any rail

operation. Many switches and rails were damaged and had to be repaired or replaced by the engineers. Furthermore, the tracks on the quay were the flush type and had become completely filled with dirt and debris. These had to be cleaned out and a daily inspection made in order to keep them from getting filled up again. Repair work continued until 17 December when contact was made with outside rail facilities. After this contact was made there was a daily lack of shunting engines but this trouble was partially eliminated by using shuttle trucks to load wagons. This method also eliminated congestion at ships' side, allowed faster loading of cars, and speeded up the discharge of ships. An example of the problems confronted in this respect is the following quotation from an Historical Report, Headquarters 11th Port; dated "At 021600, a shunt was ordered to pull out 65 loaded cars on the South Docks and replace with empties between 1800 and 2000 hours. Shunt was not made until 030100, causing serious delay in loading."

Probably the primary reason quayside switching was inadequate and unsatisfactory was because of mechanical difficulties with the old French locomotives. Switching programs written in French and the assignment of U.S. soldiers to ride switch engine resulted in reducing the time required for complete semi-day track pulls and spotting from three hours to two. Five U.S. Army switch engines and 2 Diesel engines requisitioned from local firms were put into service before the end of the year. There was a shortage of empty cars until the last week of the quarter when ample empties began to arrive in a sustained movement.

On 10 November the area of the port under the 11th Port control was divided into three sections. Two of these sections, "A" and "B", were located on the north bank of the Seine with section "D" on the south bank of the river. These sections were operated as individual units with the officer in charge of each section responsible for all operations within the limits of these areas. In spite of the division of the port into three sections the same problems were confronted by all during the early periods of port operation.

Lack of complete information, as to time of arrival, type of cargo, and type of vessel caused much difficulty. On several occasions vessels had to change berths after arrival because the equipment for unloading their cargo was not available at the original berth. It was impossible to order labor efficiently, and frequently stevedores ordered out to work on a ship had to wait as long as 24 hours for actual arrival of the vessel.

To help overcome this handicap, Coast Guard Cutters were stationed at Villequier, Duclair, LaBouille and at the Harbor Entrance Control Point. All ships passing these points were timed and the information gained was telephoned to the U.S. Navy Dock Office and from there passed to all sections concerned.

An excellent example of the type problem confronting an inland port, such as Rouen, together with 11th Port's solution, is quoted from their "Historical Report for the period 1 December 1944 to 31 December 1944." "The MT 245 SS "Francis Drake" completed discharge 22 December with aft draft 18 feet. In order for this ship to clear the bar in the Seine River, she had to be trimmed to a 16 feet 6 inches draft and unless this was done before neap tides set in the vessel could not sail for approximately ten day. The Army loaded

245 tons of dead tanks in number 2 hatch and transferred 2500 barrels of fuel oil from the aft tanks of the "Francis Drake" to the forward tanks of the SS "Fred Ives". In this way both vessels were trimmed to a 16 foot 6 inches draft and were able to clear the bar in the river, and saved 20,000 tons of shipping space from being idle for ten days. The S.S. "Francis Drake" returned to this port 30 December, a trip made possible by this action."

Troop Movements

The first Troop Movement Section operation at Rouen was on 10 November when one LSI arrived. This section during the next 50 days handled 51,111 personnel 22,078 vehicles incoming, and 829 personnel and 300 vehicles outgoing. In debarking and embarking this amount of personnel and equipment, this section discharged 238 LST's, 66 [illegible]'s 9 Coasters, 5 LCT's and 2 LCI's.

Gear and Maintenance

The Gear and Maintenance Section of any port is a vital cog in the operating wheel. The operation of this section at Rouen was highly efficient. A contributing factor to this efficiency was the division of the section into seven sub-divisions. These were, Headquarters, Light Repair Shops, Heavy Repair Shops, Crane Section, Tractor Section, Trailer Service Section, and the Gear Issue and Repair Section. A definite deadline policy was established for each piece of equipment, thus guaranteeing the proper condition of all equipment through the first and second echelon maintenance. Typical of deadline policies adopted was the one in the Tractor Section where regular drivers were assigned each vehicle and on the driver's day off the vehicle was deadlined for regular repair work which included first echelon work such as a check of oil, tires, and battery.

By dilligent application of these plans all vehicles in operation received regular maintenance repairs and in addition some forty non-operative vehicles were completely overhauled, some even rebuilt, and placed back in operation. The lack of spare parts and tires handicapped maintenance operations and accounted for any of the equipment which was not in operation. An educational program was adopted with the result that all operators were "maintenance conscious" which materially reduced the work of the section.

One of the problems encountered by the Port was the fact that ten crawler cranes were deadlined because of waterpump breakdowns. Pumps for these machines were not available; however, Corporal Russell A. Conrad, of the 171st Port Company, found that pumps used on Clark Tractors were available. Using the face plate from the crane's broken pump and a new Clark pump, Conrad, with the machinist help of T/3 Frank C. Donahue, made a satisfactory pump which removed the cranes from deadline. From time to time, a total of eighteen cranes were put back into service by use of this modification. In no case was a crane equipped with a "Conrad-Donahue" pump again deadlined for that trouble.

Truck Transport

The first convoy of trucks to be outloaded from Rouen under the 11th Port was on 20 October when thy moved 658 tons of cargo. From the day the 11th Port took charge of operations at Rouen until the end of the year there was a constant shortage of trucks to move cargo. Some of this shortage was due to the great amount of time that the trucks consumed making the trip to the transit

area and return. Close supervision was instituted and the turn around time was materially decreased. In November the three truck companies assigned to the Port were able to maintain only 80 vehicles during the day and 60 at night working on dock clearance. One of the reasons for this small turn out of vehicles was the additional duties such as housekeeping that these companies had to perform.

In order to better control the available trucks a system of dispatch and control was installed first at the North docks on 15 November and then the South docks on 29 November adopted this plan. In spite of all attempts at control and economy, at the end of this year, available trucks were still insufficient in number to clear cargo from the quays and the discharge of some vessels was delayed for this reason.

Barge Operations

The first barge operation from Rouen was on 22 November when the first convoy was able to pass the Port de L'Arche. Prior to this time the flooded condition of the Seine had prevented any inland waterways movement. In spite of the long delay in the beginning of operations, 24,067 tons of cargo and Petroleum, Oil and Lubricants (POL) were loaded, and 21,607 tons dispatched for Paris. Of this total, 6 barges with 1,190 tons were for French use and were composed of POL. This total tonnage was dispatched on 79 barges. The primary difficulty in barge operations other than the swollen condition of the river, was the need for more Motor Towing Launches (MTL). It was believed by the Port that an addition of two MTL's would relieve the situation, with regard to barge movement, and allow the port to meet the movement demands of higher headquarters.

LABOR

During the first two months of the quarter there were insufficient laborers available at the 11th Port. The first contingent of prisoners of war (POW) was received on 24 November from Chartres where they had been used in a transit area. There were 1000 in this group and they were all in good physical condition. The 156th Port Company was assigned the mission of caring for these POW. It was their duty to perform the necessary administration, guard the enclosure and furnish prison chasers to guard the POW as they worked. It was estimated that the Port still needed 4000 POW to perform the necessary labor. During this period a shortage of labor retarded the activities at the Darnetal and the south docks. An attempt was made to alleviate the labor shortage by the use of civilians and contact was made with 17 stevedore companies for the services of over 2000 dock hands and laborers. In addition 413 civilians were hired as clerks, interpreters and laborers on a permanent basis.

The labor situation remained difficult until almost the end of December. On 27 December, 451 POW were received from the 27th QM Truck Group and 1000 were received on the 29th and placed in the newly constructed enclosure on the south bank of the Seine River. With the recapture of five prisoners, who had escaped from another enclosure, the total POW strength of the port rose to 2456 at the close of the year.

PORT SERVICES

Engineer Section

The first action of the engineers, when they arrived at Rouen, was to

AERIAL VIEW OF THE PORT OF ROUEN

BLOWN QUAYS AND DOCK CRANES

QUAI DE HAVRE - ROUEN SHOWING DOCK FACILITIES

DOCK AREA

PORT OF ROUEN

initiate and supervise the repair and construction of facilities in the new area. Emphasis was originally placed on billets and offices; then warehouse, port lighting, and the construction of portable buildings received their attention. Establishing and equipping fire points in the new area as well as organizing fire fighting platoons were other vital jobs performed by this section.

The Engineer was responsible for close supervision of all construction and repairs which were under control of the 11th Port. Other duties of this section included drafting, processing requests for engineer equipment, and the drawing and issue of maps.

As important as any duties the engineers performed, was the handling of engineer cargo; both high priority which was immediately dispatched by rail, truck and barge, and lower priority equipment which was moved to a newly constructed transit area. This transit area, in use about the middle of December, was built to handle 100,000 tons of equipment if necessary.

Because of the tremendous amount of work and great responsibility imposed on this section, in the latter part of December the assignment of an Engineer Depot Platoon was requested by the Port to assist in cargo handling.

QUARTERMASTER SECTION

The Quartermaster Section of the 11th Port had a particularly difficult mission when the unit moved to Rouen. When the operation at that port started, the QM Section still had to direct clearance of the transit areas in the Cerentan area as well as handle all the QM supplies for the 11th Port and attached units when they arrived at Rouen. In addition they set up and operated transit areas to handle cargo discharged at the new port. Supplies were very difficult to obtain when this port was opened as no depots had been set up by Channel Base Section and all requisitions had to be filled by Normandy Base, causing considerable delay.

The section was reorganized and three squads were assigned to handle all QM cargo. Cargo was sorted and moved to a transit area by this crew. An area was established to handle the ever increasing amount of QM equipment that had to be sorted by unit numbers. This area rapidly became so important that the 520th QM Railhead Company was assigned on 16 November, to handle this transit area.

Later in the year administrative heads were changed and two new transit areas were set up in order to handle the excessive amount of QM property on hand at the port. These two were Martainville and St. Sever, the latter on the South Docks. Both of these areas had rail facilities. In spite of administrative readjustments, physical improvements and more efficient operating practices the personnel assigned to the section was inadequate, and up to the first of 1945 additional personnel was not available.

Control Section

The control section functioned as a clearing house to coordinate the requirements of the various sections in order to insure maximum production and efficiency. Control boards were maintained giving pertinent data on operations within the port. Information was maintained on ship discharge, out-loading, ships expected, convoy loading, personnel and vehicles landed and all rail activity by this method.

To keep an accurate account of the various activities hourly reports from all port areas came into "Control" and there it was posted for reference and passed on to those sections needing the information. To facilitate communication ample telephones and a teleprint machine were installed. The latter gave direct contact with the three dock sections and Port Headquarters. Control was also responsible for Passive Air Defense, (PAD) and alerting all port and dock personnel in the event of an air attack as well as notifying the French authorities to turn the sirens on in the city.

Transportation Corps Supply Section

The primary problem in the supply of Transportation Corps (TC) equipment through the quarter was the lack of vital spare parts for all types of dock equipment.

Transportation Corps cargo handled for the quarter was 5770 tons of which 5379 tons were dispatched to various depots. The November portion of this cargo consisted primarily of 12 Catamarans (Sea Mules) and eleven 3½-ton portal cranes. In December 63 Sea Mules, three 3½-ton, five 6½-ton, two 17-ton portal cranes and three Quickway mobile cranes were received. Fifty-seven sea Mules were on high priority for the Armies to use for river crossings, primarily the Rhine.

At the close of the quarter arrangements had been made with civilian concerns to make marine equipment parts as none were available for maintenance and repair through the normal channels.

Fiscal and Procurement Section

During the last quarter of 1944 the Fiscal and Procurement Section employed over 700 civilians for permanent work in or around the port. The procurement of necessary supplies for the Army, which were otherwise unavailable was handled through this section. At the opening of the port the time involved in the processing of demands by the French was approximately seven days. This section diplomatically prodded the French authorities until this time was reduced to twenty-four hours.

Medical Section

The Medical Section of the Port had a particularly difficult mission at Rouen for, in addition to caring for assigned personnel and supervising Medical cargo discharge the Port Surgeon processed the various Medical units moving forward through the Red Horse staging area. Dispensories were set up in each Red Horse assembly area, on the docks and in the city of Rouen. Very high sanitary standards were set for the entire port areas and daily inspections to-

gether with unit cooperation achieved much toward reaching the prescribed sanitary level. There were 7898 tons of Medical cargo discharged and 6851 tons dispatched to depots in the last quarter by this section.

Provost Marshal Section

Upon moving to Rouen the Provost Marshal Section made contact immediately with the British Military Police and the French constabulary. One hundred white enlisted men and thirty-five colored enlisted men together with four officers were selected for M.P's. Town patrols and general police duties were performed by this group.

In November 72 civilian police were placed at Port disposal and posted on the left bank of the Seine in an attempt to curtail civilian pilfering. On 13 November Co "D" 796th Military Police Battalion reported for duty. This unit assumed the responsibility for town patrol and placed a platoon in Beauvais to direct the "White Ball" convoys through town. This relieved the 11th Port MP's from town duty and they were then posted on the left bank of the river. In addition an MT boat patrolled the river to prevent cargo from being disposed of in an unlawful manner. As the quarter closed, a total of 380 men and 11 officers were available for town, dock and the left bank patrol not including the civilian police.

Special Service - Army Exchange Section

The 11th Port Special Service Section working in conjunction with the American Red Cross (ARC) established two clubs in Rouen, one staffed by white personnel and the other by colored. The 17th Special Service Company was attached for the routing of movies, USO shows, dance bands and films to units in the port area. Two civilian operators, with complete 16 millimeter projection equipment, were added to the section in November.

During the last month of the quarter, Special Service units gave 592 performances to a total audience of over 118,000 enlisted men. In addition, The United States Army Band from Washington D.C. gave two concerts in the Cirque Theater for the Allied Forces and French civilians on 6 December.

Post Exchange facilities were provided in Rouen for casual troops, the headquarters and attached units in the area

AIR VIEWS OF ANTWERP HARBOR DOCK AREAS

OUTLINE

13th MAJOR PORT
(Chapter III)

13TH MAJOR PORT

(Chapter III)

During the first part of October 1944, the 13th Port was assigned to operations at Plymouth and Falmouth in the United Kingdom where on 14 October the 14th Port officially assumed control. On 22 October the 13th Port departed from England and arrived at Antwerp, Belgium via Le Havre on 26 October 1944. On 12 October Colonel DOSWELL GULLATT became Commanding Officer of the 13th Major Port.

Although Antwerp had been captured on 6 September 1944 by troops of the British Second Army, the German blockade of Antwerp did not collapse until the night of 30 October 1944, when Canadian troops seized all but isolated German gun positions on the Scheldt River estuary. Several days before, British troops of the First Canadian Army had landed in darkness on the Beveland Peninsula which juts out into the English Channel to form the north shore of the Scheldt estuary. Isolated on the peninsula and adjoining islands, 11,000 Germans defending the coast and field artillery guns which blockaded Antwerp, were penned between the Canadians advancing down the peninsula from the mainland, and the Canadian forces which had made the landings.

The significance of Antwerp to the Germans was revealed in an Associated Press report which stated that Canadian Troops had captured enemy documents indicating that the defense of the Scheldt approach to Antwerp was the decisive factor in the further conduct of the war. According to the same source, an order was issued on 7 October by the 15th German Army Commander, General Gustav Von Zanger, showed that the German High Command feared that with the port of Antwerp in Allied possession, a death blow might be dealt to Northern Germany and Berlin before Winter. German troops were urged to defend the Scheldt blockade position at all costs. The following day, the Canadians struck into Walcheren Island in pursuit of the German garrison which fled there after the 57-day blockade of Antwerp was broken.

After a series of conferences conducted by 21st Army Group in Brussels, at which representatives of the Transportation Corps in the ETO were present, the following agreement on the operation and clearance of the port for the maintenance of British and U.S. Armies was issued on 18 October 1944:

"21 A Gp/R/18657/Q(M).

"PORT OF ANTWERP

"MEMORANDUM OF AGREEMENT ON THE OPERATION OF THE PORT AND THE CLEARANCE THEREFROM FOR THE MAINTENANCE OF BRITISH AND US ARMIES

"1. PURPOSE

(a) To establish the basic plan and procedure for the development of the maximum capacity of the Port of ANTWERP.

(b) To provide the necessary facilities and controls for road, rail, inland water transport and air traffic in order that the requirements of both forces may be met with minimum cross-haul and interference.

(c) To establish the locations and facilities for British Advance Base Depots.

(d) To establish the facilities for the transit of US traffic.

(e) To complete the work necessary for the operation and clearance of the Port by 15 Nov 1944.

"2. REQUIREMENTS

(a) British. 17,500 tons per day excl Bulk POL to be moved to British Advanced Depots.

(b) US. 22,500 tons per day excl Bulk POL to be moved to depots in the LIEGE-NAMUR and the LUXEMBOURG areas.

It is understood that so far as possible the movement of American stores will be direct from quayside to advance depot and that any storage required within the port area will be of intransit character. Small installations will be required for the local maintenance of US forces, and arrangements for these will be concluded between 21 Army Group and Channel Base Section.

(c) Bulk POL. The Bulk POL installations of the port are more than ample to meet all expected Br & US requirements. The principle of area allocation for US & Br use within the POL installation will be followed. Detailed plans will be concluded by a joint Bulk Petroleum Committee. (see Appendix 'T').

(d) Belgian Civil Traffic. Provision for essential Belgian civil traffic will be made to meet tonnages as may be specified by SHAEF from time to time.

(e) Recommendations agreed with Communications Zone as to the allocation of port and clearance facilities in excess of 40,000 tons per day will be submitted by 21 Army Group to Supreme Headquarters as soon as possible.

"3. PORT ORGANIZATION

(a) Navy Control. The Royal Navy will be in command of the port and will be responsible for the general control of shipping within the port. The Naval Officer in Charge (N.O.I.C.) will initially be the Chairman of the Port Executive Committee.

(b) Military Control. A British Base Sub Area Commander will be responsible for the local administration of the ANTWERP area

The Commanding Officer, US Channel Base Section, will be responsible for co-ordination, control, and the administration of all US forces within the area. The defence of the port, air, land and sea, is a British responsibility.

(c) Port Commandant. There will be a British Army Officer as the Port Commandant who will be responsible for that part of the port not allocated specifically to US Forces.

These will be a US Army Officer as Port Commander of that part of the port specifically allocated to US Forces.

In matters of common concern, or where facilities are jointly used the British Port Commandant will co-ordinate British and US activities in consultation with the US Port Commander.

Both of these officers will be members of the Port Executive Committee.

The detailed organization within the British and US port areas will be a responsibility of each of the Port Commanders concerned.

(d) Civil Labor and Port Facilities. All demands for civil labor and civil port facilities will be placed on the appropriate Port Authorities through the Port Executive Committee.

4. DIVISION OF FACILITIES.

(a) Allocation of Berths. US Forces to have that portion of the port North of a line drawn through Albert Dock through Berth 140 on the east and between Berths 115 and 117 on the west, including the north portion of the Albert Dock, the Leopold Basin, the Vierde Habendock, Quatrieme and the Hansadock adjacent to the Kruisschans Locks.

British Forces to have the remainder of the Albert Dock south of this line, and including the Lefebvre Dock, and Amerikadok.

River Berths 1 to 29 and the facilities of the remaining basins of the old port to be allocated by the Port Executive Committee in accordance with current needs and on the basis of the tonnage allocations established by SHAEF.

(b) Common Use Installations. Joint access will be available to common use facilities and installations such as POL, coal, grain, cold storage, cargo basins, repair facilities, etc.

Joint use will be made of existing signal communications within the port area.

(c) Marshalling Yards. The north marshalling yards will be operated for joint use by US Forces with priority of movement from the northern half of the port and with such commitments for British Forces as may be agreed.

Other yards to the south will be operated by British Forces with priority of movement from the southern half of the port with such commitments for American Forces as may be agreed.

5. PORT EQUIPMENT.

(a) The Naval Officer in Charge and the Port Executive Committee will determine the requirements for tugs, fire-fighting equipment, and other common use items and will initiate action to secure the necessary equipment from the respective forces.

(b) This equipment will be operated for joint use under the direction of the PEC.

(c) Each Force will be responsible for the provision and maintenance of all mechanical handling equipment, cranes, port lighters, etc., desired for use within its own area.

6. CONTROL OF MOVEMENTS.

(a) A joint British/US Movements and Transportation Committee has been proposed for BELGIUM to plan and co-ordinate British and US traffic by road, rail and inland water transport.

The clearance from ANTWERP within the policy laid down by this committee will be controlled there by the normal British/US Movements and Transportation organization.

(b) All dealings with Belgian rail, road and inland waterway organizations on matters of policy and principle and all major demands on the organizations will be co-ordinated and submitted to the appropriate authorities through the joint Movement and Transportation Committee.

7. MOVEMENT PLAN.

Initially the allocation of facilities of primary interest is:-

(a) Highways US traffic to the LIEGE-NAMUR-LUXEMBOURG areas will be cleared primarily over the ANTWERP-MALINES-LOUVAIN-LIEGE road and over the ANTWERP-MALINES-LOUVAIN-NAMUR road, with return routes to be worked out by a joint Highways Committee (See Appendix 'B').

British traffic to the south will be cleared primarily over the ANTWERP-BOOM road to BRUSSELS and MALINES.

(b) Railways. British Forces to have primary interest and control of railways to the north and east, ANTWERP-ECKEREN, to the east ANTWERP-HERENTHALS-ROERMOND and also ANTWERP-AERSCHOT-HASSELT.

US Forces to have primary interest and control over railways to the south and southeast, ANTWERP-LOUVAIN-LIEGE, and ANTWERP-BRUSSELS-NAMUR-LUXEMBOURG.

Stage II Railway operations is recommended for all lines required for military traffic in BELGIUM with such use to be made of

Belgian organizations as provided by SHAEF.

(c) Inland Water Transport. Earliest development of inland waterways for the clearance of the port is agreed as necessary, and action will be instituted to provide for the rehabilitation of the waterways which are not already in working order.

(d) Air Transport. Necessary facilities including air strips will be developed for joint use.

"8. REHABILITATION OF PORT AND I OF C FACILITIES

The rehabilitation of all facilities required for maximum operation of port and clearance therefrom is the responsibility of HQ 21 Army Group, who will call on the US Forces for such assistance as may be necessary for the completion of the agreed plan by the target date of 15th November.

Minor improvements within the port area assigned to the US Forces will be the responsibility of the US Port Commander. Proposal for major works in this area will be the subject of prior agreement and will be submitted to 21 Army Group and Com Z through the Port Executive Committee.

"9. ACTION TO BE TAKEN.

Detailed plans within the scope of the attached Appendices will be completed without delay by the Committees designated.

Work now in progress will be phased to meet the target date.

Progress reports will be submitted by 21 Army Group as directed by SHAEF.

"for the C.G. Communications Zone E.T.O.

"/s/ Fenton S. Jacobs
Colonel USA
"Commanding Channel Base Section.

/s/ M. Graham
Major General
i/c Administration
Hq 21 Army Group."

"18 October 44

"X/MEF

SUMMARY OF APPENDIXES

The appendices referred to in the above Memorandum of Agreement will be found in Appendix No. 5 in this section of Chapter III; Appendix No. 6 is a copy of a message from Lt. General JOHN C.H. LEE to 21st Army Group regarding errors and discrepancies in this memorandum of agreement. Appendix No. 7 covers further operating information on Antwerp. Appendix No. 8 is a copy of a letter dated 23 October, Headquarters, Communications Zone, ETO, indicating

the action taken by that headquarters under the Command of Lt. General JOHN C.H. LEE. Appendix No. 9 is a copy of a letter dated 27 October 1944, from the Chief of the Control and Planning Division, OCOT, regarding the instructions contained in the letter quoted in Appendix No. 8.

The opening date for operations at Antwerp was postponed from 15 November to 28 November. On 20 November 1944 the following message was forwarded to the War Department in Washington:

"DATED NOV 201857Z '44

SECRET-PRIORITY

"FROM : Franklin from Lee signed Eisenhower cite ETOTC

"ACTION TO : AGWAR to Somervell for Gross

"INFO TO : FOE Boston; FOE New York; USA London

"REF NO : IX-65464

"Opening of Antwerp now expected between 28 November and 1 December.

"70 vessels have been nominated by name for berthing at rate of 11 first day, ten each second through fifth days, four each day thereafter.

"These include 28 Engineer Ships, 33 other commodity loaders, 12 UK loaders and 2 Port Repair Ships.

"British Navy responsible for clearing and opening Port. Will advise you immediately they declare Port open and ships proceed up Scheldt to Antwerp and of any interim changes in plans.

"Through 18 November releases commodity loaders November on Continent were 56 ships, USA and G-4 agree. Commodity loaded cargo discharge on Continent through 19 November was 325000 long tons. Discharge of Liberties at beaches discontinued.

"Minimum discharge rates foreseen during balance November with scheduled arrivals indicate foregoing will leave not over 92 commodity vessels for French and UK discharge at 1 December.

"ORIGINATOR: TC(Gen Franklin)

"INFO : SGS
General Lee
General Lord
General Ross
General Stratton
G-4
USA Paris
Log*
Summary."

On 22 November this information was confirmed by the same Originator:

"Now officially confirmed by British is opening of Antwerp, 28 November. Ships nominated our EX-65464 will proceed to berth on first flood tide that date."

Appendix No. 10 is a copy of a letter dated 24 November addressed by Major General FRANK S. ROSS to the Commanding General, Com Z, ETO, for the attention of Lt. General JOHN C.H. LEE on the Subject: Transportation Capabilities Following the Opening of Antwerp. A copy of the reply received dated 2 December 1944 is given in Appendix No. 11; this letter was distributed to all Divisions of the Office of the Chief of Transportation by Colonel D.W. TRAUB, Deputy Chief of Transportation on 4 December in which Colonel TRAUB wrote:

"1. For the personal attention of each Division Chief.

"2. The attached communication is in answer to General ROSS's letter to G-4 in which General ROSS recommended the utilization of TC resources according to a certain pattern. This reply now constitutes the firm G-4 requirements, and immediate steps will be taken to implement this program by all concerned."

A Final Report by the Port Executive Committee on the port facilities at Antwerp was issued on 26 November by the Major-General, Officer in Charge Administration, Hq. 21st Army Group, quoted in part as follows:

FINAL REPORT BY THE PORT EXECUTIVE COMMITTEE

"1. Repairs and Construction

Repairs to the ROYERS SLUIS and dredging have been effected. This Sluis can accept ships up to 30 feet draft.

Repairs to the KRUISSCHANS SLUIS are due to be completed by 28 Nov. Dredging has started and empty ships will be able to use this Sluis. Dredging to 30 feet will take a few weeks.

All bridges (except one damaged beyond repair) are in use. The damaged bridge does not limit port operations.

All cranes in the port are now in running order. Arrangements have been made to instal 20 additional cranes to replace those sent to GERMANY.

The rehabilitation of the port lighting equipment is behind schedule, but the work has top priority for completion.

Merksen Power Station, which was damaged by an enemy projectile on 3 Nov, is in operation again. Power can also be obtained from Schelle Power station if necessary.

"2. Quay Clearance

Out of the 242 berths in the port 219 have been completely cleared, 7 remain to be dealt with and 16 are long term projects owing to permanent obstructions, etc.

Disposal arrangements for sand and scrap metal in the dock area have not yet been completed.

Salvage of wrecks at berths has started.

"3. Minesweeping, Dredging and Soundings

Mine clearance has been completed and the first merchant ships arrived in ANTWERP on 26 Nov.

Dredging is in operation according to plan.

The following ships can be accepted daily:-

4 at 30 feet draft
6 at 28 " "
10 at 26 " " or less

"4. Civil Port Labor

The civil port labor registered as available for work is over 17,000 is an improvement on the original estimate.

Contracts for both ship and quay labor are about to be signed.

Special tram services for dock workers have been arranged.

Arrangements for feeding dock workers in the middle of each shift have been made.

"5. Port Equipment

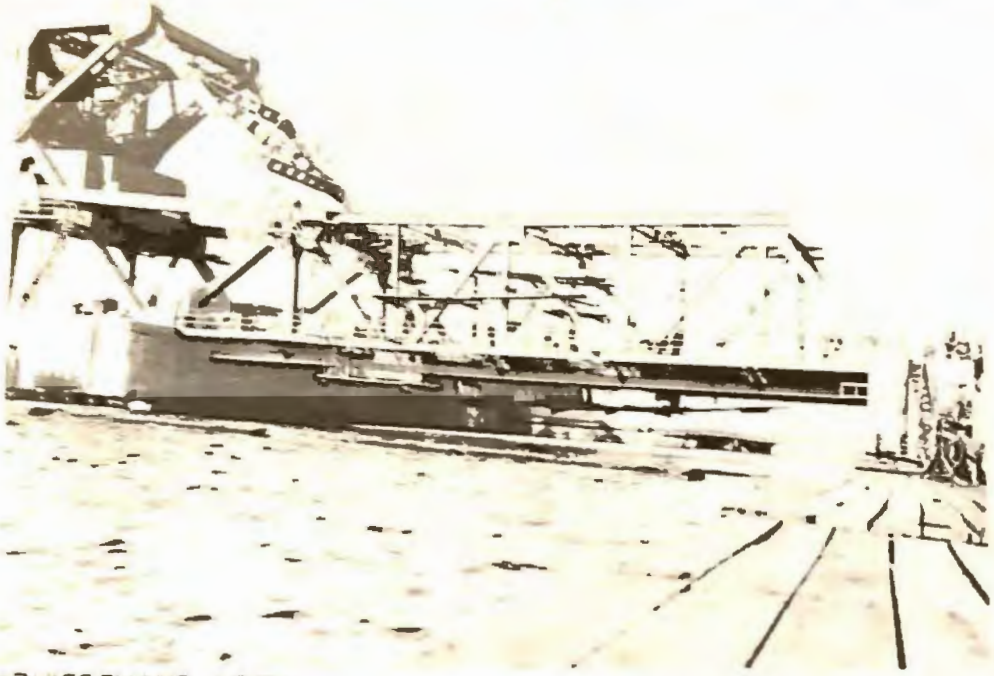
All common use equipment demanded is being supplied.

"6. Common use Installations

The discharge of all ships to common use installations will be carried out either by the British or US according to the area of the port in which the installation lies. Responsibilities are:-

Cold Storage Berths	US
Coal Wharves	US
Bulk Grain	Br
Bulk POL Wharves	Br

In the case of the Bulk POL Installation and the Cold Store which have been divided between the Forces on an area basis each Force is responsible for the operation of the area assigned to it.



KRUISSCHANS LOCK

QUAY LOCK AND A BASSIN ANTWERP HARBOR

KRUISSCHANS BRIDGE BEING REPAIRED BY BRITISH ENGINEERS ANTWERP

FORD PLANT AND CANTILEVER BRIDGE ANTWERP

BRIDGES AND LOCKS- ANTWERP BELGIUM

Berths 271 to 291 in the Quatrieme Darse are common user berths for the discharge of commodity loaded amn ships.

