

EVERETTE F. COPPOCK III

CSM, US ARMY, RETIRED

TRANSPORTATION CORPS REGIMENT, 1977-2007

519th Port Battalion

Transportation Corps Regiment

1 APRIL 1942 until 3 October 1946



519TH Port Battalion, Distinguished Unit Insignia



519th Port Battalion, Army Amphibious Patch (1944)



519th Port Battalion, European Theater of Operation Patch WW2



519th Port Battalion, Meritorious Unit uniform patch



The 519th Port Battalion wore the uniform pocket patch from the 6th Engineer Special Brigade – Amphibious on their uniforms

As the need for port guards reduced, the 519th Port Battalion was inactivated on 3 October 1946.

Campaign Participation Credit:

World War II:

Normandy

Streamers:

Normandy (with arrowhead)



Northern France



Rhineland



Decorations:

Meritorious Unit Commendation



Victory Medal, Public Law No. 135 of 6 July 1945



American Campaign Medal, per Executive Order 9265, 6 November 1942, by President Franklin D. Roosevelt and announced in War Department Bulletin 56, 1942



European–African–Middle Eastern Campaign Medal, includes three campaign stars and Bronze Arrowhead. By Executive Order 9265, dated 6 November 1942, by President Franklin D. Roosevelt, and announced in War Department Bulletin 56, 1942. The Arrowhead device is a decoration of the United States Army which is issued as an attachment to certain service medals. The Arrowhead device is awarded to any service member who participates in an amphibious assault, a combat parachute drops, a helicopter assault landing, or a combat glider attack.





Bronze Arrowhead to be attached to the EAMEC Medal

Good Conduct Medal:



French Croix de Guerra with Silver Palm



"WITH WHOM WE SERVED"

Unfortunately, records of units who served with us in England are unavailable. The order awarding the Belgian Croix de Guerre to the 13th Port and attached units, fortunately gives us a list of those who were with us in Belgium during the long bombardment. The Belgian decree follows:

DECREE OF DECEMBER 7, 1946, N° 3254ter.

The Port Units of the armed forces of the United States in service at the Port of Antwerp, who participated in the defense of the port and city against the flying bombs, including:

Headquarters and Headquarters Company 13th Port;
Headquarters and Headquarters Company 5th Port;
228 Army Postal Unit;
22 Postal Regulating Section;
358 Engineer General Service Regiment;
1598 Engineer Utility Detachment;
1592 Engineer Utility Detachment;
694 Engineer Base Equipment Company;
1072 Engineer Post Repair Ship Company;
1218 Engineer Fire Fighting Platoon;
1717 Engineer Floating Power Plant;
138 Finance Disbursing Section;
134 Finance Disbursing Section;
345 Medical Composite Section;
350 Medical Composite Section;
29 Field Hospital 30 General Hospital;
119 Ordnance Bomb Disposal Squad (Separate);
120 Ordnance Bomb Disposal Squad (Separate);
121 Ordnance Bomb Disposal Squad (Separate);
Headquarters Detachment 793 Military Police Battalion;
Company "A" 793d Military Police Battalion;
Company "B" 793d Military Police Battalion;
Company "C" 793d Military Police Battalion;
Company "D" 793d Military Police Battalion;
3037 Quartermaster Bakery Company;
995 Signal Service Company;
3616 Quartermaster Truck Company;
267 Port Company;
268 Port Company;
Hq and Hq Detachment 152d Quartermaster Battalion;
Hq and Hq Detachment 487th Port Battalion;
Medical Detachment 487th Port Battalion;
184 Port Company;
185 Port Company;
186 Port Company;
187 Port Company;
282 Port Company;
283 Port Company;
329 Harbor Craft Company;
334 Harbor Craft Company;
345 Harbor Craft Company;
352 Harbor Craft Company;
105 Port Marine Maintenance Company;
Hq and Hq Detachment 517th Port Battalion;
Medical Detachment 517th Port Battalion;
797 Port Company;
798 Port Company;
799 Port Company;
800 Port Company;
284 Port Company;
285 Port Company;

Hq and Hq Detachment 519th Port Battalion;
Medical Detachment 519th Port Battalion;
302 Port Company;
303 Port Company;
305 Port Company;
280 Port Company;
281 Port Company;
3883 Quartermaster Truck Company;
3583 Quartermaster Truck Company;
4261 Quartermaster Truck Company;
3611 Quartermaster Truck Company;
3610 Quartermaster Truck Company;
4262 Quartermaster Truck Company;
3601 Quartermaster Truck Company;
Medical Detachment 793d Military Police Battalion;

mentioned in the Order of the Day of the Belgian Army, for:
"The courage and devotedness which they showed by working without respite in the Port of ANTWERP during the terrible period of the V1 and V2 from October, 1944 to May, 1945, thereby saving the city and the port from almost complete destruction."

