Temporary Restoration of French Port Facilities
Normandy Invasion - Summer 1944
(Cherbourg, LeHavre, Brest)
Port Restoration - WWII

SUNKEN SHIPS in the harbor at Naples converted into piers for the berthing of Allied ships.
US Army Engineer Divers first appeared in World War II. During the war there were massive buildups of divers who were placed in Port Construction and Repair Groups. These groups were trained in Georgia and consisted of 17 officers and 235 enlisted men.
The Germans surrendered Cherbourg on D+20 (26 JUN 44), and the next day 18 engineer units, led by the 1056th Engineer Group, began reconstruction of Cherbourg.
By 1 November, when the group was ordered to the Albert Canal area, engineers had completed facilities for unloading 25,000 tons a day, well over the planned figure of 7,900 tons a day.
Graduated USMA West Point 1924

Alaska Road Commission 1927-29

Instructor Missouri School of Mines

CONUS Army Airfield Construction

Reconstruction of Ports 1944-45

Chief of Engineers from Oct 1956 to Mar 1961

LTG Emerson C. Itschner
The enemy had made a big mistake at Cherbourg and the engineers turned it to their advantage. Lt. Gen. Emerson Itschner, then a colonel recalled the situation:

"The Germans were kind enough to leave us a lot of very heavy steel beams, one meter in depth and up to 75 feet long. We had enough of these to bridge from the piles that we drove back to the seawall."

Exploitation of the mistake did not stop with reopening the Port of Cherbourg. The engineers noted that all the beams bore the name of a single steel mill, Hadir in Differdange, Luxembourg. Right then Itschner decided they would head for Differdange. So, as soon as the town fell, the engineers were there.

They were not disappointed. The Hadir plant was intact and the citizens were eager to reopen it. After a little repair and cannibalization, Hadir began once again to produce meter beams. In a short time, these beams were put to many important uses, including building the massive railroad bridges across the Rhine.
Le Havre, K2, (ND615), 10 Sep 1944, 18:44 hours
10,000 feet, Bomb load: 13 x 1,000, 4 x 500.
Good weather, wizard prang, Bomb from 8,000 feet, 1,000 aircraft
Basin de l’Eure within the locks at Le Harve, France

Port Restoration - WWII
Port at Brest, France

Port Restoration - WWII
Brest : Le Port de Guerre

Port Restoration - WWII
Seagoing diesel-electric hydraulic dredging vessels, under the Corps of Engineers control for maintaining and improving the coastal and harbor channels around the U.S. coasts.
Dredge Vessels

These were substantial and complex vessels, around 300 feet long, 3,000-ton displacement, and a crew complement of 60-plus men. They were seagoing diesel-electric hydraulic dredging vessels, normally functioning under Corps of Engineers control, maintaining and improving the coastal and harbor channels around the U.S. coasts.

Four of them—the Marshall, Rossell, Harding and Hoffman—were "militarized" by adding a couple of 3-inch gun turrets, fore and aft, and two 20-millimeter machine gun turrets midships, along with crew quarters for a complement of about 12 Navy personnel who were to man the armament.
“Until recently, scientific design criteria for shore protection developed slowly. Long trial and error expedience led to structures best suited to local conditions. Engineers had to experiment to find a suitable protected site long enough for an inner harbor without the rapid shoaling of channel approaches. The history of early structures and construction methods is practical background for new construction.”
References

http://www.history.navy.mil/ac/d-day/exdday/exdday25.htm


http://www.scharnhorst-class.dk/scharnhorst/gallery/gallsscharnbrest.html