"7. Port Security

A joint Br/US Security Committee is established and has issued the necessary instructions.

"8. Belgian Civil Traffic

No difficulty is anticipated in dealing with the requirements as presently known."

* * * * * *

Operations at the port of Antwerp were carried out according to plan, despite constant bombardment from German V-1 and V-2 weapons and occasional bombings and strafing attacks from enemy aircraft. Casualties were sustained by 13th Major Port as well as by other Allied force units within the area and damage was done to cargo and shipping facilities. Civilians living and working in the area also suffered casualties during these attacks. The effect of such bombings was terrific. Workers near an explosion were often speechless and confused for several hours afterwards.

The date originally set for the commencement of operations at the port of Antwerp was 15 November 1944 and preliminary plans were made on this basis. However, circumstances and developments made it necessary to postpone the opening date to 28 November. During that time the repairs and reconstruction of port facilities were accomplished; civil labor was mobilized and the necessary port gear and harbor craft was accumulated; the various US military units were assigned tasks and headquarters sections were organized for the control of all matters concerning the handling of military cargo through the port. The following subsections contain brief reviews of outstanding experiences and problems encountered by the 13th Major Port before the end of December 1944.

Reconstruction and Repair.

(1) Additional railroad facilities were constructed on quays.
(2) A system of lighting in the port area was devised, in cooperation British and civilian authorities.
(3) Certain shore cranes which had been damaged or removed during the German occupation were replaced.
(4) Quayside warehouses were re-roofed and repaired, and floors were repaved in order to make the use of cargo handling tractors practical.
(5) Small buildings were constructed in the dock area for office space.
(6) Certain roads and vehicle standing areas were hard-surfaced.
(7) Urgently needed war-damaged quays were reconstructed.
(8) The general work of clearing debris and other obstructions from quays was carried out under British supervision until by the date of opening, 38 percent of the estimated potential berthing space at Antwerp had been rehabilitated for immediate use.

The principal improvements made during December included the further clearing of berths, extension of lighting facilities, and the placing of the important Kruischans Locks in operation. Clearing work resulted in increasing the berth area available for vessels from 38 percent to 87 percent of their normal capabilities. Part of this quay clearance was the result of ballasting; of the vessels sailing in December, 90 percent took on ballast in amounts ranging from 600 to 1800 tons. All basins were made available for use, Hansadock being utilized as a holding area for vessels awaiting a permanent berth after finishing discharge, as well as for non-operational craft.

Gear and Facilities

Two modern office buildings in the dock area were assigned the 13th Major Port and subsequently occupied by the various operating staff Sections. At the same time, stocks of necessary material handling gear, such as movable cranes, tractors, tow-motors, and trailers were procured and assembled. Arrangements were made with a local cold-storage plant for its use -- jointly with the British -- for military refrigerated cargo.

Impressive progress was made in assemblying port equipment. During December the pool of floating equipment was enlarged by the addition of seventeen small tugs, six floating cranes (of which two were 100-ton capacity), an entire convoy of twenty MTL's (Motor Tug, Light), as well as other harbor craft. In addition, British and Belgian floating equipment was available for joint use. Shore cranes numbered sixty-four at the end of the year. The need for repairs had deadlined 23 percent of the shore cranes and 21 percent of the powered marine equipment. The port's largest floating crane, a 150-ton Belgian "Salvor" was damaged and disabled by a direct hit from a V-2 during December.

Organizing for the management and maintenance of the port of Antwerp was further developed. The most imposing problem in maintenance was the continued difficulty in procuring spare parts.

Labor

Although of paramount importance, numerous conferences with representatives of civilian port labor at Antwerp failed to produce accurate estimates of the available man-power. The lack of civilian transportation was among the reasons given for this situation. Estimates ranged from 6,000 port laborers to a maximum of 17,000. Contact was maintained with two principal organizations -- the ABAS or federation of stevedore firms, to handle vessel discharges, and BOND DER NATIES, to handle inboard labor. British and U.S. military representatives prepared plans for their requirements on the basis of a labor agreement with these associations and the requirements contained therein were transmitted to the Belgian government where it was still being worked into final form at the close of the year. In the meantime, the Belgian organizations agreed to start work as soon as called upon. It was planned to employ civilian labor to a maximum and to include supervisory personnel, foremen, and dock superintendents. (V-1 and V-2 bombings caused many civilian dock workers to move from the port and city area, thus aggravating the transportation problem).

LOCK AT ANTWERP DOCKS

UNLOADING, CHECKING AND TRAINLOADING SUPPLIES AT ANTWERP DOCKS

DERDE HAVENDOCK SHOWING UNLOADING CRANES ANTWERP

ANTWERP DOCKS AND UNLOADING EQUIPMENT

The basic wage for dock labor was 131 francs per day, to which were added various supplements for certain shifts, for special skills, and for overtime. A related problem which was satisfactorily solved, in cooperation with British Army authorities, was in connection with the furnishing of meals to civilian workers in the dock area for a nominal charge.

In the U.S. Army area at Antwerp, the employment of civilian dock labor steadily increased until by the end of the year, 9000 persons were employed. A record shift was composed of 13,125 persons over a 24-hour period on 31 December. Improvements were made in such related problems as civilian transportation and feeding. The performance of civilian workers was excellent; they were cooperative and industrious. Their stevedores accounted for 95 percent of all tonnage discharged, at an average daily rate of 449 long tons per ship. There was, on the other hand, the unavoidable trouble of teaching the Belgian dock clerks correct documentation procedures. Some U.S. markings had become so complicated that persons unfamiliar with the marking system and struggling with the language as well, naturally made errors which resulted in delays.

Military labor was used almost exclusively in supervisory capacities, on the basis of two port companies to an area, each area comprising from eight to thirteen berths.

Cargo Operations

The first U.S. vessel arriving at Antwerp was the Liberty Ship "James B. Weaver", which docked at 1707 hours on 28 November 1944. This vessel had seen service during the invasion of Normandy, France, as a motor transport. It brought to the Continent personnel and organizational equipment for the Port Headquarters and a party of war correspondents. On the following day, thirteen vessels docked, and seven on 30 November, including two special port repair vessels of the Corps of Engineers.

The various duties involved in the discharging of cargo from vessels and clearing it from the port to forward destinations were delegated to the Water Division and Transportation Division. During the first part of December these divisions were engaged largely in organizing, and establishing procedures. A large staff of carefully selected civilian clerical workers formed part of each division.

Plans were also developed for receiving, berthing and the handling of incoming vessels. Arrival schedules were studied and ships' documents were assembled. For better administration, the dock area was divided into eight sub-areas. The movement of cargo to forward destinations was controlled by furnishing the actual transportation service, that is, motor truck, railway, or by means of civilian barge organizations.

A plan developed for berthing vessels in areas segregated as to their cargo was not carried out, with one exception -- that an area was set aside for ammunition-loaded ships. The Port Executive Committee, representing British and U.S. military interests insisted on limiting ammunition loads to 3000 tons per ship. At the close of the year, assignment of ammunition-loaded U.S. vessels to the port of Antwerp were "tabled".

Outstanding features of cargo operations at Antwerp during December 1944 are noted below:

(1) Discharge: The average daily rate of discharge was 13,092 long

tons, or 53.7 percent of the target which was set at 22,500 tons. On 12 December this target figure was nearly reached and on 14 December, it was exceeded when 22,866 long tons of cargo were unloaded. After 8 December, and before the end of the year, the tonnage discharge did not fall below 50 percent of the target. At the same time, however, vessel traffic at no time reached the volume originally planned for the port during this period. For example, the month of December started with sixteen vessels all incomplete, representing 58,215 undischarged long tons. During the month, 101 new vessels, with 460,000 long tons of cargo, entered the port; 83 were completely discharged while 34, with 95,233 long tons aboard, remained unloaded at the end of the month. The total of 117 vessels handled during the month was far below the total of 155 planned for the month of December.

Antwerp had no escape from the general port difficulty with sorting. Transportation and warehouse activities were hard to keep separate in the minds of representatives of the Services, anxious for a particular shipment. Ships hurriedly loaded in the United States did not have their detailed commodities loaded in special sequence in the hold of the ship, and marking and documentation of cargo were not in detail. It was a vexing source of delay, then, to receive a request from the Quartermaster Corps, for example, for trousers known to be on a certain ship being discharged. Even though the ship was commodity loaded, so that QM Class II items could be found, there was still the "needle-in-the-haystack" trouble of locating the box containing trousers. This difficulty was being adjusted as the year closed. The Services provided special teams and special notice when emergencies required dockside sorting, and these were restricted to dire needs.

(2) Build-up: That the rate of daily cargo discharge was dependent upon the number of loaded vessels in port was accepted as part of the original plan to build up a bank of 60 vessels before leveling off to a steady daily rate of arrivals. This, however, was not fully achieved during this period. Working and workable vessels in port did build up to a high of 56 on 7 December; that very day, further arrivals were held up for technical reasons, to be resumed on a reduced scale five days later. In the meantime, under the effect of expanding discharge operations, the number of vessels in the port declined to the middle 40's and steadied for about a week, but with arrivals still lagging because of unfavourable weather and other factors, this number sank sharply to a low of 30 vessels on 22 December. The arrival of 21 vessels during the next three days brought on a temporary recovery, but soon the backlog dropped to the middle 30's at which level it became steady by the end of the year.

(3) Time in Port: The average length of time required for vessels to discharge during December was 10.3 days; the shortest record was 5 days and the longest was 21 days, the most frequent length of time being 8 days. These figures represent the time which elapsed between the first lift and completion. Vessels waited an average of 3.6 days before beginning to discharge, the most frequent overall time at berth being 10 days. To evaluate these figures, consideration should be given to some of the early difficulties encountered in operating the port, when there were often an insufficient number of working berths to accomodate all vessels. Shortages in rail cars and switching engines, and embargoes on certain commodities, contributed to holding up the unloading of vessels and at least one vessel was affected to the extent of waiting 8½ days for its first lift of cargo. Doubling of berthing facilities,

and improvements in rolling stock and cargo handling equipment, the waiting time of vessels was decreased during the latter part of December.

(4) Port Clearance: The loading and dispatching of cargo to the various Transportation facilities for movement forward to dumps and railheads lagged behind the discharges from vessels. This resulted in the building up of a sizeable stock of cargo in port storage. The rate of clearance improved steadily, however, so that whereas at the beginning of the month, for every two tons of cargo discharged, one went into storage, by the middle of the month the average clearance was two tons out of every three, and at the end of the month there was an excess of forwardings over tonnages discharged. The average clearance for the month was 72 percent of all tonnage discharged.

There were variations in methods of clearing supplies from the port in December. During the first five days of the month, loadings to motor vehicles were double those to rail. The latter means of transportation from Antwerp was handicapped by shortages in rolling stock. After mid-December, rail loadings consistently topped other means of transportation from the port, while the average number of cars loaded rose from 160 per day to over 350 per day. For the month of December, rail clearance showed 44 percent of all tonnage cleared against 40 percent for motor transport, while canal and barge loadings accounted for the remainder.

(5) Cargo Analysis: The type of cargo handled also affected port operations. The largest share of the month's tonnage belonged to the Quartermaster, that is, 44 percent, with subsistence accounting for 27 percent. Engineer supplies amounted to 31 percent of the total tonnage discharged. Ordnance had 15.5 percent of the total. Priorities in clearance went t ammunition and Class III supplies of which 87 percent was moved forwar 31 December. At the end of the year, only 7 percent of the unloaded III remained in the port area. Engineer heavy supplies were 84 perce due to the suitability of barge loadings for movement of these i Dec 44.

Barge Plans and Practices

ion of the US

British Royal Engineers had planned to have the Albert Canal Liege by 15 December, the big onstacle being the removal of the wr concerned Yserburg Bridge at the entrance. This and other obstacles prevented the ce: dispatch of the six barges loaded on 30 November -- the first in Antwerp. Because of the apparent impracticability of the Engineers finishing their work in opening the canal as scheduled, the OCOT developed an alternate p for movement of barges to Liege via Charleroi -- the long-way-round. Th plan was well taken, inasmuch as the Yserburg obstruction was not cleared until 23 December, after the 1057th Port Construction & Repair Group had been assigned to assist the Royal Engineers and Belgian civilian laborers, and all had worked round the clock for several days.

During the holdup, the Chief of Transportation directed that clearance be facilitated, if feasible, by discharging from ships to trucks which would unload to barges in the canal beyond the Yserburg wreckage. Two barges were thus dispatched from Merksem Bridge between 15 and 31 December, but the opening of the canal in its entirety on 23 December made it unnecessary to expand this project into the large-scale operation it had been thought would be required.

Among the reasons cited for the inability of barge movements to take the share planned for them in port clearance were the following: Between 8 and 13 December 22 barges were dispatched via the hastily-developed Charleroi-Namur route to Liege. With the availability of a shorter line, Boom to Viersel and thence via the Albert Canal, it was possible to decrease, by 43 craft, the backlog in the Strasbourg Basin, between 14 and 23 December; but 198 loaded barges had accumulated. By 25 December, 55 had been moved out when an Advance Section embargo (see below - next paragraph) again halted operations. The opening of new depots, situated on other canals, fortunately permitted some further shipments but the port still lacked empty inland waterways craft to facilitate discharge and had, by the end of the year, a high of 202 loads blocking the attainment of clearance targets; a total of 321 barges had been loaded in the local marshalling basins at Antwerp.

Effect of German Counter-Offensive

The German break-through in mid-December necessitated quick revisions in plans and their immediate execution. And as the Nazi effort progressed, it became of paramount importance that the military supplies in the Liege area be made ready for evacuation should their capture become imminent. For that contingency, basic principles of transportation were purposely violated. Barges and rolling stock became portable warehouses, approximately 35,000 railway cars being loaded and left aside at the depots threatened, and leaving the tonnage planned for barge movement with very limited facilities for transportation of supplies by that means. Thus, the railway car and barge [illegible] of the month of December, which affected Antwerp's discharge and [illegible]t capacity, was not an accident. The tactical situation also obliged [illegible] to place, through Advance Section, an embargo on all movements on [illegible] Canal and this resulted in further barge tie-up.

[illegible]s

[illegible]ttalion personnel were employed as Passive Aid Defense squads, [illegible]ilway guards, crane operators and supervisors of civilians in [illegible]arge, documentation, storage, and outloading. They were also [illegible]gned duties as guards for trains carrying supplies through Belgium and [illegible]ance. Many of these trains were frequently strafed by enemy planes. On [illegible]me of these special assignments, details were away from their companies for [illegible]long as 14 days. Guards were also furnished for British supply trains. [illegible]ing the threat of a German break-through the latter part of December, Port [illegible]anies were assigned on road patrols and to sentry duty at important dock [illegible]allations for defense against possible sabotage and paratroopers.

The technical Services were called upon to help representatives of the Armies in obtaining priority for the unloading of combat material. Thus, tanks, bangalore torpedoes, pipe sections for pipelines, jeeps, ammunition, 4.2 mortars, flamethrowers, plane hangar equipment, landing mats, engines, propellers, belly tanks, snow plows, etc., were rushed to the forward areas.

In the port area, the removal of land mines, booby traps, grenades, and unexploded artillery shells was necessary. This work was done by Bomb Disposal Squads.

Quartermaster truck companies operated 24 hours a day. Undermanned crews working at the dumps, as well as fog and icy roads slowed truck movements.

The heroic rescue and first aid work done by the officers and enlisted men of the 350th Dispensary during December was outstanding. Working with the Belgian Red Cross, at their request, the answered calls for help any hour of the day and night. They treated civilians and military personnel at the scene of V-bomb hits, and moved victims to the dispensary. Many times they were called from one such distress area to another. They also carried out their mission of providing medical aid for approximately 4500 troops of the U.S. Army, Navy and civilian employees of the U.S. Government. (See Appendix No. 4 for copies of letters of acknowledgement of some of these services).

One of the V-bomb incidents in Antwerp proved especially disastrous to military and civilian personnel alike. It was on a Saturday afternoon when a direct hit on the crowded Rex Theater resulted in what was probably the worst V-bomb disaster before the close of this period. Men on off-duty passes, Navy gun crews, merchant marine personnel and civilians crowded the area. U. S. Engineers with heavy equipment worked for several days bringing out bodies buried under the debris. It became necessary to use a Chemical Warfare decontamination truck to spray the bodies still trapped but unremovable. All theaters and large gatherings were closed after this great tragedy.

The following letter of 29 December 1944 from Brigadier N. McMICKING, Commander 7 Base Sub Area, addressed to Colonel DOSWELL GULLATT, Commading Officer, 13th Major Port:

CONFIDENTIAL

"Colonel Gullatt
13 Port HQ.

29 Dec 44.

"I want to tell you how much I admired the grand co-operation of the US Forces during the unfortunate Rex Cinema incident.

"It is only possible to name a few of the Officers and Units concerned but I would like you to thank the following for their very able assistance:

"Major Routz) of your HQ whose liaison with my FAD Control
"Lieut Cook) was admirable.

"Lt Col Landacker, Officers and men of 358th Eng Regt who took over rescue operations and demolition work on the evening of the 17th Dec and continued until the last body was recovered on the 22nd Dec. Major Kelly, Officers and men of this Unit have my highest admiration for the manner in which they worked under such distressing circumstances.

"Lt Col Jackson, Officers and men of 487 Port Battery whose offer of help was much appreciated and accepted. This Unit working in conjunction with 358 Eng Regt did some excellent

"Officers and men of 517 [illegible] valuable assistance to 358 Eng Regt with their c[illegible]

Lieut Stiller and men of the Chemical Warfare Section who sprayed the area with disinfectants, greatly assisted those engaged in rescue.

"All your help was very greatly appreciated and thank you very much for it all.

s/t/ J. McMicking
Brigadier,
Commander 7 Base Sub Area

B.L.A.

A TRUE COPY

/s/ M.N. ZWITZER
/t/ M.N. ZWITZER
Major, AGD
Asst Adj Gen

13th Major Port casualties for December were: 1 killed, 10 wounded; 5th Port: 1 killed, 8 wounded. Attached units suffered a high percentage of casualties.

Summary: Plans Compared to Actualities

According to information contained in an "Administrative Appreciation of Post-Neptune Operations" published by G-4, SHAEF, on 5 July 1944. Antwerp was not assumed to be captured until mid-February 1945. Operations were actually begun on 28 November, 1944; this required a considerable number of changes in plans. Annex "C", of the same study gave an estimated capacity for the port amounting to 3300 tons daily by 6 March 1945, visualizing the use of coasters only, prior to dredging the Scheldt estuary. In point of fact, during December 1944, the port of Antwerp was discharing an average of 13,092 tons daily. The unanticipated boon of 32 miles of quays and port equipment added many problems and offered opportunities sooner than had been anticipated.

(Note: More complete details ~ necessary ~ Antwerp will be included in the next Quarterly Historical

~~13 Major Port~~

APPENDIX NO. 1
(CHAPTER III)
(13th MAJOR PORT)

S T A T I O N L I S T

DISTRICT "C" CHANNEL BASE SECTION
COM ZONE EUROPE IN THEATER OF OPERATIONS

Station List No. 3

A	B	C	D		
COLOR	ORGANIZATION	SPECIFIC LOCATION	STRENGTH O	WO	EM
		ADJUTANT GENERAL'S DEPARTMENT			
W	17 Base Post Office (Adv Sec)	Beveren Waas, 39 ChauseeDeCruyheke	1	0	6
W	*22d Postal Reg Sec	Antwerp, Luchtbal Barracks	3	0	29
W	* 571 Army Postal Unit	Antwerp, Luchtbal Barracks	1	0	11
W	* 174 Army Postal Unit	Antwerp, Luchtbal Barracks	1	0	11
W	*228 Army Postal Unit	Antwerp, 13 Kerte Gasthuis St.	1	0	11
		CHEMICAL			
C	82 Chem Smoke Gen Co	8 Mi. NW of Antwerp -Calleo	4	0	130
C	87 Chem Smoke Gen Co	8 Mi. NW of Antwerp- Old Fort	5	0	128
		ENGINEERS			
W	358 Engr GS Regt	Antwerp, Tampico Flats	53	0	1217
C	Det " 433 Engr Co	Boucheout, Mortsel Lear N20	4	0	110
W	440 Engr Depot Co, Det "A"	Antwerp, Luchtbal Barracks	1	0	11
W	698 Engr Pet Dist Co	Antwerp, 94 Abody St. Pol. Dump	7	0	207
W	712 Engr Depot Co	Antwerp	1	0	15
W	788 Engr Pet Dist Co	Boom, 41 Ruvaerstraat	7	0	217
W	694 Engr Base Equip Co	Antwerp, 27 Congo Straat	5	0	171
W	1st Plat 971 Engr Maint Co	Antwerp	1	0	52
W	1072 Engr Port Repair Ship Gp	Antwerp , Berth 154	4	6	59
			(1	Navy	12)
W	1074 Engr Port Repair Ship Gp	Antwerp, Berth 192 Albert Basin	4	5	61
			(1	Navy	13)
W	1079 Engr Dredge Crew	Antwerp, Berth 251	9	0	50
W	*1218 Engr FF Plat	Antwerp, Tweede District	1	0	38
W	*1592 Engr Util Det (5 Part)	Antwerp	2	0	34
W	*1598 Engr Util Det	Antwerp, Luchtbal Barracks	2	0	52

* ATTCHED TO HQ 13 PORT

A	B	C	D		
COLOR	ORGANIZATION	SPECIFIC LOCATION	STRENGTH O	NO	EM
		ENGINEERS (CONT'D)			
W	1717 Engr Floating Power Plant Det	Antwerp	2	0	13 (6 Civilians) (1 Sailor)
		FINANCE			
W	*134 Finance Dist Sec (5 Port	Antwerp, 13 Korte Gasthuis St	2	1	18
W	*138 Finance Dist Sec	Antwerp, 13 Korte Gasthuis St	2	1	17
		MEDICAL			
W	29 Field Hospital	Pulderbosch, Belgium	22	0	184 (18 Nurses)
W	30th Gen Hospital	St Antonius, Belgium	41	1	370 (21 Nurses)
W	186 QM Laundry Sect	St Antonius, Belgium	0	0	16
W	228 QM Laundry Sect	St Antonius, Belgium	0	0	16
W	260 Med Section	Antwerp, Belgian Barracks	2	0	8
W	270 Med Section	Antwerp, Luchtbal Barracks	2	0	8
W	271 Med Section	Antwerp, Pier 182	2	0	8
W	281 Med Section	Antwerp	2	0	8
W	298 Med Section	Antwerp	2	0	8
W	*345 Med Comp Sec (5 Port)	Antwerp, Luchthal Barracks	3	0	18
W	*350 Med Comp Sec, Disp	Antwerp, Longe Gasthuis Straat	3	0	17
		MISCELLANEOUS			
W	Claims Office Team No. 20	Antwerp, 20 Quinten Matsyslei	8	1	12
W	Belgian Liaison Section	Antwerp, 86 Pelikaan	2	0	0
W	Dutch Liaison Section	Antwerp	2	0	0
W	424 CIC Det Team "A"	Antwerp, 21 Kipdorp	2	0	7
W	424 CIC Det Team "B"	Antwerp, 21 Kipdorp	0	0	4
		ORDNANCE			
W	253 Ord Bn, Hq & Hq Det (Hq for Ord Depot O-654)	Hafstade, Torvuren Road	8	1	26

*ATCHED TO HQ 13 PORT

....15th Major Port

13 Major Ports

A	B	C	D		
			STRENGTH		
COLOR	ORGANIZATION	SPECIFIC LOCATION	O	WO	EM
		ORDNANCE (CONT'D)			
W	119 Ord Bomb Disp Sq (Sep)	Antwerp, 37 Congres Straat	1	0	6
W	120 Ord Bomb Disp Sq (Sep)	Antwerp, Avenue du Nord, 4 Mi. North of Antwerp	1	0	6
W	121 Ord Bomb Disp Sq (Sep)	Antwerp, Avenue du Nord, 4 Mi North of Antwerp	1	0	6
W	148 Ord MVA Co	Hafstade, Elewite Road	6	0	170
W	271 Ord Serv Comp Bn	Hafstade, Tervuren Road	4	0	13
W	829 Ord Base Depot Co	Epegem, Belgium	6	0	109
W	3277 Ord Base Depot Co	Hafstade, Highway 230	6	0	108
W	431 Ord MVA Co	Hafstade, Ewyte Road	6	0	179
W	487 Ord Evacuation Co	Rijmenam, Belgium Hwy N51	6	0	170
W	946 Ord MVD Co	Willobrock, Jos De Blockstraat 46 Thisselt	3	0	148
W	948 Ord MVD Co	Hafstade, Dwevwrsche Road	2	0	141
W	3268 Ord Base Depot Co	Hafstade, Belgium	6	0	109
W	3521 Ord MAM Co	Hoogboom Castle , Bergen Op Zoom Highway, 1½ Mi. E of Capelle	4	0	110
W	195 Ord Bn, Hq & Hq Det (Hq for Ord Depot O-686)	Brussels	7	1	26
W	918 Ord HAM Co	Brussels	6	1	193
W	3466 Ord MAM Co	Brussels	4	0	111
		PROVOST MARSHAL			
W	214 MP Co (Corps)	Louvain, 15 Rue Lei	5	0	164
W	298 MP Co (PC & S)	Brussels, 48 Rue Joseph II	4	0	97
W	*390 MP Bn, Co "A"	Antwerp, Modell School	5	0	144
W	449 MP Co (Corps)	Antwerp, Joost Robbyns Lei	5	0	157
W	*793 MP Bn , Hq Det	Antwerp, Luchtbal Barracks	7	1	32
W	*793 MP Bn, Med Det	Antwerp, Luchtbal Barracks	1	0	12
W	*793 MP Bn, Co "A"	Antwerp, Luchtbal Barracks	5	0	147
W	*793 MP Bn, Co "B"	Antwerp, Luchtbal Barracks	5	0	145
W	*793 MP Bn, Co "C"	Antwerp, Joost Robbyns Lei	5	0	144

* ATCHED TO HQ 13 PORT

A	B	C	D		
			STRENGTH		
COLOR	ORGANIZATION	SPECIFIC LOCATION	O	WO	EM
		PROVOST MARSHAL (CONT'D)			
W	* 793 MP Bn, Co "D"	Antwerp, Luchtbal Barracks	5	0	147
		QUARTERMASTER			
W	** Det "C" , 68th QM Base Depot	Antwerp, 116 Marksem Straat	5	1	25
W	Hq Det 164 QM Bn (M)	Antwerp	4	2	21
W	245 QM Depot Supply Co	Marksem, 48 Duchastel Lei	5	0	129
W	3037 QM Bakery Co	Antwerp, 15 August Michiel	2	0	81
W	3089 QM Refrigerator Co (F)	Hoboken, Orphant's Home	5	0	132
W	3954 QM GAS Supply Co	Antwerp	3	0	123
W	4254 QM Composite Bn	Antwerp	6	0	14
W	4288 QM Railhead Co	Merksem, Rorum Novarumlaan 1	4	0	160
W	513 QM Group, Hq & Hq Det	Tirlemont, Belgium	11	0	37
W	Hq Det 466 QM Bn (M)	Antwerp, 263 Scheten Steenweg	4	2	22
W	3610 QM Truck Co	Duerne, Belgium	5	0	150
W	3611 QM Truck Co	Antwerp	5	0	150
		SIGNAL			
W	297 Sig Installation Co	Antwerp	1	0	6
W	995 Sig Serv Co	Antwerp	4	0	93
W	Det "F" 3104 Sig Serv Bn	Antwerp, 86 Pollikaan Straat	2	0	14
W	3112 Sig Serv Bn, Det	Antwerp, 86 Pollikaan Straat	0	0	2
W	* Det "A" 3122 Sig Serv Co	Antwerp, Belgian Barracks	1	0	21
W	Det "F" 3185 Sig Serv Co	Antwerp	5	0	105
W	Det "A" of Co "B" , 3185 Sig Serv Co	Antwerp	0	0	9
		TRANSPORTATION			
W	*Hq & Hq Co, 13 Port	Antwerp, 86 Polikaan Straat	103	1	400
W	* Hq & Hq Co, 5 Port	Antwerp, 86 Polikaan Straat	90	3	387
W	Det , 11 Trf Reg Gp	Antwerp, 86 Polikaan Straat	6	0	34
W	Det , 12 Trf Reg Gp	Brussels, Rue Ravenstein	5	0	20
W	Det, 12 Trf Reg Gp	Bruges, Belgium	1	0	4
W	Det 12 Trf Reg Gp	Louvain, Belgium	1	0	10
W	Det 12, Trf Reg Gp	Malines, Belgium	1	0	5

* ATCHD TO HQ 13 PORT

...13th Major Port

A	B	C	D		
			STRENGTH		
COLOR	ORGANIZATION	SPECIFIC LOCATION	O	WO	EM
		TRANSPORTATION (CONT'D)			
W	Det "B" 15 Trf Reg Gp	Antwerp, 86 Polikaan Straat	11	0	35
W	* 105 Port Marine Maint Co	Antwerp, Luchtbal Barracks	6	0	203
W	* 152 QM Bn, Hq & Hq Det	Antwerp, Luchtbal Barracks	4	2	21
W	* 3583 QM Truck Co	Hoogboom Castle	5	0	148
W	* 3596 QM Truck Co	Antwerp, Bergen Op Zoom Hwy	5	0	150
W	* 3616 QM Truck Co	Antwerp, Luchtbal Barracks	5	0	133
C	* 3865 QM Truck Co	Homixom, Depot St. Bernard	5	0	139
W	* 3883 QM Truck Co	Antwerp, Bolgian Barracks	3	0	149
W	* 4261 QM Truck Co	Antwerp, Bolgian Barracks	5	0	149
W	* 4262 QM Truck Co	Hooghoom Castle	5	0	158
W	* 4266 QM Truck Co	Antwerp, Luchtbal Barracks	6	0	156
W	* 267 Port Co	Antwerp, Luchtbal Barracks	4	0	215
W	* 268 Port Co	Antwerp, Luchtbal Barracks	4	0	214
W	* 339 Harbor Craft Co	Antwerp, Tampico Flats	44	17	286
W	* 344 Harbor Craft Co	Antwerp, Tampico Flats	44	14	275
W	* 345 Harbor Craft Co	Antwerp, Tampico Flats	45	14	275
W	* 352 Harbor Craft Co	Antwerp, Anthoneum School	40	11	249
W	* 487 Port Bn, Hq & Hq Det	Antwerp, Luchtbal Barracks	4	2	17
W	* Med Det, 487 Port Bn	Antwerp, Luchtbal Barracks	2	0	9
W	* 184 Port Co	Antwerp, Luchtbal Barracks	5	0	220
W	* 185 Port Co	Antwerp, Luchtbal Barracks	5	0	221
W	* 186 Port Co	Antwerp, Luchtbal Barracks	4	0	223
W	* 187 Port Co	Antwerp, Luchtbal Barracks	5	0	223
W	* 282 Port Co	Antwerp, Luchtbal Barracks	5	0	214
W	* 283 Port Co	Antwerp, Luchtbal Barracks	5	0	215
W	* 517 Port Bn Hq & Hq Co	Antwerp, Tampico Flats	4	1	17
W	* Med Det, 517 Port Bn	Antwerp, Tampico Flats	2	0	9
W	* 797 Port Co	Antwerp, Tampico Flats	6	0	220
W	* 798 Port Co	Antwerp, Tampico Flats	5	0	210
W	* 799 Port Co	Antwerp, Tampico Flats	7	0	210
W	* 800 Port Co	Antwerp, Tampico Flats	6	0	210
W	* 284 Port Co	Antwerp, Tampico Flats	6	0	212
W	* 285 Port Co	Antwerp, Tampico Flats	6	0	216