Army Occupation Medal:



Although authorized in 1946, it was not until 1947 that the first Army of Occupation Medals were distributed. The first medal was presented to General of the Army Dwight D. Eisenhower, who had been the Supreme Headquarters Allied Expeditionary Force Commander during World War II. To be awarded the Army of Occupation Medal, a service member was required to have performed at least thirty consecutive days of military duty within a designated geographical area of military occupation. The Army of Occupation Medal was presented with a campaign clasp, denoting either European or Asian service, depending on the region in which occupation service had been performed.

Order of the Day (Shoulder Cord) of the Belgian Army for action at Antwerp.



SPECIAL AWARD:

US Port Units in Antwerp, Belgium in WWII

The Port of Antwerp was run by the British Army after capturing it from the Germans in September of 1944. They assigned a section of the port for American use. The American units were under the command of the 13th Major Port and 5th Major Port. The following lists comes from a 13th Major Port document housed in the FELIXARCHIEF (city archives) of Antwerp. There are two things that interest me about these pages.

First, learning the names of the American units working in the port during the WW2. Secondly, I was impressed to see that these units all received Belgium's Croix de Guerre.

Their discharge papers do not reflect this because the Army did not typically include mention of foreign military awards.

However, France bestowed their Croix de Guerre on the 519th Port Battalion for its part in the Normandy invasion. To signify this the men received ribbons for their uniform and the unit flew a special banner.

The order awarding the Belgian Croix de Guerre to the 519th Port Battalion, 13th Port and attached units, fortunately gives us a list of those who were with us in Belgium during the long bombardment. The Belgian decree is follows:

Decree of December 7, 1946, Number 3254ter

13th Major Port
Hq & Hq Co
5th Major Port, Hq & Hq Co
22d Postal Regulating Sec
29th Field Hospital
30th General Hospital
105th Port Marine Maint Co
119th Ord Bomb Disposal Sq (Sep)
120th Ord Bomb Disposal Sq (Sep)
121st Ord Bomb Disposal Sq (Sep)
184th Finance Disbursing Sec
138th Finance Disbursing Sec
152d QM Bn, Hq & Hq Det
184th Port Co[§]
185th Port Co[§]
186th Port Co[§]
187th Port Co[§]
228th Army Postal Unit
267th Port Co
268th Port Co
280th Port Co
281st Port Co
282d Port Co[§]
283d Port Co[§]
284th Port Co[§]
285th Port Co[§]
302d Port Co[§]
303d Port Co[§]
304th Port Co[§]
305th Port Co[§]
324th Harbor Craft Co
329th Harbor Craft Co
345th Harbor Craft Co
345th Medical Composite Sec
350th Medical Composite Sec
352d Harbor Craft Co
358th Engr Gen Sv Regt
487th Port Bn, Hq & Hq Det[¶]
517th Port Bn, Hq & Hq Det[¶]
519th Port Bn, Hq & Hq Det[¶]
694th Engr Base Equipment Co
792d MP Bn, Hq Det & Co's A, B, C, & D
797th Port Co[†]
798th Port Co[†]

com (for citation, see "9th Infantry Division," first citation only).

CITED IN THE ORDER OF THE DAY of the Belgian Army, by Decree No. 3254, 7 December 1946, by Charles, Prince of Belgium, Regent of the Kingdom, with the following citation:

This unit displayed courage and devotion at the port of Antwerp by working without respite during the frightful period of the V-1 and V-2 bombings from October 1944 to May 1945. It contributed in the saving of the city and the harbor from all but complete destruction.

[§] Also cited with 13th Major Port.

[¶] Also cited with 1st Engr Bn Brig for French Croix de Guerre.

[¶] Also cited with 5th Engr Bn Brig for French Croix de Guerre.

[†] Also cited with 6th Engr Bn Brig for French Croix de Guerre.

The Port Units of the armed forces of the United States in service at the Port of Antwerp who participated in the defense of the city against flying bombs include:

HQ and HQ Detachment, 519th Port Battalion

280th Port Company
281st Port Company
302nd Port Company
303rd Port Company
304th Port Company
305th Port Company

The Begium Fourragere is worn over the left shoulder of the Army dress and full-dress uniform. The cord goes under the arm and attaches to a regulation small U.S. Army button attached to the shoulder seam 1/2 inch outside the left collar edge.