* ATCHD TO HQ 13 PORT

A	B	C	D		
COLOR	ORGANIZATION	SPECIFIC LOCATION	STRENGTH O	VO	EM
		TRANSPORTATION CONT'D			
W	* 519 Port Bn, Hq & Hq Det	Antwerp , Tampico Flats	4	2	17
W	* Med Det, 519 Port Bn	Antwerp, Tampico Flats	22	0	9
W	* 302 Port Co	Antwerp, Tampico Flats	5	0	215
W	* 303 Port Co	Antwerp, Tampico Flats	5	0	216
W	* 304 Port Co	Antwerp, Tampico Flats	5	0	215
W	* 305 Port Co	Antwerp, Tampico Flats	4	0	214
W	* 280 Port Co	Antwerp, Tampico Flats	5	0	216
W	* 281 Port Co	Antwerp, Tampico Flats	4	0	216
W	** 709 Rwy Grand Div	Brussels, 17 Rue de Louvain	27	0	58
W	126 Rwy Workshop (Mobile)	Antwerp, North Yard C-1	1	0	29
W	707 Rwy Grand Div	Antwerp, Central Station	30	0	59
W	729 Rwy Operating Bn, Hq Det	Antwerp, Central Station	8	0	145
W	Med Det. 729 Rwy Oper Bn	Antwerp	2	0	9
W	Co "A" 729 Rwy Oper Bn	Antwerp	5	0	231
W	Co "B" 729 Rwy Oper Bn	Antwerp	4	0	150
W	Co "C" 729 Rwy Oper Bn	Antwerp	4	0	304
W	735 Rwy Operating Bn, Hq Det	Malines, 19 Hoekerspoel Straat	9	1	143
W	Med Det. 735 Rwy Oper Bn	Malines, Belgium	2	0	9
W	Co "A" , 735 Rwy Oper Bn	Malines, Belgium	8	0	324
W	Co "B" , 735 Rwy Oper Bn	Tinon, Belgium	6	0	141
W	Co "C", 735 Rwy Oper Bn	Antwerp, Belgium	6	0	286
W	743 Rwy Oper Bn Hq Det	Antwerp, Central Station	9	1	139
W	Med Det, 743 Rwy Oper Bn	Antwerp	2	0	8
W	Co "A", 743 Rwy Oper Bn	Antwerp, 168 Lamoriniere Straat	8	0	301
W	Co "B" , 743 Rwy Oper Bn	Antwerp, 37 Broda Straat	6	0	139
W	Co "C", 743 Rwy Oper Bn	Antwerp.			
W	** 763 Rwy Shop Bn, Hq & Hq Det	Boortmeerbeek, Belg-7 Mi SE of Malines	8	2	126
W	Med Det, 763 Rwy Shop Bn	Boortmeerbeek, Belgium	2	0	8
W	Co "A" , 763 Rwy Shop Bn	Boortmeerbeek, Belgium	5	0	176
W	Co "C", 763 Rwy Shop Bn	Boortmeerbeek, Belgium	4	0	116

* ATCHED TO HQ 13 PORT

** ATCHED TO ADSEC

...13 Major Port

APPENDIX NO. 2

(Chapter III)
(13th Major Port)

HEADQUARTERS 13TH PORT
PORT OPERATIONS
MONTHLY REPORT

* * * * * * * * * * * *
* S E C R E T *
* AUTH: CO 13TH PORT *
* INIT: RNK *
* DATE: 1 January '45 *
* * * * * * * * * * * *

1. PERIOD: From 28 November 1944 through 31 December 1944.

2. PERSONNEL DEBARKED - Total 276

3. VESSEL STATUS:

A.	Completed	- 83
B.	Partially Completed	- 28
C.	Not Started	- 6
D.	Total Entering Port	-117
E.	Total Clearing Port	- 79
F.	Awaiting Clearance	- 4

4. CARGO STATUS:

A.	D"T Discharged	- 433;465	Average D"T/Day	13;090
B.	D"T Cleared	- 312,131	Average D"T/Day	9,750
C.	D"T in Intransit Storage	- 121,334		

D. Discharge and Clearance by Class & Service - See Annex I

5. DISCHARGE RATED:

A.	Civilian Average D"T/Ship/Day	- 449
B.	Civilian Average D"T/Gang/Day	- 75.6
C.	Military Average D"T/Ship/Day	- 333
D.	Military Average D"T/Ship/Day	- 26.9
E.	Discharge rates by Class & Service	- See Annex II

6. LABOR:

		Stevedores	Inboard
A.	Civilian Laborers		
(1)	Average Number Laborers/Day -	2765	6125
(2)	Average Number Gangs /Day -	160	

For the Director of Operations:

/s/ R.N. KINNAIRD JR
/t/ R.N. KINNAIRD JR
2nd Lt., TC
Assistant

ANNEX I

CARGO STATUS by CLASS & SERVICE

SERVICE	CLASS	DISCHARGE D'WT	DISCHARGE % of total Discharged	CLEARANCE D'WT	CLEARANCE % of total Cleared	IN TRANSIT STORAGE D'WT	IN TRANSIT STORAGE % of Discharge
QM	I	117;442	27.1	79;770	25.4	37;672	32
	II	36;335	8.4	14;640	4.7	21;695	60
	III	25;338	5.8	22;114	7.1	3;224	13
	IV	11,519	2.7	3,723	1.2	7,706	67
Total	QM	190,634	44.0	120,247	38.4	70,387	37
ORD	II	62,093	14.3	56,002	17.9	6;091	10
	IV	1;687	0.4	259	*	1,428	85
	V	3,454	0.8	3,205	1.0	249	7
Total	ORD	67,234	15.5	59,466	18.9	7,768	12
ENG	II	11;985	2.8	5;840	1.9	6;135	51
	IV	122,169	28.2	101,938	32.6	20,231	16
Total	ENG	134,154	31.0	107,778	34.5	26,366	19
SIG	II	6;171	1.4	4;905	1.6	1;266	21
	IV	12,291	2.8	5,966	1.9	6,325	52
Total	SIG	18,462	4.2	10,871	3.5	7,591	41
TC	II	2;815	0.6	1;199	0.4	1;616	57
	IV	6,640	1.5	2,552	0.8	4,088	61
Total	TC	9,455	2.1	3,751	1.2	5,704	60
CWS	II	201	*	110	*	101	50
	IV	172	*	166	*	6	3
	V	104	*	104	*	0	0
Total	CWS	477	0.1	380	0.1	107	22
MED	II	4,881	1.1	2,827	0.9	2,045	42
	IV	48	*	22	*	26	54
Total	MED	4,929	1.1	2,849	0.9	2,071	

SERVICE	CLASS	DISCHARGE DWT	DISCHARGE % of total Discharged	CLEARANCE DWT	CLEARANCE % of total Cleared	IN TRANSIT STORAGE DWT	IN TRANSIT STORAGE Discharge
AAF	II	52	*	52	*	0	0
	IV	92	*	92	*	0	0
Total AAF		144	*	144	*	0	0
ARC		4	*	4	*	0	0
AES		2,417	0.6	1,360	0.4	1,057	44
SS		796	0.2	545	0.6	251	32
FINANCE		14	*	14	*	0	0
AGO		23	*	0	*	23	100
AMER. EMBASSY		2	*	0	*	0	0
MAIL		4,720	1.1	4,720	1.5	0	0
Total MISC.		6,976	1.9	6,645	2.1	1,331	19

(*) Note: Less than 1%

ANNEX II

DISCHARGE RATES BY CLASS AND SERVICES

SERVICE	CLASS	TOTAL NUMBERS OF VESSELS	TOTAL DWT DISCHARGED	DWT PER SHIP PER DAY
QM	I	16	95;453	560
	II	7	28;906	482
	III	2	9;915	414
	GEN	6	25,298	460
Total QM		31	159,572	521
ENG	II	2	9;637	482
	IV	11	50;723	412
	GEN	10	53,858	423
Total ENG		23	114,218	423
SIG	II - IV	2	9,495	393
PIPELINE		2	9,512	352
BRIDGING MAT.		1	,499	166
MISCL.		9	35,713	410
GRAND TOTAL -		81	367,274	431

APPENDIX NO. 3

(Chapter III)
(13th Major Port)

PORT OPERATIONS
DAILY SITUATION REPORT NO. 37

6. FLOATING EQUIPMENT
A. U.S. EQUIPMENT

RECAPITULATION

Type	Total on Hand	Assigned other Units at Port	Dead Line	Non Cargo Use	Available for Cargo Use	In Use
Port Repair Ships	2	0	0	2	0	2
Dredge	1	0	0	1	0	2
Power Plants	1	0	1	0	0	0
26' Mine Tows	6	0	5	1	0	1
37' Patrol Boat	3	0	1	2	0	2
38' Navy Pickets	5	0	0	5	0	5
42' Chris Craft	2	0	1	1	0	1
50' Motor Sailor	4	0	3	1	0	1
MTL 46'	20	3	1	0	16	19
68' Fire Boat	3	0	1	2	0	2
Sea Mules	14	0	13	0	1	1
S.T.	17	0	2	0	15	15
30 Ton Cranes	4	0	1	0	3	3
100 Ton Cranes	2	0	1	0	1	1
104' Steel Barge	5	0	0	0	5	5
Rail Road Barges	4	0	0	0	4	4
Total	93	3	30	15	45	63

PORT REPAIR SHIPS
Robert M. EMERY
Madison J. MANCHESTER

POWER PLANTS
Resistance

U.S. ARMY DREDGE
Wm. T. ROSSELL

26' MINE TOWS	37' HIGGINS PATROL BOAT	NAVY PICKETS 38' CHRIS CRAFT	42' CHRIS CRAFT	50' MOTOR SAILOR
MT 5	J - 1866	J - 1316	J - 1366	J - 1071
87	1874	1318	1368	1072
96	1871	1319		1025
115		1323		1087
136		1330		
160				

46' MOTOR TOW LAUNCHES

MTL	402**	MTL	638 **	MTL	742	MTL	859	MTL	869
	411***		640		746		860		1008
	579		641		747		864		1009
	637		739		837		866		1010

68' FIRE BOAT

T - 178
196
213

104' STEEL BARGES

BK 6711
6612
6130
7385
6517

RAIL ROAD BARGES

B.C.F. 3126
3120
3128
3201

74 ' TUG

ST 89
252

86' TUG

ST 335 718
479 742
501 747
520 748
542 750
676 751
677 760
770

SEA MULES

GT 593 1700
598 1702
601 1719
606 1733
607 1744
1177 1793
1232 1804

30 TON CRANES

BD 1208
1240
1265
1267

100 TON CRANE

BD 2584
2585

** D.S. BRITISH
*** D.S. AMERICAN - BRITISH INTELLIGENCE JOINT USE

B. EQUIPMENT AVAILABLE FOR JOINT U.S. - BRITISH USE :

Floating cranes

1 - 40 ton - "B.W.K." sheerleg, off-shore discharging only
4 - 10 ton - # 6, 7, 10, 11 slewing 360°, in-shore and off-shore discharging only
1 - 40 ton - "Milan", sheerleg, off-shore discharging only
*2 - 10 ton - #13, 16 slewing 360°, in-shore and off-shore discharging
1 - 60 ton - M.O.W.T. #4
1 - 60 ton - M.O.W.T. #12

*Note - Being used by U.S. Army

TUGS

1 - 375 H.P.
3 - 275 H.P.
13 - 200 H.P.
1 - 135 H.P.
4 - 750 H.P.

PORT OPERATIONS
DAILY SITUATION REPORT NO 37

7. VEHICLES AND EQUIPMENT

TYPE	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1. CRANES, CRAWLER									
A. Bay City Model 37 8 ton cap.	1	0	1	0	0	0	0	1	1
B. Bucyrus Model 20B 8 ton cap.	1	0	1	0	0	0	0	1	1
C. Koehring Model 304 8 ton cap.	20	0	20	1	0	0	4	15	12
D. Koehring Model 605 30 ton cap.	3	0	3	1	0	0	0	2	2
E. Lima 8 ton cap.	1	0	1	1	0	0	0	0	0
F. P.& H. Model 655 30 ton cap.	4	0	4	0	0	0	2	2	2
G. Truck Mounted Crane 10 ton Lorain Motor MC3	1	0	1	0	0	1	0	0	0
H. Lorain 8 ton cap.	1	0	1	0	0	0	0	1	1
2. CRANES, RUBBER WHEELED									
A. Case Loadmaster 3 ton cap.	1	0	1	0	0	0	0	1	1
B. Crane Master Model C 3 ton cap.	8	0	8	1	0	3	0	4	3
C. Koehring Model 10-1A 10 ton cap.	15	0	15	1	4	1	0	9	8
D. Link Belt Harry Krane Model MC 3 ton cap.	3	0	3	0	0	3	3	2	2
3. TRACTORS, TOWING									
A. Case Model LA 1 7500 DBP	16	0	16	5	0	5	1	5	4
B. Clark Model CH 2500 DBP	55	0	55	5	0	0	3	47	47
4. TRAILERS, LOW BED									
A. Fruehauf Model CPT 22 ton cap.	32	0	32	0	3	0	0	29	19
B. La Crosse Model DF6T 23 ton cap.	11	0	11	0	0	0	0	11	11
5. TRUCKS, FORK LIFT									
A. Clark Model UT 104" 6000	56	0	56	6	11	3	2	32	30
B. Clark Model CL 108" 3000	38	0	38	5	7	4	0	22	22

LEGEND: Column 1 - Total number on hand day before.
2 - " " received previous 24 hours.
3 - " " on hand today.
4 - " " deadlined for all repairs.
5 - " " " lack of spare parts.
6 - " " " normal maintenance.
7 - " " unavailable for use (other reasons)
8 - " " available for use.
9 - " " used by Port and Port Detachments.

LETTERS OF THANKS FROM BELGIANS

Docteur G. Van Der Voort

325, Longue Rue D'Argile

ANVERS

NOVEMBER 19,1944

Capt. Francis H. Noonan, M.C.
350th. Med. Comp. Sec.
Lange Gasthuisstraat, 13,
Antwerpen.

Dear Captain,

On the 16th of November 1944, the Boy's Orphange, Durlet-street Antwerp, was hit by a flying bomb, resulting in severe destruction to the building and severely injuring approximately fifty children and adults. Due to the prompt efforts of you and your men of the 350th Medical Dispensary, the injured people were safely evacuated from the building. This was done in spite of great danger due to the fact that the buildings had been badly damaged and there was the likelihood of the masonry falling at any second. Nevertheless they carried on their perilous work of evacuating casualties and administering emergency first aid-treatment.

As one ot the doctors at this Hospital and Orphangage. I feel I must express my gratitude for this noble work of helping my patients on that terrible occasion, and once again I thank you and your men for their gallant humanitarian efforts in face of great personal danger for yourselves.

Very gratefully Yours

s/t/ G. VAN DER VOORT, M.D.

A TRUE COPY:

s/ M. M. Zwitzer
t/ M. M. ZWITZER
Major, AGD
Asst Adj Gen

....13th Major Port.

HET VLAAMSCHE KRUIS

Vereen. Zonder Winstoojmerken
ALG. SEKRETARIAAT
OUDAEN 31
ANTWERPEN
TELEFOON: 276. 40
POSTREKENING: 2083.99

ANTWERPEN . 2d of December 1944

D.B. /GvH.

Dear Captain,

In the Name of the FLEMISH CROSS here in ANTWERP we wish to thank you once again for the heroic work which you and the men of your organization have done in removing Belgian civilian casualties from bombed buildings.

You have unselfishly contributed to saving many lives and to you we are exceedingly gratefeel.

In the Name of the Direction.

s/t/ G. Van Huffelen.

A TRUE COPY:

s/ H. H. Zwitzer
t/ H. H. ZWITZER
Asst Adj Gen

COMMISSIE VAN
OPENBAREN
ONDERSTAND
VAN ANTWERPEN
LANGE GASTHUISSTRAAT, 23
TELEFOON: 298.35
POSTCHEQUEREKENING, 9335

....16th Major Hart

ANTWERPEN, DEN 4th of December 1944

SECRETARIAAT
NR. REG
AAN TE HALEN IN HET ANTWOORD
VOORWERP,

BIJLAGEN:

DE COMMISSIE VAN OPENBAREN ONDERSTAND
THE COMMISSION OF RELIEF

to Captain Francis M. NOONAN,

Medical Corp,

31, Lange Gasthuisstraat,

ANTWERP

Captain,

During the past few weeks you and your men have been doing very heroic work in saving the lives of approximately one houndred Belgian civilians, who were injuried as result of the flying bombs.

Many of those injured people have been brought to our St. Elisabeth and Stuyvenberg-hospitals. Firstaid treatment was given by your men before being brought to our hospitals.

We appreciate beyond all words your unselfish and humanitarian work which has been done at great personal danger to yourselves.

Yours faithfully,

The deputy,

s/t/ R. AVERMAETE.

A TRUE COPY:

s/ M. M. Zwitzer
t/ M. M. ZWITZER
Major, AGD
Asst Adj Gen

....13th Major Port

ROODE KRUIS VAN BELGIE ANTWERPEN, DEN December 5th; 1944

Onder de hooge bescherming van Z.M. de Koning
en het Erevoorzitterschap van H.M. de Koningin Elisabeth

TELEFONEN:
760.33 Dag en Nacht (AMBULANCIE)
306.40 (van 9 tot 12 en van 14 tot 19 uur)

POSTCHECKREKENING N 93984

ROOD KRUIS VAN BELGIE
HULPPOST ST
ANTWERPEN-CENTRAL T. 205.88

Dear Captain,

In the name of the Belgian Red Cross, we wish to express you our congratulations and thanks for the marvellous work done by your 350 th. Med. Comp. Sect. in our City.

Your section, which every time sends very quickly their ambulances, has very often been working with our first flying brigade nurses, and saved many of our people.

Your beautiful work and cooperation with our Belgian medical services give the most wonderful proof of the high human principles which animate our Allied Armies.

Sincerely Yours,

Chief of First Flying
Brigade Belgian Red Cross

s/

Doct. Med. of First Flying
Brig. Belgian Red Cross

s/

ROOD KRUIS VAN BELGIE
Bijlagen ANTWERPEN-CENTRAL T. 205.88

A TRUE COPY:

s/ H.H. Zwitzer
t/ H.H. ZWITZER
Major, AGD.
Asst Adj Gen

APPENDIX NO. 5
(Chapter III)
(13th Major Port)

MEMORANDUM OF AGREEMENT ON THE OPERATION OF THE PORT AND THE CLEARANCE THEREFROM FOR MAINTENANCE OF US AND BRITISH ARMIES - APPENDICES

REF	SUB-COMMITTEE	APPENDICES	COMPOSITION OF SUB-COMMITTEE
A	P E C	A1 Repairs and Construction A2 Quay Clearance A3 Status of Minesweeping, dredging and Soundings. A4 Civil Port Labour A5 Port Equipment A6 Common use Installations A7 Port Security A8 The handling of essential Belgian Civil Traffic	P E C
B	HIGHWAYS	B1 Basic Intelligence B2 Repairs and Construction B3 Control of Highways B4 Forward and Return Routes	Q(M) 21 A Gp D Wks DPM OCOT Com Z Provost Marshal USA
C	RAIL	C1 Basic Rail Intelligence C2 Repairs and Construction C3 Method of Operation C4 Capacity for freight incl analysis of available locos and rolling stock and additional requirements C5 Personnel Movement	DGMR D Rlys 21 A Gp 2 MRS
D	I W T	D1 Basic Canal Intelligence D2 Major Works required D3 Method of Operation incl use of Civil Agencies D4 Craft availability and requirements	SHAEF Mission (Belgium) D Tn 21 A Gp OCOT Com Z OCOE Com Z
E	AIR	E1 Basic Intelligence E2 Works Required E3 Method of Operation for freight movement E4 Method of operation for personnel and evacuation.	Q(M) 21 A Gp D Wks 21 A Gp 2 TAF OCOT Com Z OCOE Com Z

REF	SUB-COMMITTEE	APPENDICES	COMPOSITION OF SUB-COMMITTEE
F	BULK POL	F1 Basic Intelligence	SHAEF Pet Sec
			Q (M) 21 A Gp
		F2 Works	DST 21 A Gp
			D Wks 21 A Gp
		F3 Division of Facilities	G-4 Com Z
		F4 Method of Forward Clearance- rail, barge, pipe line and decanting.	
G	LOCAL ADMINISTRATION	G1 Accommodations	7 Base Sub-Area Channel Base Section
		G2 Maintenance of local troops	
		G3 Discipline	
		G4 Joint Signal Comns	
H	MAPS	H1 Port of Antwerp	
		H2 Depot layout incl Airstrip	
		H3 Highways	
		H4 Rail	
		H5 I W T	

Note: On all maps
Red indicates British
Blue indicates US
Black indicates Joint use

DISTRIBUTION:-

SHAEF G-4
SHAEF Mission Belgium
DGTR
ANCXF
COMMODORE Belgium
PSRO NWE
2 TAF
1 Cdn Army

(12) CG COM Z ETO:
(3) G-4 (6)
(3) OCOT (6)
(3) OCOE (2)
(1) C.O. Channel Base Section (12)
(3) HQ L of C (3)
(2) 7 BSA (12)
(1) Port Comdt Antwerp (BR) (10 copies for PEC)
Port Commander ANTWERP (USA)
(6 Copies for US member of PEC)

21 ARMY GROUP
MA to C in C
PA to C of S
PA to MGA
DQMG
DQMG (Mov & Tn)
Brig Q (Maint)
Brig Q (AE)
DAG
Q (Maint)
Q (AE)
Q (Plans)
Q (M) Main
Q (M) Rear
CE

SO in C
Works
Svy
TN
ST
Ord
REME
MED
Lab
PSS

EFI
Postal
(6) CA
(2) Welfare
(2) Pro
Pay
FA
Claims & Hirings
Salvage

DATED OCT 191408A '44

SECRET-PRIORITY

FROM : Lee

ACTION : Twenty-first Army Group Brussels to DQMG Mov and Tn for Murrill, US Planning Group

REF NO : E-55619

Memorandum of agreement on the operation of the port of Antwerp and the clearance therefrom for maintenance of US and British Armies has been received. There appear to be two minor errors in Paragraph 3, Port Organization, as follows:

The first sentence in Paragraph 3a should read "The Royal Navy will be in Naval Command of the port, etc." The insertion of the work "Naval" was agreed with Wansboro-Jones the morning after the meeting in Paris on 12 October.

The second sentence of Paragraph 3a should read "The Naval officer in charge (NOIC) initially will be the chairman of the port, etc". This was the agreed wording at the Paris conference of 12 October.

Paragraph 6 of the above memorandum is not in consonance with Paragraph 8 of the agreed wording of General Napiers document which is as follows: Rail, road and inland water transport movement: A Movements Committee will be established under the chairmanship of an officer from Base Sub Area on which Channel Base Section will be represented. This committee will be responsible for planning of movement from the port by rail, road and inland water transport as between British and US within the framework agreed by Hq Twenty-first Army Group and US Communications Zone.

ORIGINATOR: TC
INFO : SGS
G-3
G-4
HGRS
Log
Summary
AG Records

APPENDIX NO. 7
(Chapter III)
(13th Major Port)

DATED NOV 211147A '44

RECD NOV 212157A

SECRET-ROUTINE

FROM : ANCXF Main

ACTION TO : ETOUSA
CTF 125; COMMODORE Belgium; SHAEF Main to G-4;
Twenty-First Army Group Main; Twenty First Army
Group Rear; COMNAVFORFRANCE; NOIC Antwerp;
ANCXF (EUCO)

REF NO : 211147A

Following is repetition of my memo XF No. 0/1088 of 25 Oct.

"Port of Antwerp will be operated under British NOIC who will coordinate all shipping movement within port. For operations in port, US Naval Port Party will be operationally responsible to British NOIC.

Subject to above, US Naval Port Party will carry out such general operating procedures as may be prescribed by CTF 125. US Naval Port Party will apply to CTF 125 where necessary for administrative or logistical support.

British NOIC Antwerp is responsible to Commodore in Charge Belgium.

Northern Army Group will deal with Commodore Belgium. Com Zone should deal either with CTF 125 particularly where coordination with US Ports in France or overall port requirements are concerned or with Commodore in Charge Belgium in respect of Port of Antwerp.

Implementation of both British and US Army requirements must be finally coordinated by British NOIC.

SHAEF DISTRIBUTION: Action G-4 Info; SGS; ANCXF (SHAEF); ETOUSA; Summary; AG Records.

ACTION : G-4
INFO ; SGS
G-3
AG Opns
TC
Navy
AG Records
Log
Summary

SECRET -ROUTINE

ETO IN 36492

APPENDIX NO. 8
(Chapter III)
(13th MAJOR PORT)

HEADQUARTERS
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS

SHG/EWW/emj

AG 800 OpGD

APO 887
23 October 1944

SUBJECT: Program of Development, Operation and Clearance of Port of Antwerp

TO : Commanding General, Advance Section, Com Z
Commanding Officer, Channel Base Section, Com Z
Chiefs of Supply Services

1. Reference is made to Memorandum, Headquarters, 21 Army Group, file 21 A Gp/R 18657/Q(M), Subject: "Port of Antwerp - Memorandum of Agreement on the Operation of the Port and the Clearance therefrom for the Maintenance of British and US Armies", dated 18 October 1944, copy inclosed.

2. The Commanding General, Advance Section, Commanding Officer, Channel Base Section, Communications Zone, and Chiefs of Services, this headquarters, will take appropriate action necessary for development and operation of the port of Antwerp and clearance facilities therefrom, in accordance with the general agreement cited in paragraph 1 above.

3. The Commanding Officer, Channel Base Section, will have jurisdiction in the area north of the current Allied International Boundary. The Commanding General, Advance Section, will have jurisdiction in the area south of that boundary .

4. Within their respective areas, the Commanding General, Advance Section, and the Commanding Officer, Channel Base Section, in collaboration with the Chiefs of Services, this headquarters, will make arrangements for the location and establishment of the installations indicated below::

Service	Type	Capacity	Personnel	General Location
Medical	Hospital	1,000 bed		Antwerp
Ordnance	Veh Assembly Plant Vehicle Park	(200,000 sq.ft covered) (200,000 sq.ft open) 5,000 vehicles)	704	Antwerp-Mechlin near Vehicle Assembly Plant
Ordnance	Repair Shop	100,000 sq.ft covered 300,000 sq.ft open	402	Antwerp-Brussels
	Base Depot	400,000 sq.ft covered 2,000,000 sq ft open	1,213	Mechlin-Brussels-Louvain
QM	Cold Storage	5,000 tons	40	Antwerp
	Cold Storage	5,000 tons	40	Brussels

Service	Type	Capacity	Personnel	General Location
AG	Post Office & Base Censor	100,000 sq.ft Covered)	1,470	Brussels-Namur
	Central Postal Directory	40.000 sq.ft covered)		
Engineer	Shop	100,000 sq.ft covered 500,000 sq.ft open	562	Antwerp-Brussels

5. Representatives of this headquarters, have been designated and directed to report to Headquarters, 21 Army Group to serve on the sub-committees provided for in the reference agreement. Chiefs of Services, this headquarters, will provide additional technical supervision and assistance as required in the course of planning, development and operation.

6. The Commanding Officer, Channel Base Section, will be responsible for appropriate distribution of detailed plans when completed by the sub-committees designated in the reference agreement.

By Command of Lieutenant General LEE:

/s/ S. H. Gamble,
/t/ S. H. GAMBLE,
Lt Colonel, AGD
Assistant Adjutant General

1 Incl: Copy of Agreement on Port of Antwerp, 18 October 1944

DISTRIBUTION:

Each Addressee	(2)
Supreme Comdr. AEF	(2)
Hq. 21 Army Group	(2)
CG, Adv Section, Com Z	(10)
CO, Channel Base Sect. Com Z	(10)
G-1	(10)
G-2	(2)
G-3	(2)
G-4	(10)
G-5	(2)
C/Trans	(6)
C/Engr	(4)
C/QM	(2)
C-Surg	(2)
C/Ord	(2)
C/Sig	(2)
C/CWS	(2)
AG Opns	(1)
AG Records	(1)

APPENDIX NO. 9
(Chapter III)
(13th Major Port)

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

27 October 1944

SUBJECT: Development of the Port of Antwerp.

TO : Assistant Chief of Staff, G-4, Com Z. Attn: Colonel Potter

REFERENCE AG 800 Op GD, 25 October 1944, subject, "Program of Development Operations and Clearance of Port of Antwerp".

1. Attention is invited to Paragraph 1, sub-paragraph d of the original agreement and to Paragraph 2, sub-paragraph b thereof.

In my opinion, items listed in the letter referred to dated 25 October do not come within the scope of this agreement:

(a) 1000 bed hospital Antwerp;
(b) Ordnance Vehicle Assembly plant, Antwerp - Mecklin;
(c) Ordnance Repair Shop, Antwerp - Brussels;
(d) Ordnance Base Depot, Mecklin - Brussels (Louvain is also within the 21 Army Group area);
(e) Engineer Shop, Antwerp - Brussels

2. It is noted that copies of this have been dispatched to 21 Army Group.

This will undoubtedly create a misunderstanding requiring adjustment.

3. It has been clearly emphasized from the beginning of these negotiations that there will be no attempt to superimpose within a British advance base depot the installations of an American base depot, and that any storage of U.S. supplies would be of an intransit character.

SHAEF has previously enunciated this understanding also.

4. The purpose of this memorandum is to prevent any added misunderstanding that may be brought about by an attempt on the part of the Services to locate such installations.

For the Chief of Transportation:

HUGH A. HURRILL
Colonel TC
Control and Planning Division

cc Major General Ross, COT

APPENDIX NO. 10
(Chapter III)
(13th Major Port)

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

21 November 194-

SUBJECT: Transportation Capabilities following the Opening of ANTWERP.

TO : Commanding General, Com Z, ETO . Attention: Lieut. General John C.H. Lee

1. PURPOSE

a. To provide for the maximum utilization of the Port of ANTWERP and the Seine Ports, shortening the Line of Communication.

b. To use available locomotives and rolling stock on the shortest possible turn-around in order to increase the net tonnage lift.

c. To conserve truck transport in order to be able to support the advance of the Armies, over territory which rail facilities are not expected to exist.

d. To avoid a transportation bottle-neck of rail and truck transport in the LIEGE area.

These recommendations are based on an official statement that ANTWERP will open on 28 November and the joint program agreed with 21 Army Group permits the maintenance of 60 U.S. ships in Port with 45 working and 15 in holding berths and discharging deck loads.

2. EFFECT OF THE OPENING OF ANTWERP

By 15 December port capacity in and North of the SEINE will be :

Port	Average Daily Capacity	No. of ships planned for December discharge
LE HAVRE	10,000	44
(This capacity is dependent upon the rehabilitation of quays at LE HAVRE as now scheduled)		
ROUEN	7,500	5 Liberties plus all Coaster Ex-U.K.
ANTWERP	22,500	100
TOTAL	40,000	

This capacity permits a greater use of water haul and materially shortens the land L of C.

Locomotives, rolling stock and railway personnel in the Theater are a limiting factor on movements and must, therefore, be employed on the shortest possible haul in order that the net tonnage lift may be increased.

This requires the transfer of locomotives and rolling stock from South and West of PARIS to BELGIUM.

3. CAPABILITIES OF LOCOMOTIVES, ROLLING STOCK AND OPERATING PERSONNEL

The mileage tur-around from CHERBOURG to LIEGE is approximately 1,044 miles.

The average turn-around out of ANTWERP for the supply of the First and Ninth Armies, and later of the 15th Army, will be approximately 200 miles.

Every 1,000 tons of rail lift now out of NORMANDY will permit from 2,500 to 3,000 tons out of ANTWERP.

As of 15 December U.S. capacity at ANTWERP is expected to reach 22,500 tons per day.

To move this tonnage approximately 300 locomotives and 1,500 wagons will be required, in addition to tank cars.

A careful analysis of locomotives, rolling stock and railway personnel available to U.S. Forces as of 15 December indicates these capabilities:

RAIL CAPABILITIES AS OF 15 DECEMBER
(DRY CARGO AND POL)

From Ports	To	Daily Tonnage
ANTWERP	Ninth and First Armies in the MAASTRICHT--LIEGE area and ADSEC	15,000 tons
LE HAVRE	The Armies and common use dumps	8,000
ROUEN	The Armies and common use dumps	4,000
BRITTANY and NORMANDY	Loire, Seine, and Oise Base Sections and to the Armies	7,000
	TOTAL	34,000
	By water from Rouen*	3,000 tons
	By truck from ANTWERP	2,000 tons
	TOTAL	39,000 tons

*(The Albert Canal, Antwerp to Maastricht and Liege is expected to be available 15 December and shortly thereafter will permit a lift by water of approximately 6,000 tons per day).

....15th Major Port

These tonnages are after allowances for troop and hospital trains in the number now planned.

The lift from ANTWERP can be accomplished only by a reduction of the movement from NORMANDY and BRITTANY and a transfer of locomotives, rolling stock, and personnel forward.

4. REDUCTION AT CHERBOURG AND FROM BRITTANY

Statement of rail capabilities above indicated permit a maximum daily movement from NORMANDY by rail of 7,000 tons, including any rail movements of POL.

Tentative agreement has been reached with the Officer of the Assistant Chief of Staff of G-4 for a reduction in ships to be berthed at CHERBOURG and MORLAIX as well as a reduction in supply movement from NORMANDY dumps.

If the discharge from ships at CHERBOURG is limited principally to vehicles, it is estimated that cargoes requiring rail haul should not exceed 2,500 tons per day .

With a total movement from NORMANDY of 7,000 tons per day by rail there will result a net reduction in NORMANDY dumps from this movement of 4,500 tons per day in addition to supplies carried by vehicles moving forward from this area.

Present facilities at CHERBOURG should remain intact as an emergency reserve and for evacuation but personnel should be reduced.

It is urged that the vehicle assembly plant at CHERBOURG be maintained at maximum capacity as the vehicles move on their own power, carry other supplies forward and decrease demands elsewhere.

5. PERSONNEL AND VEHICLE MOVEMENTS

Personnel and TBA equipment should be discharged in the same Port area wherever practicable in order to facilitate the marrying of troops and equipment except in the case of wheeled vehicles which can readily join the unit at the Port receiving personnal and TBA equipment discharged in the U, K. and ferried across.

Before large personnel ships can be received in LE HAVRE a wider entry must be provided and additional wreckage must be removed by the Navy. It is desirable, therefore, that personnel ships in CU convoys and the TBA equipment for each organization be handled through the U.K. until the arrival of the convoy following CU-50.

It must be emphasized that if it becomes necessary to berth large troop ships and accompanying TBA equipment ships direct from U.S. at CHERBOURG with the incident heavy demand on rail facilities, supply movement from NORMANDY must be decreased accordingly.

Detailed recommendations for the handling of personnel will be submitted as soon as the Port and Supply Program requested from the Assistant Chief of Staff, G-4, can be carefully analyzed and remaining rail and port capacity appraised.

6. MEUSE VALLEY

A personal inspection of transportation facilities in the MEUSE Valley from NAMUR through LIEGE and North near MAASTRICHT indicates the necessity for immediate action to avoid a transportation bottle-neck at LIEGE when the flow of supplies from ANTWERP begins.

The area between the MEUSE and Palisades on the Northwest is narrow. Rail sidings and highways are sharply contricted and bottle-neck at LIEGE. At the present time dumps supplied by ADSEC are almost entirely North and West of the MEUSE River, requiring a crossing at LIEGE for forward movement.

Sites for dumps have already been surveyed on the EAST BANK of the MEUSE between LIEGE and MAASTRICHT (Map "A" attached). These sites have been used only by the Armies as the river has been the boundary. I consider it very important that there be no greater accumulation of supplies North and West of the MEUSE requiring later movement through the constricted LIEGE area.

7. RECOMMENDATIONS

It is recommended:

a. That the Assistant Chief of Staff, G-4, establish a Supply Movement Program making maximum use of the shorter Line of Communication North and East of the Seine by:

(1) The allocation of the maximum number of ships to Ports in the North of the Seine.

(2) The reduction in ships at CHERBOURG and in supply movement from NORMANDY and BRITTANY to release the locomotives, rolling stock, and railway personnel required in BELGIUM.

b. That the total supply movement program by rail be within the capabilities stated in Par. 3.

c. That the allocation of shipping to each port by classes of supply be based upon requirements in the area nearest that port so as to result in the shortest possible land movement.

d. That arrangements be made by the Assistant Chief of Staff, G-4, to permit the Commanding General, ADSEC, to begin the immediate build-up of dumps East of the MEUSE River in order to avoid a later bottle-neck at LIEGE.

...13th Port

c. That all personnel ships, including CU-50, due 20 December, e handled through the U.K. pending the widening of the entrance at LE HAVRE nd the completion of the supply and personnel movement program by the Assitant hief of Staff, G-4.

f. That ships carrying Class IV supplies now in the Theater e scheduled for discharge at ANTWERP with instructions to the Port Commander ot to permit these ships to interfere with the discharge and movement of igher priority cargoes."

That the Chief of Engineers designate a dump in the LIEGE—MASTRICHT area to permit the movement of these supplies by barge through the lbert Canal after its opening approximately 15 December, with the understanding hat barges may be loaded in advance of this date in order to release ships.

ERNEST S. ROSS,
Major General, U.S. Army
Chief of Transportation.

APPENDIX NO. 11
(CHAPTER III)
(13th MAJOR PORT)

HEADQUARTERS
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

Office of the Chief of Staff

APO 887
2 December 1944

SUBJECT: Program for Transportation of Supplies during December.

TO : Chief of Transportation, Communications Zone.

1. Your letter of 24 November, subject "Transportation Capabilities following the opening of ANTWERP" has been carefully evaluated with respect to the supply program for the month of December. In general, the principles outlined in your letter and the recommendations contained in paragraph 7, coincide with principles and recommendations obtained from your staff during the course of the preparation of the port program for December, issued 25 November, reference number EX 67058.

2. Specifically, the port program for December as issued 25 November, embodies the recommendations of paragraph 7 of your letter in that:

a. The port program allocates the maximum number of ships to ports in and north of the Seine and reduces ships at CHERBOURG and the supply movement from Normandy and Brittany in order to release transportation facilities for Belgium.

b. The total supply movement requirements of the port program for December are within the capabilities outlined in your letter of 24 November.

c. The allocation of shipping to ports by classes of supply is based on the requirements of the areas nearest the ports, so as to result in the shortest possible land movement. The port program for December, of course complies with this principle gradually as ANTWERP develops. The continuation of discharge from ships at MORLAIX and CHERBOURG in the first part of December is necessary in order to complete the discharge of ships assigned to ports prior to the opening of ANTWERP, and in order to maintain the volume of movement forward of each class of supply during the transition period when the ultimate volume of each class of supply from ANTWERP is developing.

d. The location of depots in the LIEGE area is such that two major installations, QM Class I and Engineer Class II & VI, are located east of the Meuse River. The possibilities for establishment of additional depots east of the Meuse will be followed up continuously.

e. As indicated in previous discussions with your office, your recommendation that all personnel ships, including CU 50, be handled through the UK pending the widening of the entrances at LE HAVRE, has been approved by this Headquarters.

f. Ships carrying Class IV supplies have been scheduled entirely for discharge at ANTWERP, except for those currently working at other ports and those proposed for discharge at LE HAVRE and movement to Class IV depots near the port of LE HAVRE. The instructions of the port program for December are such as to discharge and clear the cargo from these ships without interference with the rail movement program. The depot already established in the LIEGE area for Engineer supplies was selected with a view to reception of Engineer tonnage by barge and instructions have already been issued that barges will be loaded at ANTWERP in advance of the date of opening of the canal, thus securing the maximum discharge from ships.

3. In the accomplishment of the port discharge program for December and the movement of supplies forward, it is desired that the following priorities for use of available transportation facilities be observed:

a. Priority I:

(1) To move from CHERBOURG 8,400 tons per day, other than rations, decreasing to 6,800 tons per day, other than rations, by 31 December, This includes the movement from both ships and Normandy dumps.

(2) To move 6,600 tons a day, other than rations, from LE HAVRE

(3) To move an average of 6,200 tons of rations per day from ANTWERP, LE HAVRE and CHERBOURG to these destinations

VERDUN	2,700 tons per day
LIEGE	2,000 " " "
CHARLEROI	1,000 " " "
PARIS	500 " " "

The movement of rations will be at a rate slightly higher than the average during the first part of the month. It is emphasized that the movement of rations from any one port must be continued at the maximum rate of discharge possible from the ships assigned to that port until completion of the ships, since the rations from each ship are not available for issuance from depots until the entire shipload of rations has arrived at the depot and been classified and sorted. Therefore, the reduction of the number of ration trains from MORLAIX and CHERBOURG as the number of ration trains from ANTWERP increases, must be carried out so as to result in a consistent movement forward, at a maximum rate, of the entire cargo of a ration ship once the discharge of that ship is commenced.

(4) To move a total of 40,000 tons from MORLAIX, during the period 1 to 15 December. (Four rations ships and four ammo ships.)

(5) To move 1,000 tons a day of priority tonnage from ROUEN.

(6) To move bulk POL, in accordance with current POL program.

b. Priority II: To move such additional tonnage from ANTWERP, as transportation capabilities will permit.

c. Priority III: To move additional tonnage from ROUEN, up to a total of 5,000 tons per day.

/s/ James H. Stratton
/t/ JAMES H. STRATTON
Brigadier General, GSC
Acting Chief of Staff

16th MAJOR PORT
(Chapter III)
OUTLINE
SECTION I
GENERAL

SECTION II

16TH PORT ASSIGNED TO LE HAVRE AND ROUEN

SECTION III

REHABILITATION OF PORT OF LE HAVRE

SECTION IV

SECTION V

OPERATIONS

SECTION VI

MISCELLANEOUS

SECTION VII

SUMMARY OF ACCOMPLISHMENTS

16TH MAJOR PORT
(Chapter III)
SECTION I
GENERAL

The Fall of Le Havre

On 13 September 1944, the press announced that on the previous day, at 1130 hours, First Canadian Army troops accepted the surrender of the German garrison at Le Havre, the "key port which lies at the mouth of the Seine River and controls seaway communications with the Paris region". The relinquishment of this vital port by the enemy followed a 36-hour concentrated attack by land, sea, and air. The German commander had been seriously wounded. It was his deputy who ordered the German troops at this garrison to lay down their arms. There were approximately 9,000 troops under the command.

Le Havre was the third of the three major ports which had figured in the preliminary planning for the initial operations against German-occupied France, the first being Cherbourg which fell 26 June 1944, the second being Brest which did not fall until 20 September 1944; the latter, however, was not subsequently developed as planned, due to developments in the tactical situation.

Following is a translation of a brief account of the effects of the siege on the city of Le Havre and the civilian population, entitled: The Seige and Liberation of Le Havre, by Denys Le Chevalier, Le Havre Red Cross:

"For four years, the civilians who had remained in Le Havre had lived in terror of bombardments. When the Mayor felt that the battle was coming close, he addressed an urgent appeal to the aged and the sick, to pregnant women, and in general to all those who were not indispensable, to leave the city at once. Fortunately his advice was heeded, so well in fact that at the time of the siege only 40,000 of the city's 177,000 people remained.

"On Saturday, the 2nd of September, the siege began. The Allies were in the suburbs, and the German authorities decided to defend the port to the very end. The German forces were made up of sailors, administrative personnel, and a limited number of troops, amounting in all to between 10 and 12 thousand men.

"For three days the city was calm, while the population waited for something to happen. Then on Monday, the 5th of September, at 6 o'clock, a Fortress flew in at low altitude and launched the first directional flares. The population, who were acquainted with this warning, hurried into the shelters. The bombardment lasted two hours without interruption. The planes came one after the other, and those who tried to leave the shelters were frightened back by the whistle of the bombs. After the bombardment, it was evident that the whol western section of the city had been destroyed. Enormous fires raged, fanned by a west wind. Fortunately the firemen, aided by rescue squads of young men, succeeded thanks to their courage and alertness in getting the worst of the fires under control. A month later, however, the ruins were still smoking. It was estimated that this bombardment took between 2,000 and 2,500 lives.

"On Wednesday, at 1800 hours, there was another bombardment in the northeast edge of town. As before, it lasted about two hours. It was during this

attack that a bomb caused the caving-in of an unfinished tunnel crowded with frightened people. There were 317 dead here, and only 7 were rescued.

"On Thursday, the skies were cloudy while the city continued to burn. During the night of 7-8 September we could hear the first artillery shots.

"On Friday, between 0730 and 0900 hours, there was a heavy bombing of the suburbs north and northeast of the city, aimed principally at Mare-au-Clerc. There were no victims of this bombardment, directed at German positions.

"On Saturday the 9th, with the weather still cloudy, one could hear the artillery aimed at Octeville, ten kilometers to the north, and at Fontaine-la-Mallet. After the battle, only 60 out of this community's 500 inhabitants remained.

"On Sunday, at 0730 in the morning, another short bombardment. The German anti-aircraft defense was weakening. That afternoon, between 1630 and 1800, there was a second bombing of the east side of the city. Shortly after the last wave, English warships, in particular the "Warspite", opened fire on the mutilated city. This naval fire fell on Bleville, towards the north. At 1830 the air bombardment began again, while shells from the ships continued to fall. It was a veritable hell. The air bombing stopped at 1945. In our shelter in the Red Cross aid station the people were utterly benumbed and dazed, and were unwilling to leave the shelter because the naval fire continued (it continued in fact until the liberation). But the air inside was growing thin and the candles were going out, so that we felt obliged to force the people to leave. At the end of this tragic day a thousand dead were counted.

"During that night and the following day, artillery fire was constant. There was a short bombardment of the port at 0730.

"That evening, about 2000 hours, the FFI went into action. The English attacked, and were at the gates of the city. The ambulance service saw the first of the English at 2045. In spite of everything, that night the artillery fire continued and even came closer.

"The next day, about 0930, the first English troops entered the city. The people were lined all along the sidewalks to watch the stream of materiel going east. They said nothing. The smoke of the burning city suffocated them. The Allied soldiers, who had expected to be acclaimed, understood why the population was silent.

"The siege was over. In the evening, there was a ceremony at the war memorial. The major was honored by repeated acclamations from the crowd.... Alas, soon afterwards he was relieved of his office.

"The people tried to feed themselves as best they could. During the siege the stores had all been closed, while the Red Cross and the rescue squads had been in charge of food distribution. We can count about 5,000 dead from those tragic days. 17,000 people were treated in the first aid stations. 40,000 persons have lost their homes, and two thirds of the city have been destroyed. The population is crowded into a city where the sections still standing may be counted more easily than those destroyed. But the faith of every one in the reconstruction of Le Havre renews our hope for a beautiful and prosperous city such as many knew before the war.."

The Port of Le Havre before the War

In 1938, the port of Le Havre was described in material published by the "Port Autonome du Havre", as follows:

"The entrance channel, which is 2 miles and a half long, is now being dredged to a depth of 28 ft. below zero of the chart (level of the lowest tides). This depth will eventually be increased to 33 ft.

"The average height of the tide is 23 ft. and twice a day, at high water, for more than almost constant, not varying more than 10 in., ships enter or leave the docks without the assistance of locks. Moreover the large "quinette de Rochemont" lock gives access to the docks for more than 18 hours out of the 24. This lock is 790 ft. long, 98 ft. wide and the depth over the sill is 15 ft. The "Ecluse de la Citadelle", which is half-tide lock, 262 ft. long and 52½ ft. wide, with a depth of 2 ft., is reserved for smaller ships. Besides these, there are three simple entrances: the "Ecluse Notre-Dame", the "Ecluse de la Barre" and the "Ecluse des Transatlantiques". The latter, though somewhat old, is also available for large vessels (width: 99 ft., depth of sill: 9 ft. 5 in.)

"The Port has 11 docks, viz. "Bassin du Roi", "Bassin du Commerce", "Bassin Vauban", "Bassin de l'Euro", "Bassin de la Barre", "Bassin de la Citadelle", "Bassin du Dock", "Bassin Bellot", "Bassin Votillart", "Bassin Fluvial" and "Bassin aux Petroles". The water area of these docks is about 218 acres, while the total length of their quays is about 11 miles. Half that length is available for vessels with a draft of over 25 ft.

"The harbor has also a splendid tidal basin, with direct approach free of gateways. In addition to the old "Quai d'Escale", which is 1640 ft. long, 3280 ft. of quays dredged to 40 ft. have already been built, and another wharf 3936 ft. long, a large portion is under construction. When this work will be completed the Port of Le Havre will possess a mile and 3/4 of deep water wharves capable of accomodating the largest liners afloat.

"In the south-west part of the tidal basin, a special dock, with a depth of 33 ft. which was completed in 1927, is devoted exclusively to the handling of petroleum products. This dock was built by a private Company, the "Compagnie Industrielle Maritime", which holds a concession in the new outer harbor of the tidal basin and has control over all installations in this part of the harbour.

"The construction of a very large and entirely new dock ("South Dock") in the eastern part of the tidal basin is also contemplated, but this portion of the scheme will be carried out later on and by degrees according to requirements.

"The Tancarville Canal is also controlled by the Port Authority. Extensive improvements, which include the widening of the waterway of the bridges to 33 yds and the completion of a new basin ("Bassin Nord") are to be carried out, in the near future, in that portion of the canal which forms part of the harbor."

Port of Le Havre Activities after German-Occupation

The following is quoted from notes furnished from the "Port Autonome" on the German-occupation of the port of Le Havre:

"In July 1940, the Kriegsmarine settled in Havre with the intention of establishing a base in this port in view of making a landing on the English coast. This involved intense activity and the presence of a great number of small craft and barges requisitioned and transformed into what was named "Noz-cope" (cut nose). Moreover, at the same time the German authorities commenced the construction of a submarine base on the southern side of the Central Mole of the open sea basin (Basin de Maree).

"In order to cope with these different enterprises of their technical department, the German navy was composed of the following organizations. Firstly, the Marinebauaufsicht, in charge of repairs and modifications of German or requisitioned craft and of the supervision of the different industries for the repairs of ships in Le Havre region, and secondly, the Marinebauamt, in charge of the civil engineering work on the port. Concerning the latter the principal works executed by the engineers are the following:

"a. The submarine base of the Central Mole. Great difficulty was encountered for the construction of this base due to the nature of the foundation soil. Indeed it appears that its construction was not pushed forward with any great diligence for in reality this base was never used.

"b. Construction on the port of shelters and block-houses of reinforced concrete, especially for the protection of the bridge and lock machinery of Brostrom and Vetillart, also for the machinery of the Citadelle and Euro dry docks. A demagnetization station, protected by a covering in reinforced concrete was built North of the Bellot lock. Moreover, the Marinebauamt frequently intervened in the maintenance work and repairs of the port equipment. Up to February 1943, the manager of this department was the Marinebauat Schrader and afterwards this service was directed by Dokter Everling.

"In the second part of the war, starting from the early part of 1942 and up to the landing of the Anglo-American forces in Normandie (6 June 1944) the Havre port was used by the kriegsmarine as a home port for a small flotilla of patrollers and occasionally as a port of call for their war-ships and armed cargos.

"In reason of the geographical position of Havre port and the possibility for German ships to navigate in the channel becoming more and more precarious, the activity of this port regularly decreased during this period. However, during the year 1943 a small flotilla of rapid vedettes came to berth in the port. They used most frequently Quay Joannes Couvert and the northern concession of the Compagnie Industrielle Maritime, the Mole Oblique and the Florida Quay. One could see alongside rapid vedettes, several patrollers (these were generally old armed trawlers of which some were equipped for mine laying) and also small torpedo boats of the German navy. A torpedo and mine dump had also been installed under the Transatlantic Maritime Station. Towards the end of 1943, an immense shelter, 175 meters in length, was built on the open ground of this quay, of concrete construction in view of using same as a mine depot.

"During this same period, the greatest part of the work of construction of the coastal defenses and those of the port, coming under the general plan called the "Atlantic Wall" were executed. The most important of these were the block-houses on the extremity of the northern and southern breakwaters, on the open

ground of the north breakwater and the adaptation work on the semaphore jetty and also the defensive works on the Quay d'Escale.

"The first mine depositories were then placed along the quays of the open basin and also on the side-walls of the outer locks and in the dry-dock. The lines were placed at the beginning of 1944 and the electrical circuit was examined from time to time. The number of mine pits were considerably increased during the first half of the same year. Block-houses were built to protect the emplacements of the electrical discharge stations, especially the one named "MITTE" situated south of the Quai de Rochemont lock which controlled the discharge of the mines placed on the Quay d'Escale, Florida Quay and the Central Mole. Also must be mentioned, the block-house at the east of the Compagnie Generale Transatlantique warehouses which controlled the mines placed in dry-dock No. 7 and along Quay Joannes Couvert. The German department in charge of the building and supervision of these depositories was the Marinebauamt.

"Immediately after the landing of the Anglo-American forces on the coast of Calvados, the Germans concentrated a large number of small war vessels and speed launches in Havre port these units were brought from the different Channel and North Sea Ports. Here they found a convenient shelter to enable them to dart out and attack the British and American convoys navigating in the Channel between the Southern English ports and the French coast of Calvados. The greater part of this flotilla was annihilated by the bombings of June 14th and 15th, when something like 60 vessels were sunk, one of which was a destroyer. The bombings also exploded the mines of the Transatlantique Maritime Station and important damages were caused to the submarine base, damages which were aggravated some days later, by the explosion of a torpedo depot inside the base. The port was still used by the Germans during the month of July as a home port for rapid vedettes but towards the end of the month they commenced to evacuate the last ships and to prepare to put into action their preparations for obstructions and destructions. The first trial of their preparations was made on the 24th of June at the Mole Oblique on a length of 120 meters which resulted in the complete disappearance of this part of the quay.

"Once the war ships had left, the Germans sunk in the passage barges, a cargo boat, a patroller and a floating dock, and from the 25th of August forward, they put into action their emplacements of destruction, completing them by improvised demolitions on the different metallic equipments such as cranes, floating gates, lock gates etc. This continued up to September 12th, date of the liberation of Le Havre."

General Condition of Le Havre after Surrender of Germans

The city and port of Le Havre were among the most completely devasted areas left by the war. After the first survey, Engineer reports indicated that the port was 100 percent destroyed and that the houses of the town were 70 percent destroyed; this was later concurred in by French city officials. M. Brunee, acting prefect, estimated that at the very least 6000 civilians lost their lives in the last large-scale bombing alone. Extensive demolitions were carried out by the Germans before the garrison of 9000 defenders surrendered; these were intended to render the port completely useless by destruction of lock gates, cranes, warehouses, bridges, and other items of value as port facilities. (See Chart No. 1, this Chapter).

The center of the town, which after the seige became several acres of rubble, moved from the Place Gambetta, after rehabilitation began, to the Rondpoint, about a mile away.

SECTION II

16TH PORT ASSIGNED TO LE HAVRE AND ROUEN

Assignment of Mission, Movement to Le Havre, and Beginning of Operations

Upon receipt of instructions from Headquarters, Brittany Base Section, on 19 September 1944, the 16th Major Port, under the command of Brigadier General WILLIAM M. HOGE, USA, prepared to move to Le Havre for the purpose of rehabilitating and operating the ports of Le Havre and Rouen. Accordingly, on 20 September, Brigadier General HOGE, accompanied by Major SAMUEL ISRAEL, Jr., Director of Water Division, and the former's Aide-de-Camp, proceeded to Le Havre via Paris, where he obtained detailed instructions from the Office of the Chief of Transportation.

An Advance Party from the main body of the Port under Lt. Colonel WILLIAM SALMAN, Director of Port Operations, arrived on 21 September, followed later by the main body of the Port which moved from Dinan to Le Havre by train via Paris and circuitous routes. After shuttling by truck to their final destination, the various units had all finally arrived at Le Havre by 30 September 1944.

The time between the arrival of the 16th Port at Le Havre and the unloading of the first LST's at the port was consumed in setting up billets and quarters, offices and warehouses, and rehabilitating the necessary facilities for unloading this type of craft. Engineer units were busy clearing streets through the rubble of the dock area and preparing a landing beach at the Jetee Promenade which had been designated Area 1 (See Port Plan of Le Havre, Chart No. 1). This area was cleared of mines and bulldozed into shape for the beaching of LST's and LCT's. Details on the rehabilitation of this and other operating areas at the port of Le Havre are covered in Section III.

The first LST's with supplies to be landed at Le Havre were beached and unloaded on 2 October. Their cargo, consisting of QM Class II supplies, was carried to the Cotton Warehouse by truck; three additional LST's, with the same type of supplies, arrived on 4 October. A total of 4396 tons was discharged from this type of craft during the first week.

With the commencement of operations at Le Havre, the 16th Major Port began the work necessary to accomplish the second part of its mission, the operation of the sub-port at Rouen. An advance party, under Lt. Colonel D.K. MOORE arrived at Rouen on 7 October to make a reconnaissance of the port area and facilities, and to set up billets and offices. (Covered in Section IV).

Changes in Command

Control of 16th Major Port remained under Brigadier General WILLIAM M. HOGE until 21 October 1944 when he was succeeded by Colonel W.C. KOENIG and on 31 October Colonel THOMAS J. WEED assumed command. Colonel WEED was in command of the 16th Major Port at the close of the year 1944.

Troop Assignments

The number of units attached to 16th Major Port and their personnel increased from three with a total of 6 officers and 90 enlisted men as of 30 September 1944, to forty-one with a total of 364 officers and 6,004 enlisted men as of 31 October 1944. By the end of December, these figures had increased to 162 with a total of 712 officers and 12,632 enlisted men. (See Appendixes Nos. 1 and 2 for Troop Lists as of 30 October and 31 December 1944, showing location and personnel strength of each unit.)

Organization and Chain of Command

The 16th Major Port was responsible directly to Channel Base Section, the headquarters of which was located initially in Ste Adresse, a commune adjacent to the city of Le Havre; during the latter part of November, this headquarters was moved to Lille. Channel Base Section was responsible to Headquarters Communications Zone, at that time located in Paris.

Organization of the 16th Major Port and the performance of its normally assigned duties was strictly in accordance with the Transportation Corps Manual "The Major Port (Overseas)", published by the Office of the Chief of Transportation on 26 June 1944. For reference, the following extracts are made from this manual:

"3. DUTIES OF PORT COMMANDER. The Commanding Officer of a Major Port (Overseas) will be responsible for and will have authority over all activities at the port, the reception, supply, transportation, embarkation, and debarkation of troops, and the receipt, storage, and transportation of supplies. He will command all troops assigned to the port and its component ports, and will be responsible for the efficient and economical direction of their operations. He will be responsible for the furnishing of necessary instructions to the individuals and organizations embarked or debarked at the port, and he is authorized to communicate directly with the proper individuals or authorities, relative to such matters, after initial War Department movement directive has been issued. He will be responsible for taking the necessary measures to insure the smooth and orderly flow of troops and supplies through the port. (AR 55-75)".

* * *

"b. The Port Commander is responsible to the Commanding General, Communications Zone, through the Chief of Transportation, in carrying out those parts of his duties that pertain to Transportation Corps affairs. The port Commander must, at all times, follow the directive of the Theater Commander, the Chief of Transportation, and the Base Section Commander. He will insure that his staff keeps the Chief of Transportation fully informed on the activity of his port. At all times, the closest liaison will be maintained between the port and the Office of the Chief of Transportation."

The various sections of the 16th Major Port Headquarters were organized, and performed their duties in accordance with provisions also covered in the Transportation Corps Manual, referred to above. The names of these sections follow:

Army Air Force Section
Adjutant General Section
Chemical Warfare Section
Medical Section
Ordnance Section
Planning & Liaison Section

Claims, Duties & Imports Section
Engineer Section
Fiscal & Procurement Section
Headquarters Company
Inspector General Section
Intelligence & Public Relations
Judge Advocate General Section
Port Transportation Division
Provost Marshal Section
Quartermaster Section
Signal Section
Transportation Supply Section
Water Division
Motor Transportion Section
Special Service and Army Exchange Section

Extracts showing major problems encountered by some of those headquarters are given in Section V.