NOTE***The 279th Port Company was reassigned from the 519th Port Battalion in November 1944 to the port at Le Havre with the 505th Port Battalion. **The award is not authorized for this unit.**

Lapel Pin:



WW2 Honorable discharge lapel button pin, called a "Ruptured duck"

As the need for port guards reduced, the 519th Port Battalion was inactivated on 3 October 1946.

Overseas Service Bars:



Each Overseas bar is for six months of service, equals to 2.5 years.

April 1943:

Constituted on 1 April 1943, and re-organized as Headquarters and Headquarters Detachment, 519th Port Battalion and the 302nd, 303rd, 304th, and 305th Port Companies. It was activated on 25 June 1943 at Indiantown Gap Military Reservation, Pennsylvania as the 519th Port Battalion.



SS Edward Porter Alexander, US Army

The Boston Port of Embarkation (BPOE) was a United States Army command responsible for the movement of troops and supplies from the United States to overseas commands. In World War I it was a sub-port of the New York Port of Embarkation. During World War II it became an independent Port of Embarkation with the second greatest number of passengers embarked and third greatest tonnage of cargo embarked by east coast Ports of Embarkation. In passengers it was exceeded on the east coast only by New York and in cargo only by New York and the Hampton Roads Port of Embarkation. Within three months after entry of the United States into World War II Boston was being established as a sub-port of New York. With establishment of the United States Army Transportation Corps in March 1942 the Boston sub-port became the independent Boston Port of Embarkation.

The Boston Army Base, preexisting the establishment of the POE, was a major component of the port. The cargo only sub-port at Searsport, Maine was a sub-port of the Boston POE specializing in ammunition and explosives. Camp Myles Standish, a component of the Boston POE, was the main staging area for troops. Other facilities under the command included Camp Curtis Guild, Camp McKay and the Maynard Ammunition Storage Depot.

The 280th Port Company, 519th Port Battalion, had Soldiers report to initial camps like Camp Upton, Yaphank, New York.



Camp Upton, New York 1942. Photograph by images.search.yahoo.com.

Recruits reported and processed then relocated to Fort Dix, New Jersey draftee processing center for several days, then take a bus or train to Camp Miles Standish located in Boston, Massachusetts was for basic training, MOS training, rifle with bayonet and grenade training. With training completed Soldiers waited on movement orders, then boarded the SS Aquatania a troop carrier vessel for 4,500 Soldiers and headed to Faslane, Scotland upon arriving boarded a train transferring to Swansea, South Wales where the company set up their Headquarters. Tents and housing were short supply causing the British and US Governments to place US servicemembers into civilian homes in and around each town. With no food being supplied by the homeowners, each battalion set up a localized mess hall in a park setting serving four square meals a day. Training started immediately, maneuvers, rifle qualification. The landscape looked exactly like Normandy Beach! Staggering and packing took five days. Soldiers did not know where they were going, but they got into the vessels and crossed the English Channel. While in the middle of the channel, they were given a book on "how to speak French". They had ninety miles to learn French! That was the first time they found out where they were going. They also received a letter from General, Eisenhower while crossing the channel. The seas were rough. There were thousands of ships in the area. Soldiers climbed over the side of the ship down rope ladders to go into the landing crafts.



At Camp Lucky Strike Soldiers pass by signage indicating how far away home was. Photograph by images.search.yahoo.com