SECTION III

REHABILITATION OF PORT OF LE HAVRE

General

Before the Port of Le Havre could be opened for the unloading and movement of supplies to the front by means of Transportation Corps facilities, extensive repair and reconstruction was necessary. Preliminary Engineer surveys by the 373rd Engineer General Service Regiment had indicated that the city of Le Havre was approximately 70 percent demolished and the port itself was almost entirely destroyed. The initial work required to transform the devastated port facilities and adjacent areas at Le Havre into workable conditions was assigned to the Engineers which were attached to 16th Major Port for administration only. The Engineer units attached for this purpose included:

373rd Engineer General Service Regiment
392nd Engineer General Service Regiment
1055th Engineer Port Construction & Repair Group
1061st Engineer Port Construction & Repair Group
1071st Engineer Port Repair Ship Crew
1044th Engineer Gas Generating Unit
971st Engineer Maintenance Company
577th Dump Truck Company

Chart No. 1 shows a Town Plan of Le Havre on which is indicated the nature and extent of the damage incurred by the city of Le Havre and its port facilities; the operating areas which were established after the port was taken over by the Americans are also shown. Chart No. 2 indicates the extent to which rehabilitation had progressed by 31 December 1944, that is, storage and warehousing areas, berths and moorings in use, railroads restored, and the principal roads cleared and repaired and available for military traffic within the city and leading to the dock areas. A brief summary of the work of several of these units follows in this section:

373rd Engineer General Service Regiment

On 20 September 1944, the 373rd Engineer General Service Regiment (Engr GS Regt) started work on the rehabilitation of the port of Le Havre. The units placed at their technical disposition, or full operational control, were the 1055th and 1061st Port Construction and Repair Groups (PC and R Groups), the 577th Engineer Dump Truck Company and Royal Navy Parties 1716 and 1717 (RM Engr) "G" (Companies 1 and 2). These Royal Navy Parties (Royal Marine Engineers) resembled the U.S. Army Port Construction and Repair Groups. Each party had 8 officers and 215 enlisted men. Their equipment was roughly the

equivalent of that assigned to PC and R Groups with the exception that on this assignment they did not have any of the heavier equipment used by U.S. Army Engineers. These parties were under the full operational control of the 373rd Engr G S Regt. Both Royal Navy Parties were withdrawn on 20 December and the 239th Port Company was placed under the technical control of the 373rd Engr GS Regt on 26 December 1944.

A program for work priority was first established in order to accomplish as soon as possible the tremendous task confronting these units, with the limited amount of equipment and supplies available. The necessary work undertaken was divided into three phases, the plan for which was prepared at conferences attended by Colonel FRANK F. BELL, Commanding Officer, 373rd Engr GS Regt Colonel PASCHAL STRONG, Channel Base Section Engineer, and the Commanding Officers of the Engineer units involved. The first phase was set up and operations were begun by Colonel BELL as soon as the 373rd Engr GS Regt arrived at Le Havre on 20 September 1944, before operating channels and jurisdiction had been developed and established for the port. The actual writing of the three-phase plan was done by Detachment "A" Engineers, Channel Base Section (Colonel STRONG).

1. First Phase

The first tasks involved the clearance of the devastated beaches of the city of Le Havre and included preparing smooth level landing areas for LST's, LCT's, LCI's and DUKW's. This expedient was of pressing importance in order to relieve the demands on the main Line of Communication from the Cherbourg Peninsula. At the same time, the initial work in this phase required the opening of access roads or approaches to the beaches from the road net inland, and providing storage areas on the beaches.

In accomplishing their first phase tasks simultaneously, the Engineers of the 373rd Engr GS Regt cleared and prepared the beaches, provided storage space and built access roads, overcoming such obstacles as tetrahedrons, concrete walls, antitank and antipersonnel mines, barbed wire, and masses of demolished equipment. The problem of clearing debris from the roads and streets was particularly great. The heavy bombardments to which Le Havre had been subjected prior to the surrender of the German garrison had left these avenues of approach filled with shattered concrete and twisted steel members from the demolished buildings which had previously lined them. Bomb craters and broken sewer and water supply lines had added to the confused mass of debris all of which constituted serious obstruction to vehicular movement. Engineer demolition teams used TNT and captured enemy explosives to clear the roads where practical.

The work delegated to the first phase of rehabilitation at Le Havre progressed rapidly so that by 2 October the first ship loaded with supplies beached and discharged her cargo. Exits to the beach being cleared by that time, supplies started moving forward to the Armies.

Restoration of an adequate water supply for the civilian population as well as for troops was also of primary importance during the first phase of the Regiment's work at Le Havre. Several water points were immediately established and placed in operation.

2. Second Phase

Operations during the second phase of reconstruction at the port of Le

Havre involved the repair of additional streets in the road network, the repair of damaged quays and lighterage berths, the removal of sunken vessels barring ship traffic, the repair and lighting of warehouses and the building of new, and the repair of existing, POL facilities. Thus, during this period, operations were a continuation of work on projects started during the first phase. The work done was of a more permanent nature and included a large amount of maintenance.

The provision of warehouse facilities became of great importance during this phase of operations at Le Havre because supplies were unloaded in quantities that exceeded the capacity of the motor transport facilities available at that time. There were warehouses within the port area but they were greatly damaged. However, work was begun in the rehabilitation of these structures, although there was little repair material available. Holes in the roofs were covered with metal sheeting salvaged from other wreckages. Sheeting thus replaced was covered with roofing paper and then tarred. An almost continuous downpour of rain slowed these operations considerably. Some parts of buildings were damaged beyond repair; wreckage was cleared, however, from the usable sections. Floors of all buildings were cleared of debris and where necessary, ditches were bulldozed to provide drainage.

Facilities for the handling of gasoline, oil and lubricants had been available for civilian needs before the port was seized from the Germans, but these were damaged. The task of restoring existing facilities and the construction of additional ones for the handling of POL began on 8 October. Objectives included the construction of a decanting area, a truck-tank-fill area, the laying of additional pipelines, the erection of housing structures and the installation of storage tanks and booster pumps, and the replacement of bomb-damaged sections of existing pipelines; also, the cleaning and repair of a narrow gauge locomotive and cars, and the partial rebuilding of a narrow gauge track. Pipelines were tested and ready for use by 21 October and the entire project was completed the next day. These were the same facilities as were used when Le Havre was the leading French Port for such products.

Salvage work and the removal of underwater obstructions were assigned for the most part to the 1055th and 1061st PC & R Groups, under the administration of the 373rd Engr GS Regt. In some cases, shortages of heavy equipment and the late arrival of equipment belonging to the 1055th and 1061st PC & R Groups slowed up their work, but basins were cleared and quay walls were repaired and at the same time similar work was being done at Rouen. The majority of the sunken vessels removed from the harbor prior to 30 November were barges and small craft sunken by the Germans at the entrance to basins and in channels, for the purpose of slowing-up rehabilitation operations. The work of the Engineers was coordinated with the U.S. Navy salvage crews in the port, and credit for the removal of large hulls from the Bassin de Maroc and surrounding waters is due this branch of the U.S. Forces at Le Havre. Much of this work was accomplished by the use of underwater demolitions, the actual firing of which was "timed", that is, charges were detonated only when the harbors were clear of supply ships and divers working underwater. Unfortunately, this procedure delayed such operations considerably.

By the end of November, first phase work projects had practically all been

BEACH CLEARANCE 373rd. ENG. G.S. REGT.

RAILWAY RECONSTRUCTION IN PORT AREA 392nd. ENGR. G.S REGT.

BEACH FOR LANDING L.S.T.'S BEFORE CLEARING OBSTACLES

FIRST L.S.T.'S BEACHED AT LE HAVRE

CLEARING AND RECONSTRUCTION AT LE HAVRE

completed and second phase work was under way. The lighting of warehouses and other buildings as well as the installation of a system for exterior lighting at the beach landings and storage areas had also been accomplished. Other second phase projects consisted of preliminary work in the construction of a Phoenix dock and of a floating dock, both of which were still under construction at the end of November, although the floating dock was in operation before completion. Several bridges were rehabilitated or constructed during this period. De-activation groups of the 373rd Engr GS Regt continued in the clearance of mines and booby traps in and around Le Havre, clearing areas for new landing beaches, roads, and bivouac areas. As the development of Le Havre neared the completed stage, maintenance became increasingly important; in addition to the maintenance of the landing beaches and all main roads which had been cleared in Le Havre, the 373rd Engr GS Regt was assigned the task of directing French civilian labor in the maintenance of the White Ball Route.

Work remaining to be completed at the end of November consisted of the clearing of additional quayage for the berthing of large craft and lighter docks, additional LST and DUKW landings at both Le Havre and Rouen, the construction of POW camps in the vicinity of Le Havre, the expansion of the 28th Station Hospital, the laying of water lines, the erection of Nissen huts, the rehabilitation of an American Red Cross Club house at Rouen, and the repair of buildings for billeting officers and enlisted men in Le Havre. Still other open projects were: the grading and preparation of staging areas and bivouacs, the repair of a narrow gauge railroad serving the POL installations at Le Havre and one of the major projects assigned—that of flooding and opening for use, the Tancarville Canal and basins affected, by restoring the lock gates. This canal connects Le Havre with the Seine River and thus with the port of Rouen.

3. Third Phase

In this phase of Engineer rehabilitation at Le Havre, projects not finished during the first two phases were completed and the port installations of a more permanent nature were developed. The clearing of streets and maintenance of all main roads was carried on continuously. The task of supervising French civilian labor progressed; this work involved the road maintenance of 286 miles of the White Ball Route. The repair of warehouses and storage areas continued during this phase, through December.

Operations of major importance during this phase and continuing through December were the rehabilitation of waterways and berthing facilities at Le Havre. The repair of lock gates and maintenance of dams played an important part in the control of water in the basins. The floating dock was completed during December, except for the driving of a few pile clusters; the dock was in operation during the entire month. To provide access to the dock at either high or low tide, two Bailey Bridges were erected. These were mounted on a roller type support in order to accomodate the raising or lowering of the dock. In Bassin Bellot, several floating piers were constructed in order to increase the unloading facilities. These piers were capable of accomodating a total of approximately five Liberty ships with quayside berths for two more. A ramp was built for each of these floating piers in order to provide access to and from them. Roadways were constructed from each pier to transfer or storage areas which had been cleared of debris in the vicinity of the basin.

At Pont VII and VIII the bridges spanning the canal had been destroyed by bombing. During December, a class 40 Bailey bridge was erected at Pont VII and opened to traffic. At Pont VIII a bridge of the same capacity was started but had not been completed by the end of the year. From the abutment of both Pont VII and VIII, the removal of a 400 ton counterweight was necessary. Pont VIII was being renovated for lifting at the close of the year.

The need for additional drinking water facilities increased as more ships and troops entered the port of Le Havre. To meet these demands, additional water points and pipelines were set up in the vicinity of Le Havre and in the dock areas. Another essential utility which was rehabilitated by the 373rd Engr GS Regt was a refrigiration plant. Prior to being subjected to aerial and artillery bombardment, this plant was powered by steam. To replace this equipment a 500-volt electric motor was installed for the main power. Usable parts were obtained form damaged equipment; other parts were fabricated or improvised. Installation of this motor served to conserve on the use of fuel.

Other work assignments completed during December or still under construction at the close of the year, included the construction of Prisoner of War enclosures, transient troop camps and bivouac areas, and fences around all of the main POL installations in Le Havre and Rouen and vicinity. The clearance of LST ramps and their maintenance in both Le Havre and Rouen continued throughout the month of December. Also, work was in progress on warehouse rehabilitation, POL facilities, storage and transfer areas and the lighting of these projects in Rouen. In connection with railway work, 38 cars were converted to rolling kitchens in order to accompany troops moving to forward areas by train. Included in the efforts being made to speed up the unloading of ships was the laying of railways for portal-type Gantry cranes.

Common to all phases of the work performed by the 373rd Engr GS Regt was the clearing of mines and booby traps throughout the entire port area and in areas occupied by U.S. troops in Le Havre and vicinity. The work was done by teams of selected and specially trained men of the Regiment as well as by groups of French civilians trained and directed by them. The work done by these teams eliminated the danger previously existing for personnel and for the operation of equipment. It was particularly of value to Ordnance personnel assigned the task of removing enemy ammunition from the area. These teams were also called upon to clear houses and buildings before occupation, to clear sites for Anti-aircraft batteries, airfields, warehouses, pillboxes, power lines, and to remove the German minefields set up in the outer defenses of the city. The following list of the types and quantities of mines and booby traps removed through 31 December 1944 indicates the wide variety of devices encountered, and the large numbers of each type which were actually removed:

REMOVED BY FRENCH UNDER 373rd Engr GS Regt SUPERVISION:

A.P. Mines	
75-MM Projectiles	442
Glass mines	72
Double bottle mines	358
Teller mines	30
	4

REMOVED BY 373rd Engr GS Regt:	
Grenade mines in concrete	83
75-MM Projectiles	180
Double bottle mines	24
Teller mines	392
Katy mines	20
3 KG charges	3
Shell mines	251
Marine mines (harbor 300 & 400 lbs)	32
Shell 10 inch	61
Charges 1200 lbs	29
Flame throwers (deactivated)	30
Prepared charges	4
Prepared Charges ½lb.	54
Schu mine in concrete	1
Concrete beach obstacle mines	98
1 KG Charges	87
Bomb 100 lb USB	1
S-mines	114
4 lb charges	1
Concrete stick mines	10
2 KG charges	2
Concrete mines	88
500 lb British semi armour-piercing bombs	3
Bottle mines	45
UXB bombs	2
Shell 4 inch	148
500 lb depth charges	36
Torpedo heads	47
German box mines	36
German georgia mines	24
American bombs	19
American bombs 300 lb	7
French Daget mines	16
German n-5 mines	23
88-MM shells	22
Smoke pots	22
155-MM shells	33
Glass mines	1
Stick grenades (clusters of seven)	2
Thermite bombs	1
500 lb French railroad mines	8
Bottle mine in concrete	18
Combination teller and shell	257

392nd Engineer General Service Regiment

This Regiment of Engineers was assigned to Channel Base Section in Le Havre on 20 September 1944 and attached to 16th Major Port for administration only. The organization was assigned the rehabilitation of the railroads leading from Le Havre and making the necessary rail and rail facility repairs in the dock area. Shortages of materials and equipment hampered this work but by 12 Novem-

ber, rail shipments were moving from Le Havre towards Paris. Regimental headquarters was located in Le Havre; individual companies were detached and moved to suitable locations within the area assigned to the organization. The following extract from Movement Order No. 10-2 of 3 October 1944, Headquarters, Channel Base Section to the Commanding Officer of 392nd Engr GS Regt indicates the initial distribution of the various elements of the Regiment.

"1. The movement of the following elements of the 392nd Engineer Regiment on dates indicated are confirmed, for permanent duty, to move with organic transportation and individual and organizational equipment

"a. Hq 2d Bn. 3 Off and 5 EM, on or about 1 Oct 44, fr LE HAVRE to ST OVEN.

"b. Co "D" (less 3d Platoon), 5 Off and 127 EM, on or about 1 Oct 44, from FECAMP to BOSC.

"c. 3d Platoon, Co "D", 1 Off and 40 EM, on or about 30 Sept 44, from FECAMP to BOSC.

"d. Co "E" (less 1st Platoon), 5 Off and 125 EM, on or about 30 Sept 44 from LE HAVRE to ST OVEN.

"e. 1st Platoon, Co "E", 1 Off and 41 EM, on or about 1 Oct 44, from LE HAVRE to ST OVEN.

"f. Co "F", 5 Off and 167 EM, on or about 30 Sept 44, from CANY to BOLBEC".

Various other moves were made during October and November as necessary in order to accomplish its assigned missions. A construction report dated 4 November 1944 covering the period 27 September through 31 October indicates that 270.5 K of tract were repaired. (See Appendix No. 3) On 9 December 1944 the unit reported the repair of 149.01 K of track for the month of November. (See Appendix No. 4) The 392nd Engr GS Regt left Le Havre on 30 December 1944 for patrol duty (chiefly) during the "Battle of the Bulge" and returned the latter part of January 1945.

1055th Engineer Port Construction & Repair Group

On 23 September 1944, the 1055th Engineer Port Construction & Repair Group (Engr PC & R Group) moved from Cherbourg to Le Havre in three sections and arrived on 25,26, and 27 September. After being placed under the full operational control of the 373rd Engr GS Regt, three work projects were assigned, having been designated Le 10-P-6, Le 11-P-7, and Le 21-P-12. (The 373rd Engr GS Regt was in charge of all rehabilitation work in the port with the exception of the railroads which were the entire responsibility of the 392nd Engr GS Regt. The two Regiments worked on the same level at parallel missions). The following shows the method used by the 373rd Engr GS Regt in assigning Engineer tasks and the type of work done by the 1055th Engr PC & R Group:

The Electric Power Plant of the city of Le Havre was unable to provide continuous service due to a shortage of cooling water, which was normally obtained from the Bassin Vauban and was subject to tidal conditions. It was found necessary, therefore, to construct two dams in order to impound the waters of Bassin Vauban; this was accomplished by the completion of Projects Le 10-P-6 and Le 11-P-7. The following is quoted from Construction Directive No 15 from the 373rd Engr GS Regt dated 25 September 1944 and directed to the Commanding Officer, 1055th Engr PC & R Groups, Subject: Closing of Pont de la Barre:

DARNETAL BRIDGE LE HAVRE. DESTRUCTION AND RECONSTRUCTION

392nd. ENGR. G.S. REGT

"1. Mission: The Commanding Officer, 1055th PC & RG is directed to dam the PONT de la BARRE in order to hold water in the BASSIN de la BARRE.

"2. LOCATION:
a. The PONT de la BARRE is the lock leading from the BASSIN de la BARRE into the ANCIEN VIEUX-PORT.
b. The dam will be constructed at the site at which construction of a dam by the French is now in progress.

"3. Specifications:
a. The dam closing the PONT de la BARRE is to be constructed to maintain a level of water in the BASSIN de la BARRE as high as was maintained by the original gates.
b. The French now working on the site will be contacted to obtain from them all assistance practicable in the completion of the work.

"4. Project Number: This project will be referred to as Project Number Le11-P-7.

"5. Materials: Materials will be requisitioned from the construction Group Supply Officer, this Hq.

"6. Labor:
a. Troop labor and civilian labor requirements for the accomplishment of this Mission will be submitted to this Hq as soon as possible.
b. Civilian labor will be used to the maximum extent on this project if practical.

"7. Report: Reports will be submitted in accordance with directive titled "Construction Progress Reports", 22 Sept 44, this Hq."

The report from 1055th Engr PC & R Group on this work follows:

PROJECT LE 11 P 7

"This project was started, prior to the arrival of this unit in Le Havre, by the French civilian population, using the site as a deposit for debris being collected from the city proper.

"On 2 Oct 1944 this unit maintained a D7 dozer to distribute the spoil evenly over the area, and this operation was carried on until the 7th of Oct when all the material was stored on top of the fill previously placed until such time as project Le 10 P 6 was completed.

"On 16 Oct 1944, all of the stored debris was placed in the remaining gap and the dam completed.

"From 17 Oct to 31 Oct a dozer had been maintained to distribute the additional fill as settlement took place, and during this period the dam had been considerably widened.

"Man hours required during const.: 189 (to 16 Oct)
"Man hours required for maintenance: 297 (to 31 Oct)

"Equipment required:

1-D7 Dozer	16 days (to 15 Oct)
1-D4 Dozer	1 day (to 16 Oct)
1-D7 Dozer	15 days (17 Oct-31 Oct)

Maintenance of the dam constructed under the above project was continued until 19 December 1944.

The following is quoted from Construction Directive No. 10, same source, dated 27 September 1944, Subject: Closing of Bassin Vauban:

"1. Mission: The commanding Officer, 1055th PC & R G, is ordered to construct a dam in the lock between BASSIN VAUBAN and BASSIN de L'EURE in the Port of LE HAVRE.

"2. Specifications:
a. The dam is to be constructed to a height of 5.75 meters above datum. (See attached plan).
b. The dam must be constructed so as to prevent a drop in water level to less than 5.5 meters over a 24 hour period.
c. The destroyed bridge at the site will be used in the construction of the dam.

"3. Project Number: This project will be referred to as Project Number Le-10-P-6.

"4. Materials: Materials required will be requisitioned from the Construction Group Supply Officer, this Headquarters.

"5. Reports: Reports will be submitted to this headquarters in accordance with directive titled "Construction Progress Reports", 22 September 1944."

The report from 1055th Engr PC & R Group on this work follows:

PROJECT LE 10 P 6

"On 2 October 1944, operations were started on the Construction of the dam between Bassin Vauban and Bassin de L'Eure.

"This project called for the construction of a weir dam to maintain the water level in Bassin Vauban at 18.85'. The dam under project 11 P 7 was kept open until the dam in this project was completed in order to relieve the tidal flow in Bassin Vauban.

"The dam was constructed by means of a coffer dam built of three (3) 40" I beams on each side of the frame the first set was located 2.5 ft. above the bottom, the 2nd set was 2.5 ft above the first and the 3rd set was 11.65 ft above the bottom. These beams were supported by 40" sections spaced 2.0' from each end and 17'8" centers totaling 4 such vertical supports on either side.

"The two sections were spaced by 4 sets of 3-12" x 12" wide flange beams at the same location as the vertical supports referred to above. When all the frame work had been welded together the frame was raised by two 2 cu yd. Lorain Cranes set on either bank and set in final position in recesses in the Quai wall.

"The main bulkhead was composed of six sets of 7" x 3½" x 19.1# channels 19.0' long and 19.0' in height. Three sections were placed on each face of dam. When the tide was running out, into the direction of Bassin de L'Eure, the three sections were placed on the inside face of frame and the water pressure held it in position. Immediately after setting, fill was placed at the toe of sheets to hold them in position on the change of tide. On the next rise in tide the other end was placed and, upon completion, the innar core was filled with debris which had been stored for such use adjacent to the coffer dam. When the fill was raised to the required grade, and the water level in Bassin Vauban was at the required elevation, the gap in dam project 11 P 7 was immediately closed thus maintaining a constant water level in the Bassin.

"This operation was carried on and the project made ready for operational use on the 16 Oct 1944.

"Total man hours: 3069".

For the unloading of cargo and the berthing of coasters, large quayside areas were required. Construction Directive No. 29 of 29 September 1944 was issued under the Subject: Lighterage Berths—Bassin de L'Eure, quoted in part as follows:

"1. The Commanding Officer, 1055th PC & RG, is ordered to prepare the northwest side of the BASSIN de L'EURE for use by lighters.

"2. Location: The quays to be rehabilitated are the QUAI de la GUINEE and the QUAI de CAMEROUN. These two quays comprise the quayage from the lock into the BASSIN VAUBAN to the QUAI DE NEW YORK.

"3. Specifications:

"a. The one sunken craft at the QUAI de la GUINEE and the two sunken craft at the QUAI de CAMEROUN will be removed if a reconnaisance of the job shows that the removal would be practical.

"b. That portion of the QUAI de la GUINEE which requires the removal of a building in order that it can be made useable will NOT be cleared.

"c. All craters on quays will be filled and all debris removed from quays.

"d. The quays will be cleared to sufficient depth to permit handling and loading of cargo.

"e. Access roads will be cleared or constructed to permit movement of traffic to main traffic routes from the port area.

"4. Project Number: This project will be referred to as Project Number Le-21-P-12.

"5. Materials: Materials will be requisitioned from the Construction Group Supply Officer, this Hq.

"6. Reports: Reports will be submitted in accordance with directive titles "Construction Progress Reports", 22 Sep 44, this Hq.

In reporting on Project 21-P-12 the 1055th Engr PC & R Group furnished the following information:

"On 1 Oct 1944 operations were started on the rehabilitation of the Quay Guinee and Quay Cameroun, on the northwest side of Bassin de L'Eure.

"The work on the Quai involved the leveling of bombed buildings, clearing of the debris from these buildings and the roadways in the area. It was also necessary to clear all Quai areas of demolished equipment and material to provide suitable storage space. This area, as completed, was 1500 ft long by 200 ft width giving 300,000 sq ft of storage space.

"The bridge approach and bridge, connecting the Quai de la Guinee with the Quai du Cameroun, was repaired and put in operational condition. The damaged rail turnabout was re-aligned and approximately 100 lin ft of damaged rail was removed.

"There were nine large crater holes in the area which were filled and graded. Two (2) 500 lb. British semi-armor piercing unexploded bombs were dug out and removed.

"Four large craters in the Quai wall were repaired by means of Brick wall face and concrete backing to make suitable bond and the area leveled.

"During the enemy occupancy two Gantry Cranes were demolished and were submerged along side the Quai Guinee; these were raised by the diving section and the area adjacent to the damaged Quai walls was swept and examined for obstacles that would be a hindrance to berthing ships.

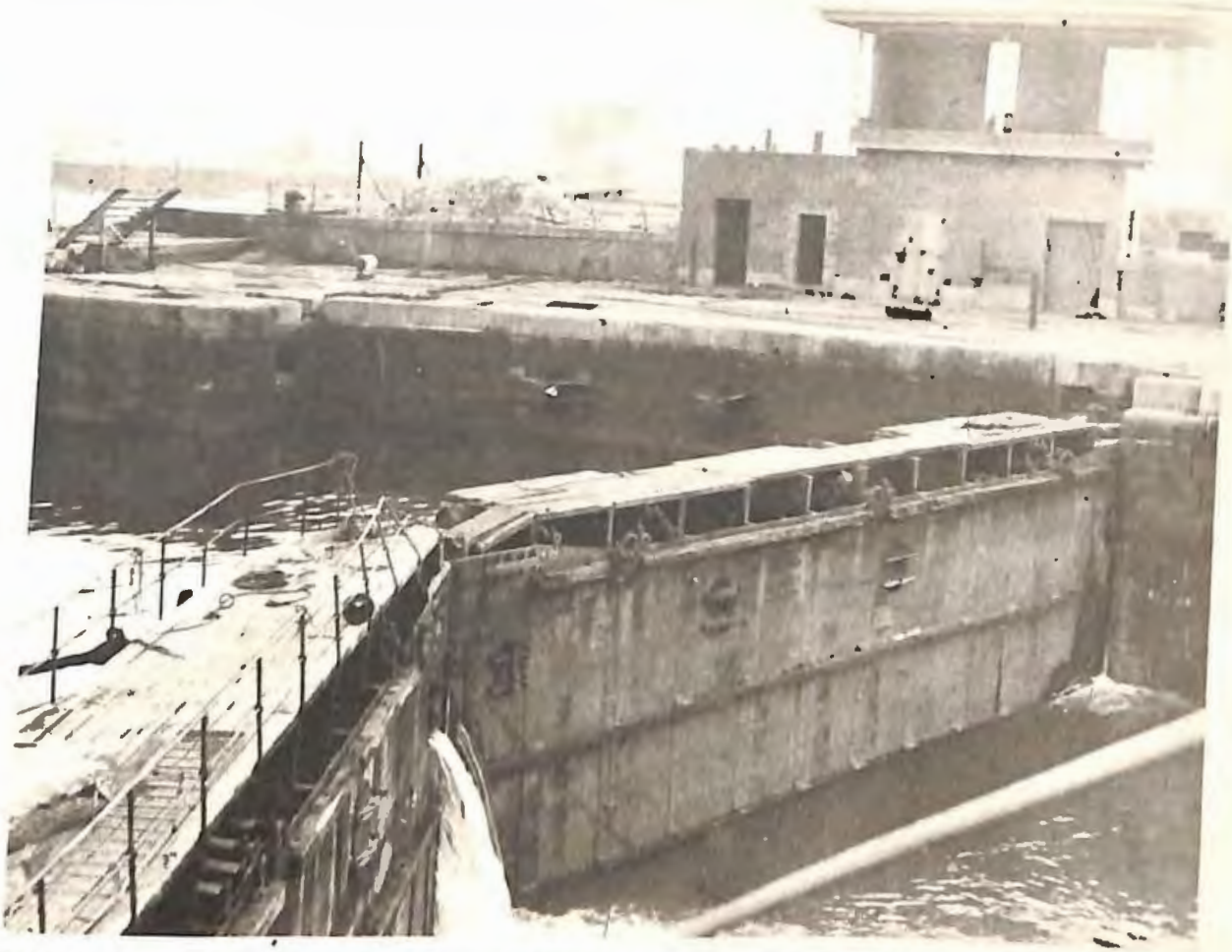
"All the work on this project was completed and the Quais put into operational use on 20 Oct 1944.

"Total man hours to date: 3110"

* * * * * *

One of the most outstanding single projects undertaken in rehabilitating the port of Le Havre was that of rehanging the gates of Lock Rochemont. This operation made the inner basins of the port of Le Havre usable again. The project was accomplished through the combined efforts of the 1055th Engr P C & R Group, the 332nd Harborcraft Company, French civilian contractors and Navy salvage personnel. Demolition of the lock by the Germans had made it completely useless, as was also the Transatlantique Lock; these two locks controlled the tidal flow into and from the inner basins. The Transatlantique Lock was dammed at the same time Lock Rochemont was being prepared for the hanging of new gates, which had been salvaged from a nearby drydock. Despite the difficulties encountered, such as, bad weather, underwater obstacles and a limited amount of handling equipment, the work was completed on 30 November only 3 days after the proposed date of completion, and the first Liberty ships passed through the lock on the morning of 16 December 1944, to be discharged at quayside. The quayage thus made available was chiefly in the Bassin de L'Eure.

* * * * * *



ROCHEMONT LOCK REPAIRED AND IN OPERATION.

Various other Construction Directives were issued by the 373rd Engr GS Regt to the 1055th and 1061st Engr PC & R Groups, and to the other units which had been placed at their technical disposition. Space limitations in this volume prevent a discussion of the projects required in rehabilitating the port of Le Havre and the work done by the individual units involved. However, the following extract from the Engineer Development Plan for the Port of Le Havre prepared by Engineer Detachment "A", dated 10 October 1944 summarizes the necessary Engineer work that was planned for a three-stage development program; the information in parenthesis after each Job No. has been added to this extract, showing information contained in a report on the status of each Job, as of 7 November 1944:

"ENGINEER DEVELOPMENT PLAN - PORT OF LE HAVRE

"1. Purpose: The purpose of this report is to present an engineer plan of development for the Port of LE HAVRE to a capacity of 10,000 tons daily discharging Liberty ships.

"2. References: Detailed descriptions of the condition of the port and a general outline of the port development plan are contained in "Engineer Development Plan - Port of Le Havre" prepared by this office, dated 22 Sept 1944.

"3. Plan of Development: The engineer plan of development as presented in referenced report is modified to include the following facilities:

"a. First Phase Development: Including that work already initiated and essentially complete:

Job #1 - Prepare 2,000 feet LST exit for the discharge of 8 LST's daily on the beach north of DIGUE NORD. The facilities here include 5 exit ramps, necessary cleared transfer areas, and circulating exit roads. Facilities are now usable.
(Status as of 7 November 1944: "Available for calm weather only. In use now.")

Job #2 - Prepare exit ramps for the discharge of eight (8) LST's daily on the beach adjacent to BOULEVARD CLEMENCEAU between JETTE PROMENADE and RUE FREDERIC. The facilities here include necessary cleared transfer areas and circulating exit roads. All of these facilities are now usable.
(Status as of 7 November 1944: "Available for calm weather only. In use now.")