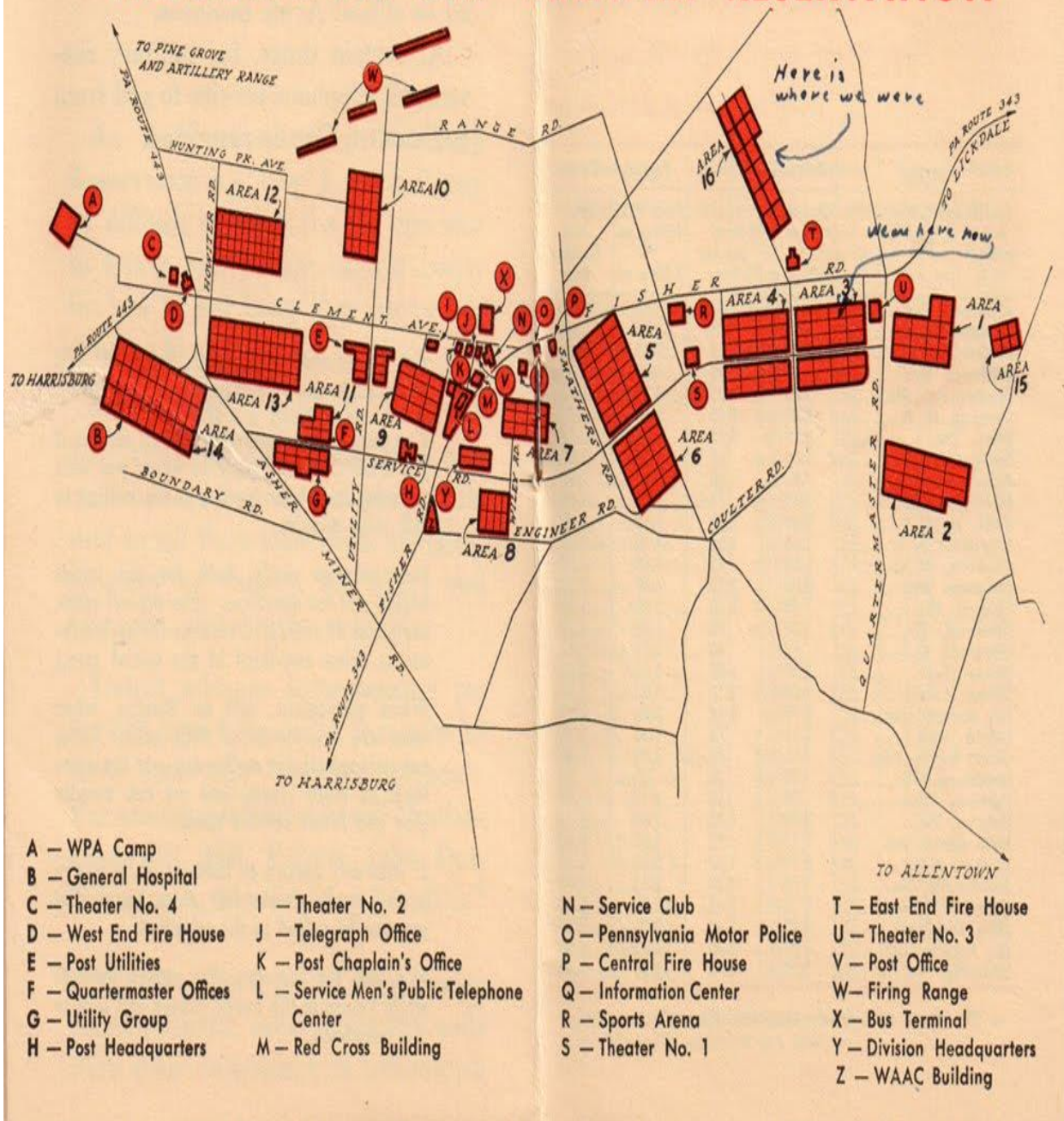


304 Port Company, Privates, Dave Weaver, Bruce Kramlich, and John Shireman posing with the 304th Port Company Guidon at Indiantown Gap Military Reservation, Pennsylvania 1942.

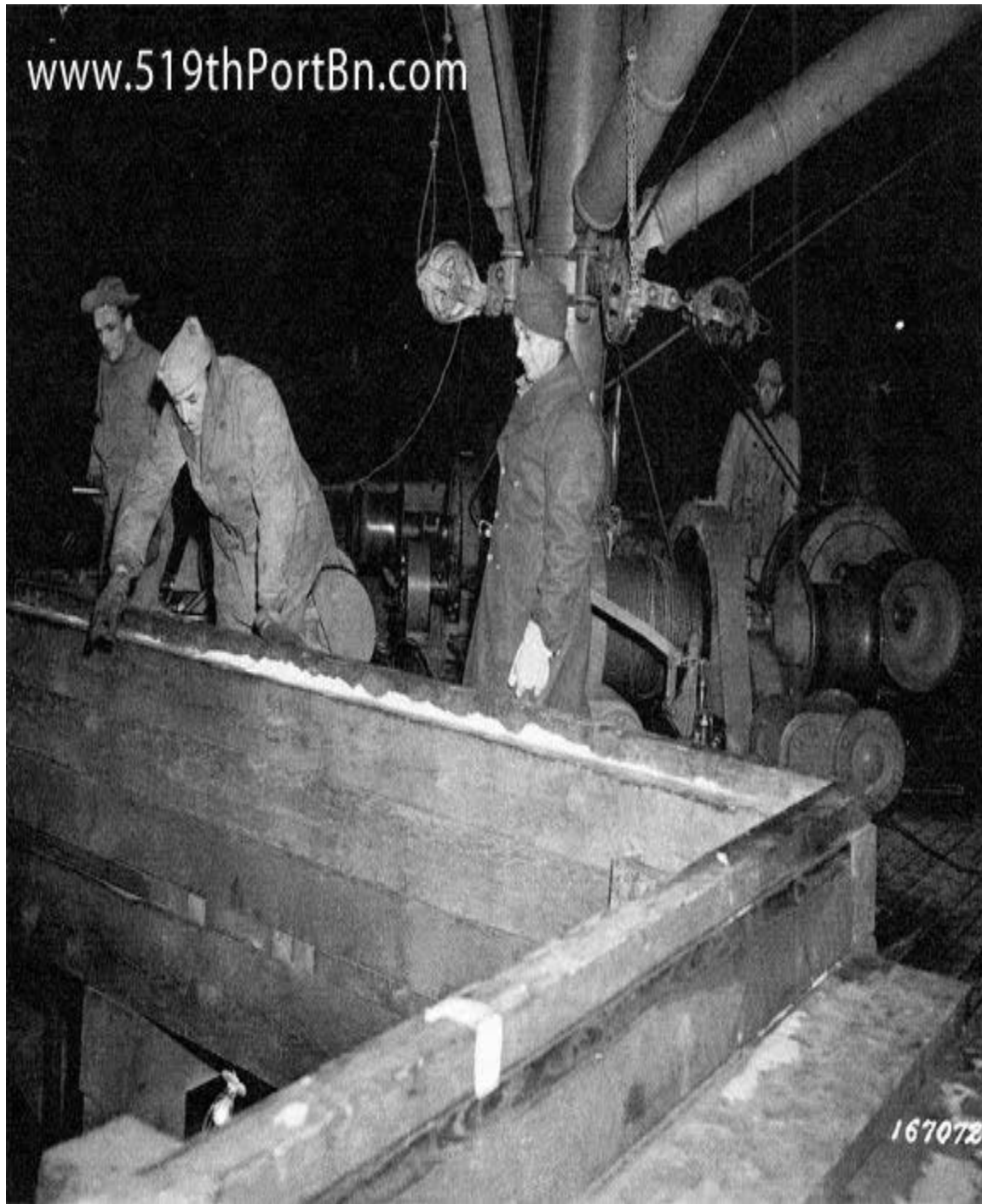


304th Port Company, Indiantown Gap, Pennsylvania, Privates, Kramlich and Shireman with a view of some of the fort buildings in 1942.