Job #3 - Prepare one (1) DUKW exit at TERRE PLEIN, including necessary cleared transfer areas and circulating exit roads. These facilities are now usable.
(Status as of 7 November 1944: "Assigned to British Navy.")

Job #4 - Prepare one (1) DUKW exit on the beach on the south side of MOLE CENTRAL. The facilities here include one exit ramp, necessary cleared transfer areas, and road exits. All of these facilities are now usable.
(Status as of 7 November 1944: "In use now.")

Job #5 – Prepare 1,800 linear feet of lighterage berth along QUAY DE LA REUNION in BASSIN DOCK. The facilities here include necessary cleared transfer areas, and road and rail exits. 1,600 feet of these facilities are now usable. The remainder will be usable by 15 Oct 1944.

(Status as of 7 November 1944: "In use now (Six Coasters cap.)")

Job #6 – Prepare twelve (12) lighter berths along QUAI GENERAL LAFAYETTE and QUAI ROCHAMBEAU in ANCIEN BASSIN AUX PETROLES. The facilities here include necessary cleared transfer areas road and rail exits. All of these facilities are now usable.

(Status as of 7 November 1944: "In use now (Rail facilities available)")

Job #7 – Prepare 500 linear feet of coaster berth (suitable also for lighterage berths) along JETTEE PROMENADE. 400 linear feet of berth space is now usable. An additional 100 linear feet will become available upon the raising of a sunken vessel which, it is estimated, will be accomplished by 15 Oct 1944.

(Status as of 7 November 1944: "400 feet available. Not suitable in stormy weather.")

Job #8 – Prepare 2,000 linear feet of lighterage berth space along the quays of BASSIN DE L'EURE as shown on Incl. No. 1. Fifty percent of these facilities are now usable. The remainder will be usable by 15 Oct 1944.

(Status as of 7 November 1944: "Some quay space available, approx. 60%, work being done on balance.")

Job #9 – Prepare 300 linear feet of coaster berth space along QUAI D'ESCALE in ARRIERE PORT. These facilities are now usable.

(Status as of 7 November 1944: "Completed.")

Job #10– Prepare exit roads and railroads to serve facilities complete in jobs #1 to #9 as shown on Incl. No. 1. These facilities are now usable.

(Status as of 7 November 1944: "Roads all in use. Rail facilities completed in most; will be available by 15 November 1944.")

b. Second Phase Development, including those facilities now authorized and work initiated:

Job #11– Remove obstructions in canal and locks connecting BASSIN DE L'EURE and BASSIN FLUVIAL to permit passage of barges at high tides. Provide electricity for operation of lock gates and operation of swing bridge.

(Status as of 7 November 1944: "Doubtful as to date of completion.")

Job #12– Prepare 6,000 linear feet of lighterage berth space

AMMUNITION SHIP AFTER HITTING MINE IN OUTER HARBOR.

LE HAVRE HARBOR

BASSIN DE L'EURE - LE HAVRE

along the quays of BASSIN FLUVIAL and BASSIN VETILLART as shown on Incl. No. 1. It is estimated that 50% of these facilities will be usable on 1 Nov 1944. The remainder will be available on 15 Nov 1944.
(Status as of 7 November 1944: "Available upon completion of connecting locks, date doubtful.")

Job #13- Prepare floating dock of NG pontoons for berthing of four Liberty ships within AVANT PORT as shown on Incl. No. 1. It is estimated that these facilities will be useable by 5 Nov 1944.
(Status as of 7 November 1944: "Awaiting piling, none available of required length.")

Job #14- Provide electricity for operation of slide gate and remove sunken obstructions at the west end of the lock connecting BASSIN BELLOT and BASSIN VETILLART.
(Status as of 7 November 1944: "Date of completion doubtful. Salvage operations doubtful.")

Job #15- Raise and close gates in ECLUSE DE TRANSATLANTIQUE, raise sunken vessel, and place rubble as necessary to provide a dam. It is estimated that this work will be completed by 15 Nov 1944. A study is being made to modify French plans so as to complete this work soon after 1 Nov 1944.")
(Status as of 7 November 1944: "Completed by December 1, 1944.")

Job #16- Repair eastern lock gates in ECLUSE A SAS QUINETTE DE ROCHEMONT. It is estimated that this work will be completed by 15 Nov 1944. In the meantime, install caisson gate in eastern end of lock to insure wet operations in the interior basins, thereby stopping the failure of existing quays due to the hydrostatic pressures caused by tidal action. It is estimated that the caisson gate can be installed by 31 Oct 1944 and will be available for use elsewhere after 20 Nov 1944.
(Status as of 7 November 1944: "Completed by December 1, 1944. (Doubtful)")

Job #17- Repair lock gate to Seine entrance to CANAL MARITIME LU HAVRE at TANCARVILLE. It is estimated that this work can be completed by 15 Nov 1944.
(Status as of 7 November 1944: "No date set on completion.)"

Job #18- Provide 100,000 bbl of clear POL storage and repair the POL lines from BASSIN No. 1 to storage area. Provide decanting facilities as required. Facilities will be usable by 25 Oct 1944.
(Status as of 7 November 1944: "Project usable at present.")

Job #19- Construct single lane road and single line railroad bridge across CANAL MARITIME DU HAVRE at bridge site VI, and construct single lane road bridge across

CANAL MARITIME DU HAVRE at bridge site V. It is estimated that this work will be completed by 25 Oct 1944.
(Status as of 7 November 1944: "Will be completed by 15 November. Estimated date of completion-11 November 1944.")

c. Third Phase Development, including work recommended, but not yet approved for construction:

Job #20- Construct four Liberty Ship berths for unloading directly to rail by construction of Phoenix berth as an extension to MOLE CENTRAL (see Incl. No. 1). It is estimated that these facilities can be made useable by 15 Nov 1944, providing the Phoenixes are made available by 20 Oct 1944.
(Status as of 7 November 1944: "Doubtful as to completion due to unforseen obstacles in placing of Phoenix.")

Job #21- Expand NL pontoon floating dock constructed in AVANT PORT to accommodate six Liberty ships by removal of sunken vessel and the addition of pontoons and improvement of exit facilities. It is estimated that these additional facilities will be available by 15 Nov 1944.
(Status as of 7 November 1944: "Doubtful, lack of piling as in No. 13, Depends on completion 1 December 1944.")

Job #22- Provide four Liberty ship berths in BASSIN DE L'EURE by removal of sunken obstructions and improvement of exit facilities. It should be noted that the lighterage berths provided in Job #8 are thus utilized for Liberty ship berths as soon as caisson gate in ECLUSE SAS QUINETTE LE ROCHEMONT. is completed (estimated 31 Oct 1944).
(Status as of 7 November 1944: "Estimated time of completion 1 December 1944. Based on Project No. 15 and 16.")

Job #23- Provide six Liberty ship berths along quays in BASSIN BELLOT by utilizing NL lighter pontoons and the removal of sunken obstructions. It is estimated that this work will be completed by 15 Nov 1944 if approved prior to 15 Oct 1944.
(Status as of 7 November 1944: Not begun pending Navy decision and availability on NL lighter pontons.)

"4. Summary of Quayside Facilities: The quayside and beach facilities available for ship to shore unloading may be summarized as follows:

	Est. Daily Tonnage Capacity
"a. Facilities now available:	
(1) Beach exit for 8 LST's outside of breakwater.	(2,000)
(2) Beach exit for 8 LST's inside of breakwater	3,200
(3) 4,500 linear foot coaster or lighterage berth	4,500
(4) DUKW exits for 1,200 tons daily	1,200
TOTAL (exclusive of LST BERTHS outside of breakwater)	8,900

SHORE END SHOWING BAILEY BRIDGES

NAVAL PONTOON PROJECT - LE HAVRE - FRANCE

VIEW FROM END OF WHARF

"b. Additional facilities available 5 Nov 1944:

(1) 4,300 linear foot coaster berths (or lighterage)	4,300
(2) Four Liberty berths (NL pontoons)	2,000
TOTAL	6,300

"c. Additional facilities available 15 Nov 1944:

(1) 3,000 linear foot coaster berths (or lighterage)	3,000
(2) Four Liberty berths at BASSIN DE L'EURE (converted from previously developed lighterage space)	
(3) Twelve Liberty berths	6,000
TOTAL	9,000

"d. Total quayside and beach facilities available 15 Nov 1944:

(1) Beach exits for 8 LST's outside of breakwater	(2,000)
(2) Beach exits for 8 LST's inside of breakwater	3,200
(3) DUKW exits for 1,200 tons daily	1,200
(4) 9,800 linear feet coaster or lighterage berth	9,800
(5) 20 Liberty berths	10,000
TOTAL (exclusive of LST berths outside of breakwater)	24,200

"NOTE: The above tonnages can only be approached as mooring facilities for Liberty ships are made available and as facilities for transporting the tonnage away from the port are provided. The limited mooring space available inside the harbor and limitation of transportation indicate an optimum maximum of 10,000 tons per day provided by quayside facilities for 20 Liberty ships plus mooring facilities for 5 Liberties.

"5. Roads and Railroads: Adequate road and rail facilities are available for the discharge of 10,000 tons daily from the Port of Le Havre. All road exits are now useable, but will require improvements and maintenance. A description of the three principal highway routes east from Le Havre is given in Incl. No. 2. Useable road and rail exits from Le Havre east are shown on Incl. No. 3. A brief description of the railroad work follows:

"a. Single track service was available on 1 Oct 1944 between LE HAVRE and BEAUVAIS over the route LE HAVRE-FECAMP-BOSVILLE-MOTTEVILLE-FORGES-GOURNAY-BEAUVAIS.

"b. Double track service is now available between LE HAVRE AND BEAUVAIS with the exception of the bridge at MIRVILLE which is now single track with switch overs to two tracks on both sides of the bridge, and approximately twelve miles of single line track between GOURNAY and BEAUVAIS.

"c. The repairs to the MIRVILLE bridge to provide double track service will be completed by 1 Nov 1944.

"d. Attention is invited to the fact that considerable maintenance of the above routes is required and it is estimated that at least one battalion of an Engr GS Regt will be required until all settlement has ceased and rotten ties replaced.

"e. Sufficient yards at LE HAVRE have now been repaired to accomodate an estimated 4,000 tons daily rail shipment from LE HAVRE.

"f. The railroad line DIEPPE-FORMERIE-AMIENS is now being used by the British and has not been considered as available for U.S. use, Attention is invited to the fact that east-bound traffic from LE HAVRE need not pass through SEROUEX as, just west of this junction approximately three miles, there is a double track by-pass into FORGES-LES-EAUX. The use of this by-pass eliminates any possibility of congestion caused by the folding of U.S. military traffic with that of the British traffic through SEROUEX.

"6. Storage Areas: Approximately 1,400,000 sq. ft. of closed and covered storage space and 2,500,000 sq. ft. of open storage is available as shown on Incl. No 4. Approximately 50% of the available covered storage space is now being utilized as billets for U.S. operating personnel and it will be necessary to provide suitable winterized quarters for these troops if it is decided to discharge 10,000 tons daily through the Port of LE HAVRE."

"R-O-A-D-S

"1. There are 3 positive routes out of LE HAVRE loading eastward. These routes are as follows and in the order of priority:

"a. Route No. 1

"(1) N 14 eastward to the junction of N 29: This section of road is in excellent condition except in the vicinity of LE HAVRE where extensive excavation for water main repairs is in progress: Most of its distance is a three lane road and two way military traffic should have no trouble moving over this route.

"(2) N 29 to BAPAUME: This section is in good condition and with slight repairs to shoulders and drainage can be placed in excellent condition for two way military traffic.

"(3) N 37 from BAPAUME to ARRAS: This section is in excellent condition and does not need repair at this time.

"b. Route No. 2

(1) N 182 to DUCLAIR: This section is in good condition except in the vicinity of LE HAVRE where extensive excavation for water main repairs is in progress. Small repairs are needed on road surface. Roadway is wide enough for two-way traffic except at one bridge. Road shoulders are very narrow.

"(2) GC 143 - DUCLAIR - BARENTIN: Road is in good condition except for one small section. Two-way traffic can be run on it. Road shoulders are very narrow.

"(3) N 315, BARENTIN - PAVILLY: Road is in good condition and will handle two-way traffic.

"(4) GC 6, PAVILLY - N 28: Road is generally in good condition. There are no shoulders along road. At railroad overpass there is only one way traffic. Recommend only one-way traffic on road.

"(5) N 319, N 28 - N 15: Road is in good condition except for 5 bomb craters which need surfacing. Adequate road shoulders. Road will handle two-way traffic.

"(6) N 15, N 319 - GOURNAY: Road is in good condition except for occasional pot hole. Shoulders are adequate. Will carry two-way traffic.

"(7) N 31, GOURNAY - BEAUVAIS: Road is in good condition except for occasional pot hole. Shoulders are adequate. Will carry two-way traffic.

"c. Route No. 3

"(1) N 14, N 29, LE HAVRE - NEUFCHATEL: Same as Route 1.

"(2) GC 135, NEUFCHATEL - GAILLEFONTAINE: Road is in good condition except for occasional pot hole. Will carry two-way traffic.

"(3) N 319 & GC 124, GAILLEFONTAINE - FORMERIE: Road is in good condition except for occasional pot hole. Recommend only one-way traffic on road.

"(4) GC 124, FORMERIE - GRANDVILLIERS: Road is in poor condition. Over 50% of roadway needs extensive repair. Use for one-way traffic.

"2. At this time this office cannot set up definite traffic routes out of the port of LE HAVRE. This can be done however as soon as the needs of the Transportation Corps are known. In summing up it would be safe to say that there are adequate routes out of the port of LE HAVRE to handle the contemplated tonnage that is to be transported by truck. The repairs necessary to place the three suggested routes in condition are not extensive. Bridges are in good condition and are adequate for 70 tons. Other repairs to the surfaces, drainage and shoulders can be accomplished while the routes are in service."

The bi-weekly Estimate of the Situation for Detachment "A", Channel Base Section issued by the Office of the Chief of Engineer, Construction Division covering the period ending 30 December 1944 is a detailed report on the status of the jobs listed above as well as many others that were begun before the close of the year 1944. Because of its length, this report is not included in this volume. The following summary, however, will in some measure indicate the volume of work undertaken:

a. Railroads:

(1) 13 major projects were begun before the end of the year 1944, 9 of which were completed by 30 December.

(2) Total average labor employed per day during last two weeks of December:

U.S. Troops

Effective Number - 871
Gross Number - 1180

POW: None

Civilians: 495

b. Ports:

(1) 45 major projects were begun before the end of the year 1944, 10 of which were completed by 30 December.

(2) Total average labor employed per day during last two weeks of December:

U.S. Troops:
Effective Number - 1123
Gross Number - 1774
POW: None
Civilians: 495

c. General Construction:
(1) 38 Major projects were begun before the end of the year 1944, 10 of which were completed by 30 December.
(2) Total average labor employed per day during last two weeks of December:
U.S. Troops
Effective Number - 413
Gross Number - 761
POW: 10
Civilians: 164

d. POL, Highways, Utilities, and Miscellaneous:
(1) 10 Major projects were begun before the end of the year 1944, 3 of which were completed by 30 December.
(2) Total average labor employed per day during last two weeks of December:
U.S. Troops
Effective Number - 137
Gross Number - 190
POW: 10
Civilians: 491

SECTION IV

THE SUB-PORT OF ROUEN

A detachment from the 16th Major Port was directed to proceed to Rouen and operate it as a sub-port under the Command of Lt. Colonel D.K. MOORE. Accordingly, an advance party of six officers and six enlisted men moved to Rouen on 7 October 1944. The main body of the detachment arrived on 12 October, thus bringing the strength of the sub-port to 11 officers and 30 enlisted men. Arrangements were made for housing various Port units which were to follow. The U.S. Army and Navy jointly occupied a headquarters, due to fact that both units were small.

The port of Rouen was found to be in fair condition. The quays as a whole were not damaged greatly but sunken wrecks made them unusable. The Germans had destroyed all of the port's permanent cranes. The storage space was excellent, both covered and open. The sheds needed to be cleared of debris. The French, and U.S. Army and Navy personnel were all engaged in salvage operations in order to reopen the port as soon as possible. The procedure which was followed in providing personnel was to use as many civilians as possible in order to help stabilize the financial condition of the city of Rouen. The civilians were very cooperative in helping the Port reach its goal.

On 15 October 1944, the port of Rouen was opened officially by the Mayor during a ceremony at the quayside where the first two ships were berthed — the "Empire Cape" and the "Marie". These were coasters from the United Kingdom carrying a cargo of POL.

After four days of operation under the 16th Major Port, the 11th Major Port moved into Rouen with several attached units to operate the port. The 11th Major Port began operations at Rouen on 20 October 1944.

During the four days of operation under the 16th Major Port, this subport discharged 3,047 DW tons of cargo and cleared from the port 1,942 tons, by road. The rail facilities were not in operating condition. The major portion of the cargo discharged was POL, other items consisting mainly of miscellaneous stores for the various Services.

The 16th Major Port personnel of the detachment at Rouen returned to Le Havre on 31 October 1944.

SECTION V

OPERATIONS

ADMINISTRATIVE

Coordination and administration of the various activities of the Port of Le Havre were the primary missions of the 16th Major Port, under Colonel THOMAS J. REED, who was also designated District Commander as well as Port Commander. With the departure of the headquarters of Channel Base Section from LeHavre, the duties of the 16th Major Port were increased considerably.

Under the 16th Major Port, the administrative phase of operations at LeHavre were carried out strictly in compliance with Transportation Corps Manual "The Major Port (Overseas)". Thus, standardized procedures were used in relation to unloading craft, loading carriers, storage, and the operation of transfer points.

Headquarters Section

A list of the various Headquarters Sections of the 16th Major Port is given in Section II. The following extracts and summaries are indicative of the principal problems reported:

Planning and Liaison Section

"Supervises plans and training program and makes necessary studies of all directives from higher command and correspondence from adjacent commands, both Allied and U.S., to make recommendation to Port Commander as to action" (Quoted from: The Major Port (Overseas) Manual, dated 6 June 1944.)

The following is quoted from the Planning and Liaison Section's Historical Report of 6 January 1945:

December 1944

"Due to the dispersal of the personnel of the 16th Port throughout the area executing specifically assigned duties, the P & L Section has not functioned strictly in accordance with SOP. Accordingly, the work of the Section has fallen into the following main categories:

"a. Coordination, distribution and preparation of routine operational reports.

"b. Maintenance of up to date wall location chart covering operations and indicating ship berthings and anchorages.

"c. Preparation of sundry charts for use of other sections.

"d. Continuous contact with all operations as basis for preparation of conducted tours of port area for information of visiting officers from higher Headquarters or prominent civilian officials from USA.

"e. Liaison activities with French Naval and Military Has. direct and through French liaison officers.

"f. Conduct of weekly meetings of security agencies, US and French.

"g. Cooperation with all US Forces and French Services, military and civilian, with respect to air raid precautions.

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"Considerable complications having developed with respect to casual groups of French and other personnel arriving at and departing from the port, much was accomplished through liaison in channeling these so as to avoid overlapping control."

"Difficulty having been experienced in liquidating payment for a large volume of work performed and material furnished by the French Line to the Army since its arrival in Le Havre, matter was fully investigated and measures taken to clear up outstanding items and set up an authorized procedure for the future."

Office of the Port Transportation Division

"The Superintendent of Port Transportation is responsible for the operation of all movement control within port area and to first supply dumps via rail and motor transport, or other means. Maintains traffic reports, records and documentation. The operations are divided as follows: Troop Movement and Passenger Section, Freight Section, Transit Accounting Section." (Quoted from: The Major Port (Overseas) Manual, dated 6 June 1944.)

The following is quoted from the Office of the Port Transportation Division's Historical Report of 2 December 1944:

"Some difficulty has been experienced in the obtaining of sufficient freight wagons for movement of freight and in the placing of shunts. At this date considerable improvement is being shown in receipt of wagons and steps have been taken to obtain additional Switch and Road Engines."

The Historical Report of the Port Transportation Division dated 1 January 1945 indicates that during the month of December 1944, difficulty was still experienced with the problem of obtaining sufficient freight wagons. However, towards the end of December, considerable improvement was being shown.

Office of the Director of Port Services

"Supervises the operations of all Administrative and Service Sections

of the Hq. and Hq. Company, under the direction of the Port Commander. (T/O & E 55-110-1)

"Administrative Sections: (1) Adjutant General; (2) Special Service and Army Exchange; (3) Claims, Duties, and Imports; (4) Finance; (5) Fiscal and Procurement; (6) Intelligence and Public Relations"

"Service Section: The following Service Sections operate under the control of the Director of Port Services, and cooperate with the Director of Operations in handling freight through the Port peculiar to their service, maintaining liaison with their respective Chiefs of Service; (1) Army Air Forces Section; (2) Chemical Section; (3) Engineer Section; (4) Medical Section; (5) Quartermaster Section; (6) Ordnance Section; (7) Signal Section; (8) Transportation Supply Section" (Quoted from: The Major Port (Overseas) Manual, dated 6 June 1944).

The following is quoted from Historical Reports of the Office of the Director of Port Services dated 2 December 1944 and 4 January 1945.

November 1944

"During the month there was experienced a shortage of railway cars for Port clearance....

"In general, the condition of cargo handling equipment (cranes, tractors, etc.) is poor due to lack of spare parts and poor maintenance provisions. Corrective action is being taken by exerting pressure on Engineers to get parts from US and by organizing maintenance sections under M&R, Port Operations."

December 1944

"Due to congestion in forward areas, certain depots have been recently placed under embargo for shipments from this port.. In addition, the recent policy of the OCOT regarding rail transportation, places a limit of 800 cars as the maximum which may be kept loaded in the yards of this Port Area at any one time.

"During the month, there was evidence of improvement in the situation regarding available empty cars and locomotives."

Office of the Port Ordnance Officer

"Acts as technical advisor to Port Commander on all matters pertaining to identification, movement and distribution of Ordnance cargo" (Quoted from: The Major Port (Overseas) Manual, dated 6 June 1944).

The following is quoted from Historical Reports of the Port Ordnance Officer for the months of October, November, and December 1944:

Ocotober 1944

"During the initiation of Ordnance operations, almost immediately the beach was cluttered with landed vehicles for which there was no Ordnance personnel yet arrived in the Port to service and evacuate. An emergency crew was formed con-

sisting largely of personnel from the Ordnance Section of the 16th Port. Working anywhere from 12 to 18 hours daily through a two week period, this small crew of 18 men kept the beaches clear of vehicles until regular servicing and evacuating crews could be organized from newly arrived Ordnance specialist personnel."

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"Among the vehicles landed were a number of knocked down Ordnance trailers. These were assembled with emergency crews under Ordnance supervision and outloaded with boxed cargo, thereby reducing the demand for truck transport. The labor required to perform the assembly work did not hamper other operations as the assembly work was done in slack periods when the labor would otherwise have been idle."

November 1944

"Among other items of Ordnance cargo landed were a quantity of boxed Ordnance semitrailers which were assembled and coupled to fifth-wheel tractors landed as cargo. These trailers were loaded with cargo enroute to the same destination as the vehicles. Included in cargo so handled were a sizeable number of 80 inch gun tubes and howitzer tubes which were quickly required in forward areas. They normally would have been loaded on rail wagon flats but, because of the wagon and locomotive shortage which existed during November, it was found more expedient to load them on these semitrailers, thereby saving a week to ten days in the time required to reach destination.

"For November Rouen and Le Havre combined had a ground ammunition quota of 60,000 tons. Of this only 42817 tons were dispatched forward. The deficit of 17183 tons was accounted for by two major events, viz., the sinking of the SS OVERLAN which seriously delayed 5000 tons, and a shortage of both rail wagons and long haul locomotives which became more and more aggravated as the month drew to a close. This latter can be charged with responsibility for 12000 tons of the 17000 ton November deficit in the ammunition quota.

"The car shortage situation was further aggravated by an inability to get shunts made within a reasonable time after the request had been placed. In the more flagrant instances loaded cars of ammunition were permitted to stand without being moved from the loading platform for as long as six and eight hours after the request for the shunt had been placed.

"The dispatching of wheeled vehicles from the Port area has been facilitated by the establishment during November of Depot O-648 in what is known as the Dye Works. As Wheeled vehicles are discharged on the beach, they can now be towed to the O-648 where they are waybilled to the Depot and the Port is immediately relieved of that much cargo responsiblility.

December 1944

"At the height of the German break-through in Belgium, certain types of ammunition were badly needed for immediate use in repelling the German advance. Included were some 2.36" rockets intended for the two divisions thrown in front of Liege to protect the large ammunition depot at that point. These

rockets were in the hands of the using troops. The trucks began to leave within six hours after ammunition started coming off the ship. Certain items of small arms ammunition were handled by red ball rail movements for similar urgent needs during the closing days of December."

Fiscal and Procurement Section

"Receives, checks and certifies all accounts, supplies and services contracted by other sections of Port.

"Keeps records of allotted funds, disbursements and procurements.

"Keeps all records of expenditure of Port and ascertains and obtains proper authority for same". (Quoted from: The Major Port (Overseas) Manual, dated 6 June 1944).

The following is quoted from the Fiscal and Procurement Section's Historical Reports dated 2 November 1944, 1 December 1944 and 3 January 1945, covering the months of October, November, and December 1944:

October 1944:

"Many problems have arisen during October due to the existing regulations not specifically covering these emergencies, and due to the French not effecting a change over to the "Reciprocal Aid" plan as contemplated by Com. Z. Headquarters. It has been necessary for Capt. DOELL to visit Com. Z. Hqs. to obtain definite instructions on many of these problems as follows:

"a. Procedure for making payments since regulations in SOP - 10F, dated 13 Spetember 1944, established limitations of $100 on purchases and services. This could not be adhered to as French had not established offices for this purpose. The GPA, Com. Z. Hqs., granted special dispensation for these payments to the undersigned.

"b. Many difficulties were experienced on established wage rates for this zone. Rates were approximately 30% lower than those used by civilian firms and definitely not consistent with established prices, thus resulting in loss of many employees. New rates were given this office on 30 October 1944, after visiting Ministry of Labor in Paris, Regional Inspector at Rouen, and the local Labor Inspectors of this city. The French Labor Office is not yet in position to take over the payment of civilian labor employed by U.S. Forces and as directed by Hq. Com. Z., nor do they anticipate doing this until 1 Jan 1945.

"c. Due to increased activities at this Port, and a critical shortage of vehicles, it was necessary to hire civilian drivers and private vehicles. This has greatly alleviated this condition."

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"e. Several problems developed over the hiring of nineteen Dutch employees relative to rate of pay and rations. There is no provision made for dependency allowance for civilians of other occupied countries working in France and will not be until those governments effect some form of mutual agreement

to this end. During the interim, it will be necessary for them to be hired through the French Employment Office, also accepting the rates as set forth for French civilian employees. Rations must be obtained from French sources, and these problems referred to Civil Affairs Office as advised by Civilian Labor Office, Com Z. Hqs.

"f. Particular attention is invited to the fact that after visiting many of these offices and officials where offices were not established, it was found that the French had never received the instructions from higher authority as related to their specific jobs under the new procedure. As of this date all this information filtered through channels to these French organizations and difficulties are expected for many weeks, all of which must be solved, individually.

"5. Shortages of dock labor has been supplemented by use of civilians, this payment made by the French on Reciprocal Aid basis, to be certified regularly by this office as to services performed.

"6. In compliance with directives set forth in SHAEF Memo #6, dated 14 April 1944, and SOP - 10F, dated 13 September 1944, Hqs. Com. Z., this office has advised all sections that only those requests for materials which are absolutely necessary should be placed on this office, the quantities kept at a minimum due to critical shortages of materials also vitally required for use by the French."

November 1944 :

"New wage rates effective 30 November 1944, were received and put into use as of that date. French labor authorities are taking over the administration and pay of all Civilians of this Command commencing 1 December 1944. This office will make its last payment to Civilians on 5 December 1944, to include the month of November. The contemplated change-over will ease the pressure of work on the existing personnel of this Section and release the two officers and five men for procurement and contract work. This office has already met with the authorities effecting the change-over, An SOP agreeable to both parties has been set up and will be followed as closely as possible.

"Local procurement of supplies and equipment have been effected during the month for this organization and attached units. The usual amount of difficulties have been encountered, but are slowly ironing themselves out. The office of "Services d'Aide aux Forces Allies" and sub-offices "Inspection de la Production Industrielle", and "Ponts et Chausses" have been permanently set-up and at this writing are attempting to fulfill our local needs. Numerous meetings with the above mentioned organizations have tended to knit closely the operations of all concerned.

"At the present time, Capt. F. C. Doell is on temporary duty at Com. Z. Hqs. discussing the reimbursement of Stevedore Companies utilized by the 16th Port in the past two months. The General Purchasing Agent, Com. Z., is expected to render a decision that will serve as a guide for all such contracts in the future."

December 1944 :

"Actual payment of civilian labor was taken over by French Labor Office

as of 1st Dec. and first payment was made 23 Dec. for period 1st to 15th Dec. inclusive. Due to lack of experience in this work, this newly formed bureau suffered considerable difficulty in correcting the many errors on the first payroll. This office has worked closely with the Local Labor Office and it is believed there should be a substantial improvement for the next payment.

"The first payment of civilian drivers by the Ponts et Chaussees on Dec. 1st was well coordinated and little difficulty was experienced. It was agreed these employees would be paid monthly in the future. There appears to be some dissatisfaction among the drivers regarding rates paid by the Ponts et Chaussees and it is expected that some adjustment will be made.

"Partial reimbursements were made the Port Autonome during the month for stevedoring services rendered since 16 October. Full payment is expected within two weeks, after which the Port Autonome will be reimbursed semi-monthly

"A satisfactory procedure was established with the Compagnie Generale Transatlantique and the Ingenieur du Genie Maritime whereby a monthly demand would be placed to cover all minor repairs required by Port Marine Maintenance Section. Large projects will be regularized by separate demands. It is believed with this procedure, prompt and accurate payment can be effected.

"During the month of December, 141 "Demands" were placed on the French authorities representing repairs, labor, services and supplies for Port installations, District, and attached units.

"Effort was made by this office to secure the necessary records from CBS in order to pay civilian employees and chauffeurs with cars employed by that organization before leaving Le Havre. Civilian employees will be paid on or about 5th January, but this office has not received the necessary information for paying civilian chauffeurs with cars as requested."

Claims, Duties, and Imports Section

"Investigates and handles all claims, in conjunction with Base Section Claims Officer and Chief of Claims Service.

"Responsible for maintaining all accounts and records of duties and imports and customs regulations of country in which port is situated. All agreement regarding customs and imports with other than U.S. Agencies must be submitted to Port Commander through the Inspector General". (Quoted from: The Major Port (Overseas) Manual, dated 6 June 1944).