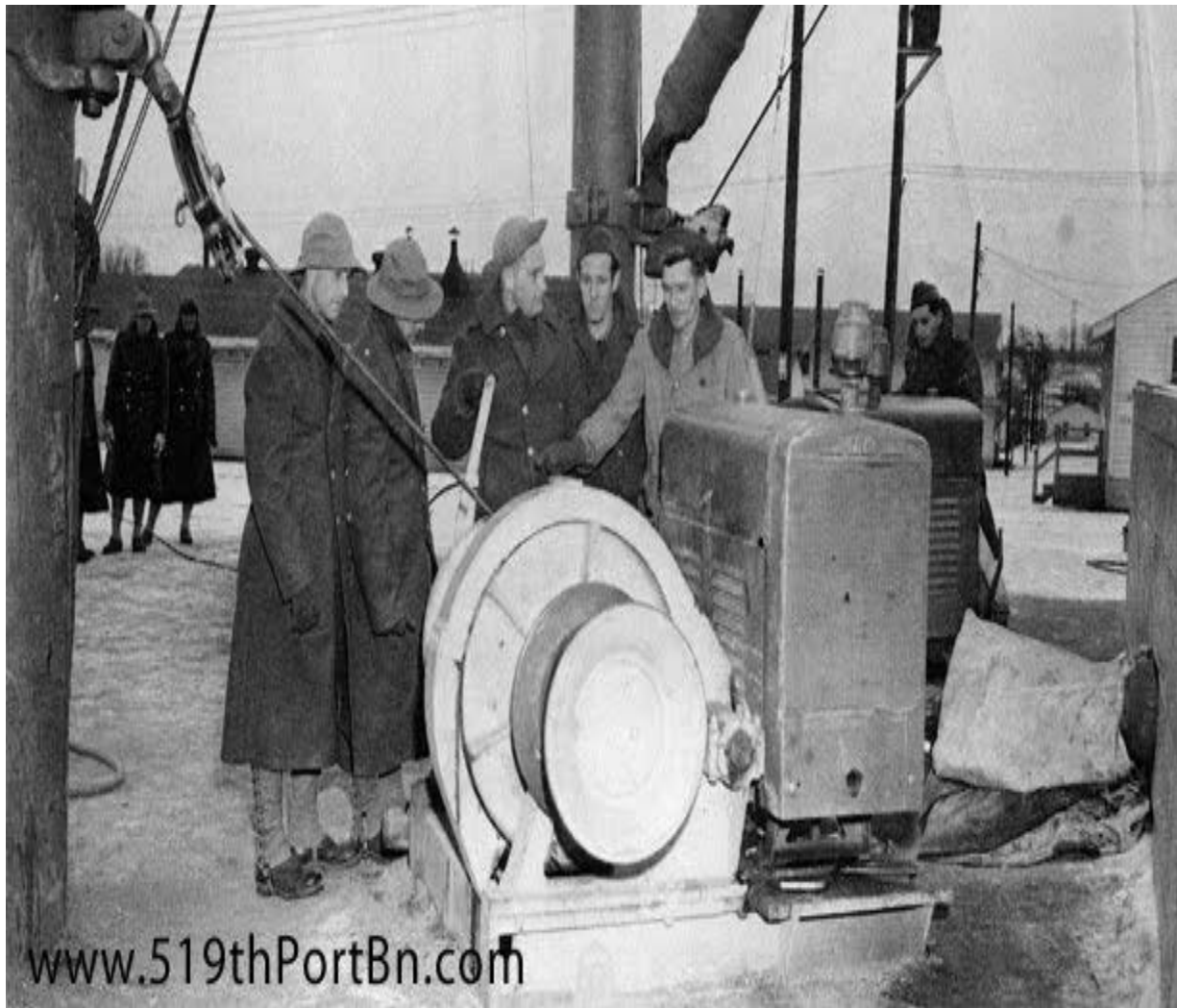
INDIANTOWN GAP MILITARY RESERVATION



519 Port Battalion, Indiantown Gap installation map, 1942



519th Port Battalion Instruction in night operation, showing winch operators and instructor, 1942.



519th Port Battalion Winch Instruction on gasoline-driven winch located at land hatch, 1942. Photograph by Pennsylvania National Guard Museum at Fort Indiantown Gap and the National Archives.

1943:

The 519th Port Battalion was activated on 23 June 1943 at Fort Indiantown Gap, Pennsylvania with the 302nd, 303rd, 304th, and 305th Port Companies.

On 19 July 1943 first group of five hundred recruits arrived at Indiantown Gap. The second group arrived on 2 August and brought the battalion up to strength. Training began on 20 July 1943. They learned to operate winches and other equipment, rigging, stowing, and warehousing. They were divided into hatch and deck crews to work aboard the ships and wharf crew to work on the dock. Indiantown Gap build land ships and docks to train loading and unloading cargo. The goal was efficiency and speed in loading and unloading ships.

Organization:

HQs 519th Port Battalion, landed on Utah Beach

279th Port Company, landed at Utah Beach

280th Port Company, landed on Omaha Beach

281st Port Company, landed at Utah Beach

302nd Port Company, landed on Omaha Beach

303rd Port Company, landed at Utah Beach

304th Port Company, landed at Utah Beach

305th Port Company, landed on Omaha Beach

519th Medical Detachment, landed on Utah Beach

As of 20 December 1945, the 265th and 285th Port Companies are assigned to the Battalion.



519th Port Battalion Soldiers passed from train to board vessels at Boston Port of Embarkation for Liverpool, England boarding the US Army, SS Edward Porter Alexander. Photograph by Wikipedia.com



304th Port Company, 519th Port Battalion near Dorchester, Massachusetts, 1943

Statements by two Soldiers:

Dave H. Weaver and Bruce C. Kramlich were both assigned to the 519th Port Battalion during the deployment to England, the Normandy Invasion and at Antwerp Belgium. Here is what they had to say about their time with the 519th Port Battalion:

“I (Dave) was a member of the 304th Port Company, 519th Port Battalion from July 1943. I took Basic and Advanced training at Indiantown Gap Military Reservation, Pennsylvania before being stationed at Camp McKay, Dorchester, near Boston. We worked in various facilities in the Port of Boston until we departed on 24 March 1944 on the troopship SS, Edward Porter Alexander and arrived in Liverpool, England on 5 April 1944. We soon moved to Bristol, England where we were billeted in private homes (since all Army installations were bulging with GIs at that time). For two months we worked in the ports of Bristol, Swansea and Newport Wales handling materials destined for the impending invasion of France. We arrived in Normandy on 6 June 1944, and began unloaded the vessels we arrived on, (one vessel was hit by a dive bomber - killing twenty

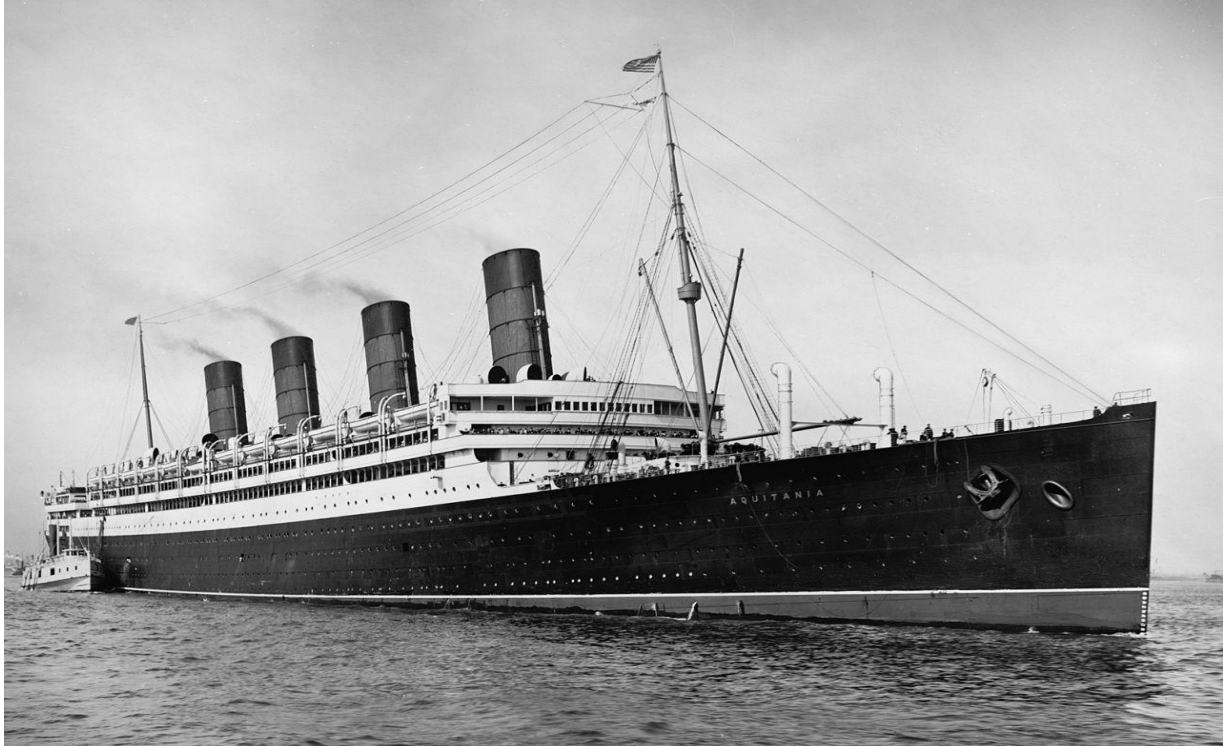
members of our battalion). We were quartered in an area of about three hundred yards inland from the seawall, and later in an apple orchard nearby. We worked 12 hour shifts for 5 months unloading all sorts of ships, landing craft, etc. We were then sent, to the Port of Antwerp, Belgium after it had been taken by Canadian troops, providing better facilities than were available at the beach. We worked in Antwerp (through 175 days of continuous air and V-bomb attacks). Following V-Day we returned to the US, on a point system. I left Europe on 12 January 1946 and was discharged on 16 February 1946. I served in various capacities in the 304th, primarily as a winch operator. See photo album page for pictures of the Normandy monument list the 490th Port Battalion, 518th Port Battalion, and 519th Port Battalion, all attached to the First Engineers Special Brigade in France.” – Dave H. Weaver.