The following is quoted from the Claims, Duties, and Imports Section's Historical Reports of October and November 1944:

October 1944

"After a series of conferences with Capt. C.L. Hampton, Claims Team #17, Headquarters, Channel Base Section, in the early part of the month, it became evident that with the rising increase in traffic accidents certain instructions should be sent to the Unit Claims Officers of the attached units of the 16th Major Port. Accordingly, on 19 October 1944, Standing Operating Procedure,

Memorandum #14, was published. However, as it was still found that mistakes and omissions were being made in the preparation of Form 264 and allied papers a Check List, Supplement No. 1 to Memorandum #14, 19 October 1944, was prepared and sent to attached units on 26 October 1944. In the Check List were listed 28 questions covering practically all phases of claims procedure.

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"In a recent fatality case involving a U.S. truck driver and a French civilian cyclist, two separate sketches on successive days had to be made of the scene where the accident occurred. The American version of this accident was quite dissimilar to the versions given by the French witnesses. Added to this great amount of detail, has been the burden of taking statements from French civilians in the French language. This work requires the additional services of a French interpreter and a French stenographer, who are requisitioned from other sections when needed."

November 1944 :

"The status of claims of French civilian workers employed directly or indirectly by the 16th Port has always been somewhat of a problem. In this connection and also in regard to securing SOPs and ARs pertinent to Claims Procedure, Lt. [illegible]. Golido made a visit to Com Z Headquarters in Paris, 6 November 1944. In the discussion that followed, it was brought out that sometime in the near future a new development could be expected relative to payment of wages and workmen's compensation claims to French civilian workers. Instructions were received that the Claims Section, this Headquarters, was to keep in touch with the office of Inspecteur du Travail of the Le Havre District with regard to the new development. These were followed, and a conference was held the week of 26 November. Monsieur I. Botet, former Inspector of Labor for the Allies in this area and now Inspecteur of Labor for the French Minister of Work, [illegible]. Parodi, informed our Claims Section that the French Provisional Government would take over the complete payment of wages and workmen's compensation claims of French workers beginning 4 December 1944. Mr. Botet stated further that, beginning with the effective date, the allied forces in this area would be relieved of the necessity of reporting any accidents to workers. The French firm or civilian worker wil automatically be compelled to report direct to the proper French authority all accidents which occur.

Attached Units

In addition to the Engineer organization referred to in Section III, units from other branches of the Service were also attached to 16th Major Port for the performance of their regular duties as a Service; all of these were under 16th Major Port Command in addition to the Transportation Corps units assigned. Appendix No. 1 lists the units assigned or attached as of 30 October and Appendix No. 2 gives the 16th Major Port Station List as of 31 December 1944. The following extracts and summaries indicate briefly some of the main problems reported:

103rd Port Marine Maintenance Company

Marine maintenance in the port was handled by this unit, using a part

of the facilities of the "Compagnie Generale Transatlantique" (French Line) which, before the war were used for making repairs to ocean liners. Without outstanding difficulties, the 103rd Port Marine Maintenance Company made all types of repairs to the various ships entering the port. The tasks performed included electrical, mechanical, plumbing, welding, refrigerator, carpenter, and machine shop work, as well as diving and rigging.

162nd Ordnance Battalion

Vehicle maintenance was handled largely by the 524th Ordnance Heavy Maintenance Company, which was later assigned to the 162nd Ordnance Battalion. The chief difficulty encountered by the former was the lack of spare parts. The situation was met, as well as possible, by two expedients: (1) "Cannibalism" or the removal of parts from salvaged vehicles using a platoon of men assigned to this task, and (2) the appointment of a non-commissioned officer to act in liaison capacity and represent the unit at the nearest Ordnance depot supplying parts. The arrival of the 162nd Ordnance Battalion relieved to a great extent the serious need for complete vehicle maintenance. The battalion also took over the duty of handling, with the aid of TC Port Battalion Personnel all ammunition passing through the port. Ordnance Bomb Disposal Squads attached to the battalion sorted captured German ammunition for use by Allied troops. Motor vehicle assembly units attached to the battalion began operations in a plant which had already handled over 15,000 tons of vehicles brought ashore in the port. These vehicles, crated for the ocean voyage when brought ashore, were uncrated and assembled in this plant.

In order to avoid sending these newly-assembled vehicles to depots in Paris empty, in cooperation with the port postal officers it was arranged to have them loaded first with mail. (This was also done with rolling equipment removed from LST's which was scheduled for the front but not loaded).

Port Battalions

The enormous amount of manual labor required to operate the Port of Le Havre was furnished to a great extent by the Port Battalions and Companies, whose primary duties were to unload cargo from ships and to perform the miscellaneous related tasks, including: signaling; crane, tractor, and winch operating; rigging, splicing, checking, and identifying cargo; also, providing maintenance for ships' gear and for dock and pier apparatus, including coopering, blacksmithing, electrical welding, rigging of guest warps, and operating fork lifts, tractors, and cranes. To perform these numerous tasks, Port Battalion personnel worked in 12-hour shifts during a large portion of the time with a seven-day week.

The employment of French civilians in the unloading of ships, in warehouses, and in clean-up operations reached a point where by 31 December, 4000 French laborers were employed at Le Havre. One of their principal jobs was to assist the Port Battalions with the unloading of DUKWs, either to railroad cars or motor trucks, or into sorting sheds, warehouses, or platforms.

Amphibian Truck Companies

The principal problem of the "DUKW Companies" was the necessity for using worn-out equipment and the existence of inadequate facilities and spare parts for vehicle maintenance; as high as 76 percent of their vehicles were dead-

lined for these reasons during a part of November. For example, the 818th Amphibian Truck Company reported on 3 December 1944:

"The great problem of the unit is its worn-out equipment. Many of our vehicles have the equivalent of 70,000 miles. This fact plus the gross shortage of parts at Le Havre is forcing us into no better than 40% operation of our present 30 DUKWs. This percentage is decreasing. On the basis of 50 T/E Amphibian vehicles we are at 24% efficiency. The shortage of parts and skilled personnel (explained in par 7), is offsetting the potentialities inherent in better facilities and methods.

"An attempt is being made at this writing to alleviate the parts shortage. 1 Officer and 9 EM left Le Havre with 1 DUKW and a 10-ton wrecker for Montebourg in Normandy where there is a large Dukw salvage yard. Their mission is to strip all good parts available from Dukws at this place, including 2 motors.

"In addition they will bring back 3 repaired Dukws from the 191st Ordnance Battalion."

Vehicle parts, such as manifolds, carburetors, and rudder cables were hard to replace; these were the parts which frequently required replacement due to the corrosive action of salt water. Rudder cables were of too narrow guage to wear under long strain. A "cannibalism" plant was set up in Le Havre as a desperate measure to remedy the situation. Various other expedients were also devised; for example, propeller strut bearings were made from applewood and rudders were made from scrap steel. Other difficulties encountered consisted of a lack of unloading equipment which resulted in DUKW's "jamming up" at unloading points; this situation was later remedied to some extent by the arrival of new equipment. Lack of warehouse space for unloading cargo was initially encountered but later the situation was eased by the expansion of these facilities. And, lastly, the weather had its hampering effects on the operation of DUKW's because of the inherent operating characteristics of this type of craft.

Harborcraft Companies

These units were assigned duties in connection with the handling of troop ships, LST's, and Liberty ships. They also handled various harborcraft such as motor launches, floating cranes, small craft and "sea mules"; the latter was a multi-unit craft consisting of at least two ponton units and two propulsion units, having marine internal combustion engines, drive shafts, and propellers. They were particularly useful in the maneuvering of large cargo vessels or were fastened to barges as tractors. The principal difficulties encountered by Harbor Craft Companies were from lack of equipment, maintenance facilities, and spare parts for repairs to deadlined craft.

1044th Engineer Gas Generating Unit

Production of oxygen and acetylene gases for use by Engineer units operating in the port was supplied by the 1044th Engineer Gas Generating unit. The following extract from their Historical Report of 2 December indicates the extent and nature of their problems:

DUKWS LANDING RATIONS ON THE BEACH BASSIN DE MARÉE, LE HAVRE

AMMUNITION UNLOADED FROM DUKWS TO RAILWAY CARS AT COTTON WAREHOUSE SIDINGS. LE HAVRE

DUKWS LOADING SUPPLIES DIRECTLY TO RAILWAY CARS LE HAVRE

DUKWS IN OPERATION IN LE HAVRE PORT AREA

"Minor supply problems halted production of both oxygen and acetylene several times during the month. However, at all times the unit was able to produce sufficient quantities of both gases to meet the demands of supply.

"Acetylene production was halted temporarily several times due to the lack of diesel fuel at the POL Depot. Production was resumed each time by borrowing fuel from other organizations. At the present time, production of acetylene is at a standstill, due to the lack of calcium carbide of correct technical size carbide within the district, carbide is now being trucked from Cherbourg.

"Oxygen production is still hampered by the lack of white gasoline. Each oxygen generator has had to be shut down for four or five day periods to perform power-plant overhauls. These overhauls are increased in frequency and valuable spare parts are used when leaded gasoline is used.

"The unit has overcome the problem of enormous quantities of lime in the water of Le Havre. Lime clogs the lubrication system of the oxygen compressors and the water distilling apparatus. Large barrels have been installed to catch rain water for use in the distiller and oxygen compressor.

"The oxygen plants are now in excellent condition, due to the fact that preventative maintenance is stressed and practiced to the extreme. The plants are also sheltered within a building. Better and continuous care can be given to the plants when personnel and the plants themselves are not exposed to the weather elements during operations."

1596th Engineer Utilities Detachment

The following is quoted from their 1 November 1944 Historical Report:

"c. Obstacles: The principal obstacle encountered was in the form of lack of sufficient or proper materials. No German engineer depots were to be found in this vicinity, as they were found in Brittany. Our organization being small and the emergency work imperative and over a wide vicinity made for a labor shortage. This obstacle was partly overcome by the employment of Dutch and French labor. The language difficulty entered into the picture at this stage and hampered things to some extent. The press of time was an obstacle due to the fact that everyone wanted their project started immediately and completed at once or action was demanded upon short notice or no notice at all. The shortage of transportation was an obstacle not to be overlooked. The 16th Port had in operation for their duties two of our vehicles that could have been used to advantage by sections of this organization."

On 3 December they reported:

"c. Obstacles: The greatest obstacle encountered was the lack of coordination of a lighting plan for the port. All liaison accomplished had to be performed by this unit instead of higher headquarters which made situations difficult, as this organization did not have the authority to make decisions. Unreasonable demands were made for lighting at short notice. Old

and worn wire was the cause of innumerable short circuits. In the face of these obstacles we were hampered by continuous rain. Improper and insufficient tools and material were an obstacle. The shortage of tires and tubes for vehicles has deadlined vehicles when they were needed badly.

2nd Postal Regulating Section

"The greatest volume of Christmas mail in the history of the Army Postal Service reached all the ports on the Continent and Le Havre was not an exception; the unloading and sorting were but minor tasks. The main objective was to see that all parcels intended for Christmas delivery were in the hands of the troops on or before Christmas day. Many obstacles beyond our control arose, the primary one being lack of transportation. Another block in our plans was the fact that almost during the entire month the priority accorded to the mail was not high enough as many unforeseen emergencies caused other items to be given perference. Despite all this and with 100% cooperation of the Operation Division of the 16th Major Port, we managed to dispatch to the troops more than 80% of all parcels received and about 95% of all letter mail. The situation has eased somewhat at this time and in a few days there should be over a 90% turnover of all mail daily."

Plan of Operations

On 23 October, the following "Detailed Plan of Operations for Cargo Discharge and Clearance of the Port of Le Havre" was forwarded to the Commanding Officer, Channel Base Section, from Headquarters, 16th Major Port:

"SUBJECT: Detailed Plan of Operations for Cargo Discharge and Clearance of the Port of Le Havre.

"TO : Commanding Officer, Channel Base Section Communications Zone, APO 228, U.S. Army.

"1. The mission of the Port of Le Havre is to achieve and maintain an average daily discharge from ships of 9000 DW Tons of miscellaneous supplies exclusive of POL and solid fuels. In attaining this tonnage it is necessary to keep port clearance abreast of unloading at all times since covered storage facilities do not exist except those essential to minimum intransit storage for routine port clearance. The crux of the Port's capacity is its ability to clear, the means for which is the responsibility of higher authority.

"2. To attain this objective the following schedule of continuous discharge of cargo has been projected, viz:

LIBERTY SHIPS

NO. of Ships	Supplies	Ave. DWT Per Day	Total DWT Per day
5	Ord. (Principally ammunition)	700	3500
4	Quartermaster	600	2400
	COASTERS		
8	All Classes	400	3200
	Aggregate Average Daily Discharge		9100

Attention must be called here to the fact that for continuous discharge lighting of piers and warehouses is essential. We are dependant on the City of Le Havre for this. It has assured only enough coal to include Oct. 31, 1944. Eighty tons of coal, I understand, are needed daily to assure this service.

"3. With existing facilities and assuming the completion of approved engineering and marine projects within thirty days, vessels may be aberthed at and discharged from docks and anchorages and along beaches in the port area, as follows:

"LIBERTY SHIPS

"Eng. Job #	Location	Berths"
13	Floating Dock, Avant Port	4
20	Phoenix " Mole Centrale	4
22	Bassin de L'Eure	2
12	" Vetillart	4
23	" Bellot	6
	Total Liberties	20

COASTERS, LIGHTERS and BARGES

5	Bassin Dock	6 Coasters
6	Anc. " aux Petroles	16 Barges
7	Jettee Promenade (not useable in bad weather)	2 Coasters/ Lighters
8	Bassin de L'Eure	2 Coasters
9	Quai d'Escale (doubtfull use due to small size and distance from warehouses)	1 "
12	Bassin Fluvial	4 Lighters
	Total Craft	31

LST's ON BEACH LANDING

1	Ramp North of Digue Nord	8 Craft *
2	" South " " "	
	(a) Brise Lames	2 "
	(b) Boulevard Clemmenceau	4 "
	Total LST's	14

*Unuseable in winter weather

"DUKW RAMPS

"The plan for the development of the port further contemplates discharge by DUKW, LCT, LBC BARGE AND/or LIGHTER of four (4) Liberty Ships from anchorages to be provided in Bassin Maree Darse Nord.

"4. It is emphasized that at the date of this writing, port reconstruction and clearance are still incomplete. A full utilization of existing dock facilities presently produces daily discharge of 3,500 DWT. This tonnage is discharged at:

a. Bassin Dock via Coaster

b. Bassin de L'Eure via coaster

c. Mole Centrale, via Ducks, LBV and barge from four Liberty ships anchor at Bassin Maree.

"When and as the facilities listed in paragraph 3 above are completed, full advantage will be taken of their tonnage potentialities.

"5. It is impracticable to offer, at this time, an inflexible plan of port operation to be rigorously adhered to, due, as we have noted above, to non-completion of port repairs, shortage of man-power, equipment and especially due to inadequate facilities for port clearance. As the Port Commander and his operatives are able to forecast developments at the moment, it would appear that the initial plan, whereby 9,000 tons of cargo per day can be achieved most expeditiously, would be to unload four Liberties in the Bassin Vetillart two in the Phoenix installation on Mole Centrale, two in the floating dock installations in the Avant Port and one or two perhaps in the Bassin de L'Eure. In addition, unloading would continue from Liberties moored in the Bassin Maree by means of Ducks and lighters. Simultaneously it would be necessary to discharge approximately eight coasters and small craft daily from Bassin Dock and Bassin de L'Eure.

"6. This then, due to status of port rehabilitation and port clearance, must be considered the initial and basic plan of discharge at the port of Le Havre, but the plan would have to be, and has been kept sufficiently elastic to be altered on a moment's notice to adapt operations to local conditions.

"7. POL, in bulk, will be discharged out of tankers in the Bassin (#1) Aux Petroles on Digue Charles La Roche, where unloading facilities are practically complete; piped from thence to three large storage tanks located on Rue Christophe Colomb, where decanting facilities are being installed. This will provide storage for upwards of 90,000 barrels of petroleum products, viz, gasoline and diesel fuel."

The above plan was drawn up by Colonel CLARK L. DICKSON, then Plans and Liaison Officer for the 16th Major Port, in compliance with Letter AG 300, Channel Base Section, dated 22 October 1944. After the plan had been submitted and with the development of Rouen for coaster discharge, this type vessel was unloaded at Le Havre only occasionally. Furthermore, with the failure of the Phoenix project on Mole Central and unforeseen difficulties in making the Bassin Vettillart ready for use, only 15 berths were made available instead of the 20 anticipated by the plan quoted above. Instead, sufficient anchorages were provided in the Bassin Maree (Darse Nord) for 12 Liberty ships rather than four, as originally planned. It is also to be noted that the plan for development of the port to 9000 tons per day was exceeded by 1,000 tons by 31 December 1944. (It was later planned that the Bassin Vetillart when available would be given over to French civilian use).

Program for Handling Cargo through LeHavre

The program for the handling of cargo through LeHavre and an operating plan for placing it in effect, dated 20 October 1944, is quoted below:

~~EXHIBIT "I"~~ 20 OCTOBER 1944

"PROGRAM FOR CARGO THROUGH LE HAVRE AND OPERATING PLAN TO EFFECT IT
(Prepared by Colonel, CLARK L. DICKSON, 16th Major Port Plans and Liaison Officer)

"1. Referring to letter from General LEE, dated 14 October 1944, to Channel Base Section, which outlined the program for Le Havre with a target of 9,000 tons per day to be built up within two weeks, the following is planned:

"a. Daily continuous discharge of nine Liberty Ships and eight coasters; approximately 6,000 tons from the Liberties and 3,000 tons from the coasters.

"b. Enough quai space is available now for discharge of the coasters. When the projected docks within the Avant Port and the Phoenix Berth at Mole Central is completed, berths for eight Liberty Ships will be made available. Additional quai space will be provided for Liberties in the Bassin Vetillart, when Lock Rochambeau repairs are completed."

"c. Until these facilities are provided, Liberty ships will be unloaded by DUKW, LBV's, LCT's and barges, and as of today, the Navy can moor six Liberties in the Bassin de Marce, from which cargo can be discharged as outlined above. With present facilities available, from approximately 5,000 tons to 6,000 tons daily can be unloaded.

"d. The covered storage transit sheds available in the port area for operational purposes are extremely limited and the most usable cover space is the Cotton Warehouse annexes A and B, which needs a great deal of roof repair. Thus the port transit sheds limits this port to port clearance by truck only at present, and until bridge across Canal Maritime de Havre at site VI is constructed, no cargo by rail can be moved from this warehouse. This necessitates from three to four handlings of the cargo: from ship to DUKW, from DUKW to Cotton Warehouse, and from Cotton Warehouse to truck, or if moved by rail, from Cotton Warehouse to truck and then from truck to car. Also, until the berthing facilities are provided for the Liberties, cargo will be handled from Liberty to LCT, and LBV, or barge, and placed then at Ancien Bassin, Bassin de L'Eure, and Bassin Dock for discharge to truck, and if possible, to car when rail facilities become available. Until rail facilities become available, this cargo from LVB, barge, or LCT and coasters, must be trucked to the railroad yards to be transferred into cars or into warehouses. In order to accomplish the target of 9,000 tons per day, at least 6,000 tons must be moved by rail from this port, and 3,000 tons by truck. If the port clearance is such that only a small part of the cargo is removed daily, it is very obvious that due to very limited covered storage facilities, this port will be blocked, and any further discharging of ships will be impossible, hence port clearance is the crux of the entire port development.

"e. Under basis of the present discharging of ships, without berthing facilities available, and due to the necessary handling of cargo at least two or three times, the following labor personnel is necessary:

(1) 1800 men for day and night shifts for the Liberties.
(2) 1000 men for day and night shifts for coasters.
(3) 2800 men for day and night shifts to unload LBV's, LCT's DUKW's and barges.
(4) 1200 men to load trucks and rail cars for port clearance; or a total of 6800 men.

"f. French authorities have promised to furnish 1500 stevedores only, and therefore the remainder of 5300 men will have to be furnished by the United States Army personnel or POW. Of course, this number of laborers will be materially decreased when the projecting berth facilities at Avant Port and Mole Central are realized.

"g. Again, until berthing facilities are provided for Liberties our three DUKW Companies presently attached, will have to be augmented by two more companies, to maintain the necessary rate of discharge as planned.

"h. Since the Liberties are arriving here with deck loads of vehicles and heavy Ordnance equipment, a port Ordnance Evacuation Company is immediately necessary.

"i. In addition to the bridge at site VI, and in order to provide decent transportation, two bridges will have to be provided at Quai de Rotterdam and at entrance to Bassin Vauban. These two bridges are urgently needed to make the quai space and Bassin de L'Eure of useful purpose. It is noted that these bridges have not been planned nor approved. Due to thefact that all cargo for Liberties will be discharged in the Bassin de Maree, and a great deal of towage must be provided, it is recommended that one more Harbor Craft Company be provided this port. At present we have one equipped Harbor Craft Company, the 332nd, and the 339th unequipped. Unless equipment for the latter is provided, another fully equipped Harbor Craft Company must be made available or discharging operations will be impeded.

"j. To move approximately 6000 tons by rail, and due to the fact that each train is limited to 750 gross tons, approximately fifteen to twenty-two trains of approximately 40 cars each, will be needed per day. Additionally, to clear 3,000 tons by truck per day, 800 trucks will be needed to leave the port daily.

"k. For internal port transportation, (and again, as long as berths for Liberties along rails are not available) at least eight truck companies will be needed for these operations.

"l. Twenty-six 6-ton and six 17-ton portal cranes have been requisitioned and when installed, sufficient equipment of this type will be adequate.

"m. At present, two 60-ton floating cranes and one 30-ton floating crane were ordered to be delivered to the Navy for salvage purposes at Le Havre and Rouen. Since the ships are arriving here with heavy equipment on deck and below deck, it is impossible to unload with the ships' gear, it is absolutely necessary that the Navy requires two 60-ton floating cranes, and therefore two cranes of the same type must be made available to the Port. Provisions have been made to provide other types of cranes for this port operation as needed."

Allocation of tonnages

The following letter dated 31 October 1944 was prepared by Colonel HUGH A. HURRILL, Chief, Control & Planning Division, OCOT, for the Chief of Transportation, Com Z, ETO, Subject: Allocation of Tonnages to LeHavre and Rouen:

SUBJECT: Allocation of Tonnages to Le Havre and Rouen.

"TO : Major General Frank S. Ross, OCOT.

"1. This is a report of a survey made in conjunction with Base Section Commander and the Office of the Assistant Chief of Staff, G-4, on Le Havre and Rouen resulting in this allocation of tonnages and shipping:

Capacity Developed as of 15 November 1944

PORT	WORKING BERTHS	Capacity Per Day	Capacity by Class of Supply
LE HAVRE	14 to 16 Liberties	8,000 tons	6 Liberties 3,000 tons Class I 2 Liberties 1,000 " Class II & IV 1 Liberty 500 Class III-Package POL 7 Liberties 3,500 Tons Class V & V-A-Ammo and bombs
	*9,500 tons per day upon completion of ponton causeway and 4 quay side berths. Phoenix' are doubtful.		
ROUEN	24 Coasters	7,500 tons	Principally Class II, QM; Class II, Ord; and Air Force Tech. Destination primarily Reims and Paris.

"2. LE HAVRE.

"(a) Detailed Plan of operation and requirements for personnel and equipment was reviewed and developed.

Tonnage so far has been primarily from DUKW operations.

The next important lift in tonnage will be increassed lighterage operation with discharge to platform and thence directly to rail in the Bassin Dock.

This will be further increased by the opening of the Bassin Votillart.

Loading directly to rail on the south side of the Port is not yet feasible due to two destroyed bridges which will be restored by November 15th.

Use of these bridges will permit a further division in the loading points and will provide ample facilities for loading rail wagons for port terminals.

"(b) Personnel

There are at present only 9 Port Companies at Le Havre, and a double handling of cargo is required.

I have requested that two additional Port Battalions be assigned imediately, the 485th from Utah and 494th from Omaha, and that as of November 15th one additional battalion, the 502nd from Omaha to be assigned to Le Havre.

In order that more capable personnel than that found in the colored Port Companies may be available for checking, documentation, and supervision, I have requested also that two white companies be assigned Le Havre, the 174th from Rouen and the 279th from Cherbourg, leaving 16 companies at Rouen, 4 white and 12 colored, and making a total of 23 companies at Le Havre, 21 colored and 2 white.

This is a total of 39 companies for Le Havre and Rouen as compared with a remaining 51 companies at Cherbourg, and in my opinion, Le Havre and Rouen can produce in tonnage as of December 1st more than Cherbourg.

It is expected that troop flow in November for Le Havre and Rouen combined will approximate 7,000 troops per day and 600 vehicles.

With the proper organization this flow can be handled without interference with the tonnages above indicated.

A maximum of 1200 to 1500 tons per day of supplies and materials will be required for the staging area.

"(c) Port Clearance.

Clearance of the Port to date has been accomplished principally by Dukw operations to transfer point and from transfer point by truck to rail, resulting in a triple handling of cargo. Only 3 truck companies have been available to date for loading rail equipment.

A portion of the cargo has been handled direct from Dukw to rail wagon.

As the use of barge operations increases and loading platforms are put into operation, additional loading points will come into use. Loading facilities for rail will further increased by the completion of the bridges permitting the loading of rail wagons at quay side bassin Bellart and on the Mole, and in the vicinity of the Old Gare Maritime Transatlantique.

Rail facilities and loading points are adequate for the port clearance up to 8,000 tons per day. There is a probability that the Port will develop by December the 1st from 16 to 20 quay side berths with 10 additional Liberty lighterage berths permitting a maximum working of 30 Liberty ships."

The immediate requirement of the Port is for equipment necessary to lighterage operations. There has been allocated to the Port Cranes:

20 - 5 ton cranes
7 - 22 tons cranes(crawlers)
11 - 2½ ton warehouse cranes
2 - 60 ton floating cranes.
31 - 8 ton cranes
2 - 40 tons cranes(crawlers)
4 - 30 tons floating cranes

In addition thereto shipment from the UK has been ordered for 20 portal cranes 6 ton, and for 6 portal cranes 17 ton capacity. While the number assigned is materially lower on a tonnage basis than now allocated to Cherbourg, the no. is considered adequate.

"3. ROUEN.

"(a) There is now available at Rouen approximately 4,500 feet of cleared quay side.

"Work had been previously planned on an additional 2,500 feet. Request has now been made for the clearance of an additional 2,500 feet on the south side of the river to permit the use of the rail marshalling yard on that side.

"In addition to the above, there will be numerous dolphin anchorages for discharge directly into Seine barges.

"ROUEN is capable of taking our entire coaster tonnage as well as a considerable number of light draft liberties either empty or lightened at HAVRE or U.K.

"Sites for a minimum of 12 LST hards have also been established, and the Port is capable of handling personnel without any interference with cargo handling operations.

"(b) Personnel

It is estimated that from 1200 to 1500 civilians may be available for Port operations.

Sixteen Port Companies should be adequate for handling discharge and outloading operations. There are 17 companies now assigned to the Port, 12 colored and 5 white. Request has been made that one of the white companies, the 174th be transferred to LE HAVRE.

"(c) Equipment

Operations at ROUEN will be for discharge either to quay side or into Seine river barges.

Cranes now allocated to ROUEN are:

11 - 5 ton crawler cranes
15 - 8 ton crawler cranes
6 - 22 ton crawler cranes
11 - 2½ ton warehouse cranes
14 - stiff leg derricks
2 - 30 ton floating cranes
1 - 60 ton floating crane

"In addition thereto there have been allocated for quay side installation, 15 3½-ton portal cranes, 5 6-ton portal cranes, and 5 17-ton portal cranes. Quay side space desired for U.S. use has been definitely ear-marked in order that work might proceed on the additional quay space allocated to the French for Civil Affairs tonnage.

"(d) Port Clearance
The clearance from ROUEN will be:

(1) By barge to PARIS
(2) By truck to transfer point at BEAUVAIS
(3) By rail from the south side of the river to VERSILLES and thence by rail to REIMS or NANCY area.

"Military Railways has been requested to determine the necessary action to restore traffic to PARIS via the ROUEN - ALIZAY or ROUEN-LOUVIERS line via MANTES to VERSAILLES as this line is reguard as ultimately necessary and desirable for the clearance of the port.

"Cargo set up for the Port are consigned principally to PARIS and REIMS areas, although it is probable there will be tonnages consigned to the Third Army.

"4. Importance of Seine River Ports.

"It is scarcely necessary to emphasize the importance of developing these two Ports to a capacity of 17,000 tons for the reasons:

"(a) More favorable points of entry than CHERBOURG with greater economy of transportation resources.

"(b) As a fact of safety against substantial neutralization of the capacity of ANTWERP by enemy action through V-1 or V-2 and mine laying from aircraft in the Scheldt.

"5. Progress to Date.

"The progress to date at both LE HAVRE and ROUEN is vastly superior to the progress made at any other port yet established with the exception of MORLAIX. Both engineer and port personnel are to be commended for the excellent results shown.

"It will be noted that the development at LE HAVRE originally planned for 4,000 tons per day has already been made and the increased program subsequently planned and recently amplified is well on the way to realization.

"A copy of this memorandum is being sent to Colonel Wood."

Control and Operation of Harbor -craft

Harborcraft facilities were furnished by the 332nd Harborcraft Company and augmented by the addition of the 358th Harborcraft Company and in December, by the addition of the 351st Harborcraft Company. The chief problems of these units were in clearing the harbor of unmarked wrecks and overcoming the handicaps created by deadlined craft; this situation was due largely to a lack of parts required for repair and maintenance of this equipment. The 332nd Harborcraft Company also faced the problem of operating on coverage of six seamules, five tugs, five barges, and five other craft without any increase in T/O personnel.

Control was accomplished through a central dispatching office which was

set up on 10 December. Of the fifteen tugs available in the harbor, three were assigned to Navy salvage for use in shifting wrecks, two were assigned to "heavy" crews for the handling of heavy lift cranes. The other ten were occupied in general duty work which included the berthing of all Liberty ships and troop carriers, assistance to LCT's, rescue work, shifting ships within the basins, and any other assistance required.

Eighteen 60-ft. wooden barges were used to handle dunnage and as landing stages; fifty 104-ft. steel barges were used for pile drivers as well as cargo with a 300-ton capacity. Also, in use were a 146-ft. steel barge, with a capacity for 500 tons, and three 400-ft. car float barges for railroad rolling stock; these had a capacity of 1500 tons or six cars.

SECTION VI

MISCELLANEOUS

Joint Army-Navy Operations

The 16th Major Port worked in close cooperation with the Navy at Le Havre. The delegation of responsibility for the operations involved is indicated by a statement made by one of the men from 16th Major Port, "the Navy brings the ships in and we unload them." Navy salvage crews worked in close cooperation with Engineer Port Construction & Repair Groups in the rehabilitation of the port. Outstanding examples of this work were in the replacing of Lock Rochemont which controls the wetness of the inner basins, and in the salvaging operations on the ship "Lee S. Overman" after it struck an oyster mine at the harbor entrance; the ship was loaded with ammunition. In general, mutual cooperation prevailed.

The following is quoted from the Historical Report from Combined Harbor Entrance Control Post Units dated 2 January 1945:

"a. Organization:

"1. The Combined Harbor Entrance Control Posts consist of H.E.C.P. Unit #3, H.E.C.P. Unit #6, and the 301st Signal Radar Maintenance Unit, Type D, a combined personnel of 33 enlisted men and 7 officers.

"2. The Command Post is located at Cap de La Heve where it operates in conjunction with a similar unit of Naval Personnel. Quarters are located at 114 Blvd Roi Albert I.

"b. Mission:

"1. A Harbor Entrance Control Post is a joint Army and Navy Command Post, the mission of which is to command and coordinate all coast defense elements and to control shipping in a designated coastal area or port.

"2. The Army H.E.C.P. is commanded by the Seaward Defense Commander, the officer appointed by the appropriate Com Z Section Commander, to exercise tactical control over coast artillery in a designated coastal area for the defense against sea attack.

"c. Narrative:

"1. This unit commenced operations at Le Havre on the 15 October 1944 after operations, in a similar capacity, for several months at Cherbourg.

"2. No enemy operations have been experienced to date but by means of special equipment intelligence is obtained of surface craft at great distances and in several instances information has been furnished to the Navy of vessels off the regular sea lanes for investigation."

Liaison and Cooperation

British and Canadian: No liaison arrangement was provided for or needed in Le Havre during the short time the British retained control of the area which they had captured in September. The British were extremely helpful in turning the port over to American authorities for rehabilitation and operation, which event occurred approximately three weeks after the arrival of the 16th Major Port at Le Havre.

French: Liaison with the French Military and Civil authorities was by means of three agencies: (1) Civil Affairs, (2) French Liaison Officers, and (3) a weekly meeting with all agencies in Le Havre interested in Intelligence and Security, held under the jurisdiction of the 16th Major Port:

(1) Civil Affairs work was carried on by a British Civil Affairs Team pending arrival of an American unit which was postponed until the latter part of November. After its arrival, the American team (C2A2) conducted various projects for the homeless and war-poor of Le Havre, despite the lack of transportation and other supply problems, in addition to their normally assigned duties. Notable among their accomplishments were the distribution of 12 tons of Lend-Lease chocolate at Christmas, through French agencies, and the shipment of 33 tons of clothing for distribution to "sinistres" who had lost their own during the bombings of the city.

(2) Soon after the arrival of the 16th Major Port at Le Havre, Aspirant Jules Laluque was assigned as liaison officer for the Port. As the need for more liaison work became apparent, the department expanded. M. Laluque was later transferred to Rouen. As of 1 December 1944, Captain Laurence W. Magrath, Headquarters 16th Major Port, became Chief of the Liaison Section, assisted by Captain Robert Maillot, French Army, transferred from Channel Base Section, and his two Lieutenants Jean Seguin and Robert Hureau. As port activity began to increase, this group was called upon to handle a wide variety of matters with all French authorities, military, naval and civilian, including the Port Autonome du Havre.

(3) Concurrently, there was initiated a weekly conference presided over by Captain Magrath, attended by all security and intelligence agencies in the city area in the interests of proper coordination. This included the representatives of the Securite Navale et Militaire, French Navy Hq, French Army Hq, local police and gendarmerie, and, apart from accomplishment of the basic purpose of the meetings, did much to promote a feeling of mutual understanding and cooperation between the U.S. Forces and the local authorities.

Relations with French Civilians

The terrific bombardment to which the city of Le Havre was subjected before the surrender of its German-occupied garrisons, resulted in the death of many French civilians. This caused a deep resentment in the minds of those remaining when the American forces entered the city, so that during the first few days minor expressive incidents occured, such as the throwing of rubble

from windows of bombed buildings so that it fell on military personnel in passing jeeps. In general, the people walked the streets as if stunned: daily, more bodies were dug from the ruins of buildings and buried. The sous-prefecture estimated that of the city's homes, only one-sixth were habitable and that only one-sixth could be repaired. The other two-thirds were either destroyed or so badly damaged that they would never be habitable; American Engineer surveys estimated that 70 percent of the city's homes would be uninhabitable.

The early resentment of the French at Le Havre gradually subsided, however, and gave place to a general feeling of indifference to the Allies whose bombings in actual fact had taken the lives of many of their relatives and neighbors. At first it was stated that 20,000 French civilians had been killed in the last bombing alone; the prefecture later reported that this total amounted to 6000. Gradually the city "came back to life"; people returned and doubled up in the available homes and opened their shops.

American friendliness and helpfullness began to assert itself quickly and by the end of the year Franco-American relations had reached a normal stage. American units in the area gave Christmas parties for 1,350 children and American soldiers were invited to holiday dances and were entertained in private homes.

During November, a series of incidents with Negro troops gave rise to rumors that passed through the city to the effect that 48 women had been hospitalized from Negro attacks and that 18 men had been beaten until they required hospital treatment. These rumors were counteracted by means of the city newspaper "Le Havre Libre" in which the mayor and commissariat stated that only one woman was in the city hospital as the result of attack and no men, from local violence. Shortly thereafter, in cooperation with the French police, all the city's cafes and restaurants were made "Off Limits" and any such place found selling liquor or food to Allied troops was closed by the French police. This proved very effective and Franco-American relations improved considerably. The services of an MP Battalion and an extra company were a contributing factor in solving this problem.

Enemy Interference and Defense Against Attack

No reactions or sabotage occurred at the port before the end of the year, nor were there any counter-attacks or active enemy resistance following the surrender of the German garrisons. Several soldiers and civilians lost their lives from mines and booby traps. In the area outside the harbor of Le Havre, however, a total of seven ships fell victim to mines; included among these vessels was the flagship of Admiral Wilkes, Naval Commander of Continental Ports. One of these ships was the Liberty ship "Lee S. Overman" carrying 6000 tons of ammunition. By great fortune, the cargo did not explode and the ship drifted 200 yards from the entrance and beached where she eventually split in half. It was estimated that had this ship exploded, port operations would have been held up for three months. As of 10 December, about 50 percent of the cargo on board of the "Lee S. Overman" had been unloaded, despite the precarious position in which it was left after beaching.

An air-raid alarm system was established in conjunction with the French authorities although there had been no occasion to use it up through the end of December. Antiaircraft defense was provided for Le Havre by batteries of the 114th AA Bn which utilized for the most part, points on the coast and former gun positions in the city.

Miscellaneous

Two transit areas were established for the handling of troops arriving at Le Havre; these were operated directly by the Ground Forces Replacement System. The Troop Movements Section of the 16th Major Port handled the shipment of troops to staging areas or to the transit areas. A staging area for hospital units was set up at Etretat with a capacity of four General Hospitals; a nurses' replacement pool was also established. Separate billets and mess facilities were established for transient officers and enlisted men, and a complete pass system was set up for the port which was recommended by Channel Base Section as a model for other ports. A Summary Court for the area was organized and a district stockade was provided. Complete intra-port communications were set up using underground cables left by the Germans but unknown to the French until located by "Seabee" Navy units engaged in beach clearance. Storage facilities for refrigerated cargo were also established.

* * * *

In addition to distinguished military personalities visiting Le Havre from time to time, on 1 December the port of Le Havre was visited by the House Military Affairs Committee, including Rep. Matthew K. Merritt of New York, Chairman, and Rep. Claire Boothe Luce.

SECTION VII

SUMMARY OF ACCOMPLISHMENTS

1. Tonnages and personnel unloaded and moved forward; progressive increase.

a. Following figures give above data by month:

TONNAGE UNLOADED:

	TONS	INCREASE
OCTOBER	62,281	100
NOVEMBER	171,612	276
DECEMBER	201,029	324

TONNAGE CLEARED PORT:

	RAIL	ROAD	INLAND WATER
OCTOBER	22,844.9	18,881.25	None
NOVEMBER	100,639.1	65,063.9	473.3
DECEMBER	112,391.3	58,272.4	738.6

PERSONNEL HANDLED:

	EMBARKED	DEBARKED
OCTOBER	1	1,887
NOVEMBER	311	89,825
DECEMBER	5,292	101,644

2. Plans, compared with actual operations; when first movements were accomplished.

a. Following table gives the target figure for this port, showing the progressive increase of the port's capacity:

Oct	2 - 15	1,500 tons
	16 - 21	2,900 tons
	22 - Nov 3	4,000 tons
Nov	4 - 28	5,000 tons
	29 - Dec 15	5,600 tons
Dec	16 - 18	8,000 tons
	19 - 31	10,000 tons

b. Following figures give the total target figures for the port of Le Havre by month, and the actual figure attained during the month:

PLANS FOR PORT OPERATIONS:

MONTHS	TARGET	ACTUAL
OCTOBER	74,400	62,281
NOVEMBER	98,200	171,612
DECEMBER	238,000	201,027
TOTALS	410,600	434,920

First outloading by Road October 4 - 125.0 tons
First outloading by Rail October 13 - 406.8 tons

APPENDIX No. I
(Chapter III)

INITIAL TROOP LIST, 16TH MAJOR PORT AND ATTACHED UNITS
(As of 30 October 1944)

Unit Designation	Off	W/O	EM	Operational Assignment	Arrival
Hq & Hq Co 16th Major Port	110	1	406	Port Headquarters	28 Sep 44
1596th Engineer Utilities Det	2		54	Post Utilities Work	28 Sep 44
141st Finance Disbursing Section	2	1	17	Finance Disbursing	28 Sep 44
346th Medical Composite Sec (Disp)	3		17	Headquarters Dispensary	28 Sep 44
65th Army Postal Unit	1		10	Post Office	12 Oct 44
32nd Ordnance Bomb Disposal Squad	1		6	Bomb Disposal	10 Oct 44
298th Military Police Co (P C & S)	4		97	Military Police	14 Oct 44
103rd Port Marine Maintenance Co	4		194	Marine Maintenance	9 Oct 44
Hq & Hq Det, 505th Port Bn	3	2	21	Battalion Headquarters	7 Oct 44
Med Det, 505th Port Bn	2		10	Battalion Dispensary	7 Oct 44
547th Port Company	5		213	Unloading Ships	7 Oct 44
550th Port Company	5		214	Unloading Ships	7 Oct 44
551st Port Company	5		212	Unloading Ships	7 Oct 44
602nd Port Company	5		209	Unloading Ships	7 Oct 44
649th Port Company (Advance Section)	2		100	Unloading Ships	28 Oct 44
Hq & Hq Det, 512th Port Bn	5	2	18	Battalion Headquarters	7 Oct 44
319th Port Company	5		212	Unloading Ships	7 Oct 44
356th Port Company	4		209	Unloading Ships	7 Oct 44
560th Port Company	6		214	Unloading Ships	7 Oct 44
561st Port Company	5		213	Unloading Ships	7 Oct 44
373rd Engineer GS Regiment	53	2	1198	Atchd for Administration only	7 Oct 44
425th ASF Band			24	Atchd for Administration only	7 Oct 44
577th Dump Truck Co	4		105	Atchd for Administration only	7 Oct 44
392nd Engineer GS Regiment	58	2	1177	Atchd for Administration only	7 Oct 44
1055th Engr Port Constr & Repair Gp	17		236	Atchd for Administration only	7 Oct 44
1071st Engr Port Repair Ship Crew	7	3	58	Atchd for Administration only	16 Oct 44
971st Engr Maintenance Co	6		183	Atchd for Administration only	7 Oct 44
1044th Engr Gas Generating Unit	1		21	Atchd for Administration only	7 Oct 44
1061st Engr Port Constr & Repair Gp	17		153	Atchd for Administration only	7 Oct 44
339th Harbor Craft Co	44	17	286	Harbor Craft Operation	14 Oct 44
1237th Engr Fire Fighting Platoon	1		27	Port Fire Prevention	9 Oct 44
332nd Harbor Craft Co	8	11	197	Harbor Craft Operation	14 Oct 44
Harbor Entrance Control Post #6	3		15	Harbor Entrance Control	14 Oct 44

Unit Designation	Off	W/O	EM	Operational Assignment	Arrival
Harbor Entrance Control Post #3	3		15	Harbor Entrance Control	14 Oct 44
301st Signal Radar Maintenance Unit	1		3	Radar Equipment Maintenance	18 Oct 44
469th Amphibian Truck Co	6		167	Amphibious Cargo Operation	28 Oct 44
470th Amphibian Truck Co	5		172	Amphibious Cargo Operation	29 Oct 44
748th Engr Base Equipment Co	5		167	Atchd for Administration only	29 Oct 44
3080th Ordnance MVD Co	4		160	Atchd for Administration only	29 Oct 44
Hq & Hq Det, 162nd Ord Bn(Adv Det)	4		6	Atchd for Administration only	25 Oct 44
17th Special Service Co, 1st Platoon	1		20	Recreational Activities	22 Oct 44

(NOTE: All of above Units located at Le Havre)

HEADQUARTERS PORT AREA #1
CHANNEL BASE SECTION, COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS, APO 228, U S ARMY
APPENDIX NO. 2
(CHAPTER III)

STATION LIST AS OF 31 DECEMBER

NO.	COLOR	ORGANIZATION	LOCATION	OFF	WO	EM
1	W	Hq Port Area #1, Channel Base Section	Fort de Tourneville	20		112
2	W	12th Traffic Regulating Group				
3	W	RTO Det	RR Station	3		30
4	W	MTO Det	RR Station	1		5
5	W	TCRP #1	Harfleur			4
6	W	Port Area #1 Det	Fort de Tourneville	2		10
7	W	Engineer Detachment "A", Channel Base Sec	33 Rue de Zurich	19		54
8	W	Hq & Hq Co, 16th Major Port	Fort de Tourneville	111	1	409
9	W	131 QM Battalion (Mobile)	6 Rue Garvelot	4	2	14
10	W	Med Det, 131 QM Battalion	6 Rue Garvelot	1		7
11	W	458th Amphibian Truck Co	Rue Marceau	6		183
12	C	463rd Amphibian Truck Co	Rue Marceau	7		173
13	C	467th Amphibian Truck Co	Rue Marceau	5		166
14	C	468th Amphibian Truck Co	Rue Marceau	6		174
15	C	469th Amphibian Truck Co	Rue Marceau	6		171
16	C	470th Amphibian Truck Co	Rue Marceau	6		172
17	C	815th Amphibian Truck Co	Rue Marceau	5		173
18	C	817th Amphibian Truck Co	Rue Marceau	5		175
19	C	818th Amphibian Truck Co	Rue Marceau	5		172
20	W	2nd Postal Regulating Section	39 Rue Felix Faure	3		27
21	W	65th Army Postal Unit	Fort de Tourneville	1		11
22	W	582nd Army Postal Unit	39 Rue Felix Faure	1		11
23	W	Claims Office Team #16	130 Blvd de Strasbourg	9	1	12
24	W	1596th Engr Utilities Detachment	Fort de Tourneville	2		54
25	W	1657th Engr Utilities Detachment	32 Rue de Flourus	2		55
26	C	2793rd Engr Fire Fighting Platoon	36 Blvd Albert I	1		29
27	W	141st Finance Disbursing Section	Fort de Tourneville	2	1	17
28	W	150th Finance Disbursing Section	Fort de Tourneville	2	1	19

.... 16th Major Port

NO.	COLOR	ORGANIZATION	LOCATION	OFF	WO	EM
		Hq 16th Major Port (Cont'd)				
29	W	Harbor Entrance Control Post #3	114 Blvd Albert I	3		15
30	W	Harbor Entrance Control Post #6	114 Blvd Albert I	3		15
31	W	301st Signal Radar Maintenance Unit, Type "D"	114 Blvd Albert I	1		3
32	W	332nd Harbor Craft Company	Ateliers (Cie Gle Transatlangique)	8	11	197
33	W	351st Harbor Craft Company	36 Rue Raspail	45	14	272
34	W	358th Harbor Craft Company	Ateliers(Cie Gle Transatlantique)	35	11	209
35	W	302nd Medical Section	3 Rue Vacquerie, St Addresse	2		8
36	W	346th Medical Composite Section (Dispensary)	Fort de Tourneville	3		17
37	W	380th Military Police Battalion	48 Rue D'Octoville	29		619
38	W	103rd Port Marine Maintenance Company	Darse Nord Dock	5		194
39	C	362nd Port Battalion Hq & Hq Det	Transit Area "B"	7		24
40	C	581st Port Company	Transit Area "B"	4		212
41	C	584th Port Company	Transit Area "B"	4		214
42	C	485th Port Battalion Hq & Hq Det	4 Blvd Francois I	4	1	15
43	C	Medical Detachment, 485th Port Battalion	4 Blvd Francois I	2		9
44	C	222nd Port Company	12 Jean D'Arc	5		212
45	C	223rd Port Company	57 Rue Gustave Nicolle	6		212
46	C	224th Port Company	5 Rue des Etoupiers	5		213
47	C	225th Port Company	57 Rue Gustave Nicolle	4		212
48	C	494th Port Battalion, Hq & Hq Det	Magazine Generaux, Rue Marceau	4	2	16
49	C	Medical Detachment, 494th Port Battalion	Magazine Generaux, Rue Marceau	2		8
50	C	238th Port Company	Magazine Generaux, Rue Marceau	6		212
51	C	239th Port Company	Magazine Generaux, Rue Marceau	6		210
52	C	240th Port Company	Magazine Generaux, Rue Marceau	6		213
53	C	241st Port Company	Magazine Generaux, Rue Marceau	7		214
54	C	580th Port Company	Magazine Generaux, Rue Marceau	4		213
55	C	502nd Port Battalion, Hq & Hq Det	219 Blvd Amiral Mouchot	3	1	17
56	C	Medical Detachment, 502nd Port Battalion	219 Blvd Amiral Mouchot	2		9
57	C	270th Port Company	219 Blvd Amiral Mouchot	5		212
58	C	271st Port Company	219 Blvd Amiral Mouchot	5		215
59	C	272nd Port Company	219 Blvd Amiral Mouchot	7		215
60	C	273rd Port Company	219 Blvd Amiral Mouchot	6		212
61	W	505th Port Battalion, Hq & Hq Det	4 Rue Joseph Morlent	5	2	21
62	W	Medical Detachment, 505th Port Battalion	4 Rue Joseph Morlent	2		9
63	C	547th Port Company	Cours de la Republique	5		210

NO.	COLOR	ORGANIZATION	LOCATION	OFF	WO	EM
		Hq 16th Major Port (Cont'd), 505th Port Bn				
64	C	550th Port Company	Cours de la Republique	6		214
65	C	551st Port Company	Cours de la Republique	5		211
66	C	602nd Port Company	Cours de la Republique	5		213
67	C	649th Port Company	42 Rue de Champlain	6		217
68	C	512th Port Battalion, Hq & Hq Det	Warehouse, Basin Darse Nord	6	2	18
69	W	300th Medical Section	Cie Gle Transatlantique	2		8
70	C	319th Port Company	Warehouse, Basin Darse Nord	6		213
71	C	556th Port Company	Warehouse, Basin Darse Nord	6		212
72	C	560th Port Company	Warehouse, Basin Darse Nord	8		213
73	C	561st Port Company	Warehouse, Basin Darse Nord	7		208
74	C	1237th Engineer Fire Fighting Platoon	Warehouse, Basin Darse Nord	1		28
75	W	520th Port Battalion, Hq & Hq Det	Blvd Albert I	5	2	17
76	C	577th Port Company	Blvd Albert I	4		217
77	C	624th Port Company	Blvd Albert I	4		214
78	C	626th Port Company	Blvd Albert I	4		214
79	C	627th Port Company	Blvd Albert I	4		212
80	W	174th Port Company	Foyer Belge, Rue Joseph Perier	4		210
81	W	279th Port Company	28 Rue Champlain	5		213
82	W	3612th QM Truck Co (TC) (Refrig)	Montivillers	5		108
83	C	Det "A", 17th Special Service Co	81 Dumont D'Urville	1		21
84	W	373rd Engineer GS Regiment	Rue Marceau	52	2	1190
85	C	577th Engineer Dump Truck Company	180 Sadi Carnot Blvd	4		105
86	W	425th ASF Band	Rue Marceau			23
87	W	971st Engineer Maintenance Company	Rue Generaux Chanzy	5		132
88	W	1044th Engineer Gas Generating Unit	Rue Generaux Chanzy	1		21
89	W	748th Engineer Base Equipment Company	41 Rue de Trigauville	5		167
90	W	744th Engineer Depot Co, 2d&3d Plat	Rue Generaux Chanzy	1		31
91	W	1055th Eng Port Const & Repair Group	Rue Marceau	18		231
92	W	1071st Eng Port Repair Ship Crew	Rue Marceau	7	3	57
93	W	1077th Eng Dredge Crew	Aboard Ship	8	2	45
94	W	1061st Eng Port Constr & Repair Group	22 Rue Amiral Courbet	20		241
95	W	268th Medical Section	29 Rue de Trigauville	2		18
96	W	269th Medical Section	29 Rue de Trigauville	2		8
97	W	Hq & Hq Co, 68th QM Base Depot	208 Rue de la Vallee	2		118
98	W	Hq & Hq Det, 540th QM Group	Montevilliers	8		19

.... 16th Major Port

NO.	COLOR	ORGANIZATION	LOCATION	OFF	WO	EM
		Hq & Hq Co, 68th QM Base Depot, 540th QM Group (Cont'd)				
99	W	Hq & Hq Det, 309th QM Battalion	187 Blvd Sadi Carnot	5		12
100	W	Medical Detachment, 309th QM Battalion	187 Blvd Sadi Carnot	2		9
101	W	*287th QM Refrig Company	Tancarville	4		99
102		*291st QM Refrig Company	Fontenay	4		99
103	C	310 QM Railhead Company	Corderie de la Seine	4		81
104	C	461st QM Laundry Company (Less Det "A")	Rouelles	3		143
105	W	530th QM Salvage Repair Company	105 Rue Gustave Brindeau	2		151
106		Det A, 570th QM Railhead Company	Rue Gustave Brindeau&Rue D'Arcelel			53
107	C	846th QM Gas Supply Company	208 Rue de la Vallee	3		122
108	C	*854th QM Fumigation & Bath Company	Etretat	3		83
109	W	*3009th QM Bakery Company	Epouville	2		81
110		*4374th QM Bakery Company (M) (Special)	Tancarville (Brick Factory)	2		82
111	W	3093rd QM Refrig Company	29 Rue de Trigauville	4		91
112	W	1435 QM Composite Company (AC)	20 Rue Gustave Nicolle	2		9
113	W	Hq & Hq Det, 4271st QM Composite Battalion	Avenue des Trefileries	4		13
114	W	926 QM Petrol Products Laboratory (Less Det A)	Graville-Desmarais Plant Rue Amiral Mouchet	2		9
115	C	973rd QM Service Company	Rue Francois Arago	4		209
116	C	3174 QM Service Company	28 Rue Amedie Cazayan	4		202
117	W	4423rd QM Depot Company (Supply)	Rue des Chantiers	8		174
118	W	Hq & Hq Det, 162nd Ordnance Battalion	Avion Breget	8	1	27
119	W	Medical Detachment, 162nd Ordnance Battalion	Avion Breget	2		8
120	W	32nd Ordnance Bomb Disposal Squad	Fort de Tourneville	1		6
121	W	122nd Ordnance Bomb Disposal Squad	Fort de Tourneville	1		6
122	W	185th Ordnance Depot Company	Near Avion Breget	5	1	178
123	W	524th Ordnance HM Company (FA)	Opposite Avion Breget	5	1	183
124	C	600th Ordnance Ammunition Company	Transatlantique	6		173
125		647th Ordnance Ammunition Company	Avion Breget	6		172
126	W	854th Ordnance HAM Company	Avion Breget	6	1	196
127	W	3080th Ordnance MVD Company	45 Rue Felix Faure	4		160
128	W	3566th Ordnance MAM Company	Avion Breget	4		110
129	C	*Hq & Hq Det, 520th QM Group (TC)	Bolbec	11		23
130		*Hq & Hq Det, 104th QM Battalion (Mobile) TC	Tancarville	4	1	23
131		212th QM Battalion (Mobile)	37 Cours de la Republique	4	2	20
132		*3433rd QM Truck Company	Gainneville	5		149

NO.	COLOR	ORGANIZATION	LOCATION	OFF	WO	EM
		Hq 520th QM Group, 212th QM Bn (Mobile) (Cont'd)				
133	C	3689th QM Truck Company	Schneider Plant (Harfleur)	5		145
134	C	3691st QM Truck Company	Schneider Plant (Harfleur)	5		150
135	C	3867th QM Truck Company	Schneider Plant (Harfleur)	5		155
136	C	3872nd QM Truck Company	Rue Dupont V	7		147
137	C	3883rd QM Truck Company	Gainneville	3		150
138	W	3885th QM Truck Company	37 Cours de la Republique	5		194
139	C	3888th QM Truck Company	Municipal Stadium	3		150
140	C	3985th QM Truck Company	Schneider Plant (Harfleur)	5		143
141	C	4001st QM Truck Company	Rue del Chenes	7		151
142	C	4252nd QM Truck Company	9 Rue de Bleville			
143	C	4253rd QM Truck Company	Gainneville			
144	W	390th Military Police Battalion	5 Rue de Croix	27	1	613
145	W	Co "C", 796th Military Police Battalion	66 Blvd Albert I	4		135
146	W	*2027th PW Overhead Detachment (Prov)	Gruchet La Valasse, Le Vieux Gruchet	22		169
147	W	3122nd Signal Service Co (Port) (Less Det)	Fort de Tourneville	4		
148	W	114th AAA Group	Harfleur	4		
149	W	114 AAA Gun Battalion	Harfleur			
150	W	602nd AAA Gun Battalion	St Addresse			
151	W	791st AAA Gun Battalion	24 Rue Felix Faure			
152	W	Civil Affair Detachment C2A2	2 Rue Leon Gautier	5		9
153	W	15th Replacement Depot	Montgeon Forest	80	6	1000
154	W	50th Replacement Battalion	North Forest			
155	W	70th Replacement Battalion	Fort St Addresse			
156	W	89th Replacement Battalion	South Forest			
157	W	68th Replacement Battalion	Sports Arena			
158	W	66th Finance Disbursing Section	Montgeon Forest	2	1	17
159	W	67th Army Postal Unit	Colony	1		11
160	W	GFRS Train Crew Section	53 Rue Guillemard	20		157
161	W	Transit Area "A" (GFRS)	Airport			
162	W	Transit Area "B" (GFRS)	West of Harfleur on N-14	5		165

*Units so designated are outside the limits of Port Area #1

.... 15th Major Port

16th Major Port.....

APPENDIX NO. 3
(CHAPTER III)
HEADQUARTERS
392nd Engineer GS Regiment
U.S. ARMY

APO 228
4 November 44

SUBJECT: Monthly Construction Report:

TO. : Commanding Officer, 392nd Engineers.

1. A construction report for the month of September from the 27th through the 31 October inclusive, covering the items listed below, which was accomplished by the 392nd Engineers is submitted for your information.

Description	Total To Date
Repaired Blvd. Sadi Carnot Le Havre	2.3K
Repaired Blvd. D'Harfleur Le Havre	
Repaired Blvd. DeGranville Le Havre	1.5K
Repaired 2-Bridges - M-14 at Harfleur	2
Removed 2-Road Blocks at Tancarville	
Repaired Route Nationale Le Havre	1.6K
Repaired RR Bridge- Beauzeville	1
Repaired RR Yards Le Havre (Near Overpass)	
Repaired Water Facilities Le Havre	
Repaired RR Yards-Triage de Granville	
Repaired Double Track RR Line Triage de Granville Quai de la Floride	K 7.8
Repaired double track RR Line Le Havre-Mirville Junction	13.9 K
Constructed Single Track Bridge Chemin de Grande Road - Le Havre	
Constructed Loading Platforms - Quai de la Floride	
Repaired Yards - Mainline Crossing Canal at Bridge VI Le Havre	

DESCRIPTION	TOTAL TO DATE
Removed Mines & Obstacles RR Yards at Bridge VI Le Havre	
Started Construction of Outlet to Quai de la Floride	
Maintenance RR Line Le Havre-Harfleur Station	2.9K
Maintenance RR Line Harfluer Station-Mirville	K 12.2
Repaired 3-Bridges - FeCamp	3
Repaired RR Line-FeCamp to Cany	
Repaired RR Line-Cany to Motteville	K 27
Repaired RR Line Harfleur-Mirville	K 29
Repaired RR Line Motteville-St Quen	K 15
Repaired RR Line St Quen-Bosc le Hard	K 15
Repaired RR Line Bosc le Hard-Ruchy	K 15
Removed Demolition Ammo Train from RR Line at Cany	
Repaired RR Line Mirville-Toueville	K 6.8
Constructed WP Roads & Park Area at Germany	

Total Amount-------270.5K

s/Wilbur M. La Salle
t/WILBUR M. LA SALLE
Captain, GE
S-3, 392nd Engineers

16th Major Port.....

APPENDIX NO. 4
(CHAPTER III)
HEADQUARTERS
392nd ENGINEER GS REGIMENT
APO 228, U.S. ARMY

9 December 1944

SUBJECT: Monthly Construction Report.

TO : Commanding Officer, 392nd Engineers.

1. A construction report for the month of 1 November to the 1 December 1944 inclusive, covering the items listed below, which was accomplished by the 392nd Engineers is submitted for your information.

DESCRIPTION	TOTAL TO DATE
Maint Blvd Sadi Carnot-Harfleur	4.6Km
Repair RR yds & double track, Triage de Graville	7.8Km
Repair Hardstandings, Maritime Aux Marchandise	X
Const. Loading Platform Quai de Florida	X
Maint RR Le Havre-Mirville Jct	13.9Km
Rehabilitate Tracks & yds Bassin De L'Euire	6.4Km
Const. RR Outlet Quai de Florida	4Km
Reconst. Outlet Quai de Florida (Revision)	1.5
Const. 4 Land Hard Standing TCRP #1	2Km
Repair double track & Dock Quai Bresil	1.03Km
Repair to ARC Bldg	X
Rehabilitate 2nd track Mole Oblique	1.09Km
Raise Track Mole Central	1.02Km
Const. Water Point Triage de Soguence	X
Rehabilitate double track Le Havre - Gournay	64.7Km
Rehabilitate Single track Gournay - Gisor	15.2Km
Rehabilitate single track Gisor - Beauvais	9.Km
Replace Light Rail Bosc Le Harve - Buchy	6.Km
Reconst. Bridge Viaduct du Darnetal	X
Const. Coal Bins Buchy	X
Reconst RR Tracks Buchy	X
Reconst.RR Tracks Rouen	7.4Km
Maint. RR Braute Jct Buchy	3.9Km
Completed 2 RR Bridges Le Havre	X
Completed 1 RR Bridge La Houssaye	X
Completed 2 Rwy Bridges Croisey	X
Repaired RR bridge single track Avneul	149.01