“I (Bruce) was a member of the 519th Port Battalion from July 1943 until I was transferred to the 334th Harbor Craft Company in December 1945 at Antwerp, Belgium. I was initially a clerk with Headquarters & Headquarters Detachment, 519th Port Battalion. I was discharged in January 1946” – Bruce C. Kramlich.

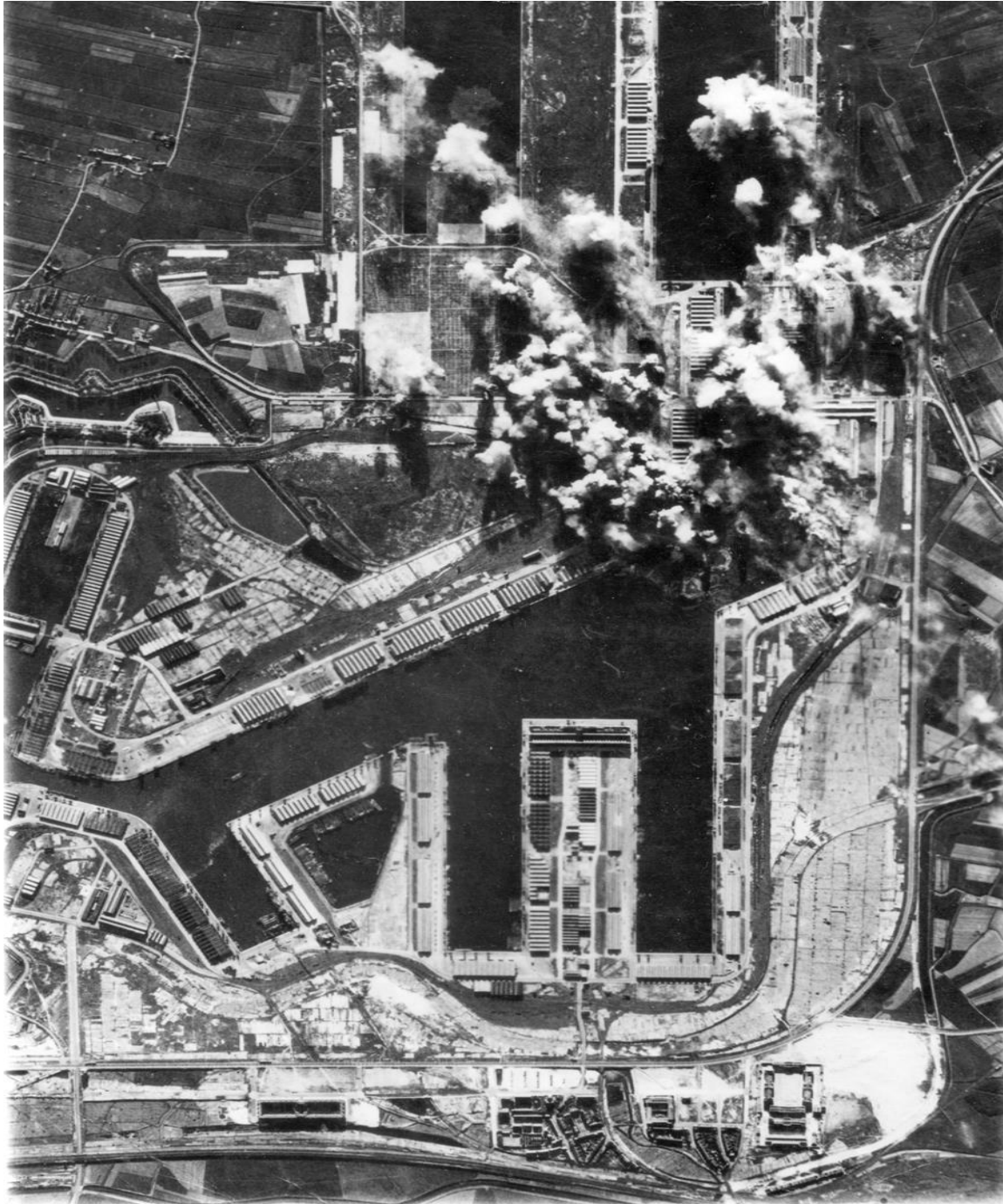
At this time, the 279th Port Company was replaced by the 281st Port Company who accompanied the 519th Port Battalion to Tapioca Flats in Antwerp, Belgium where they remained until being inactivated on 3 October 1946.

DECEMBER 1943:

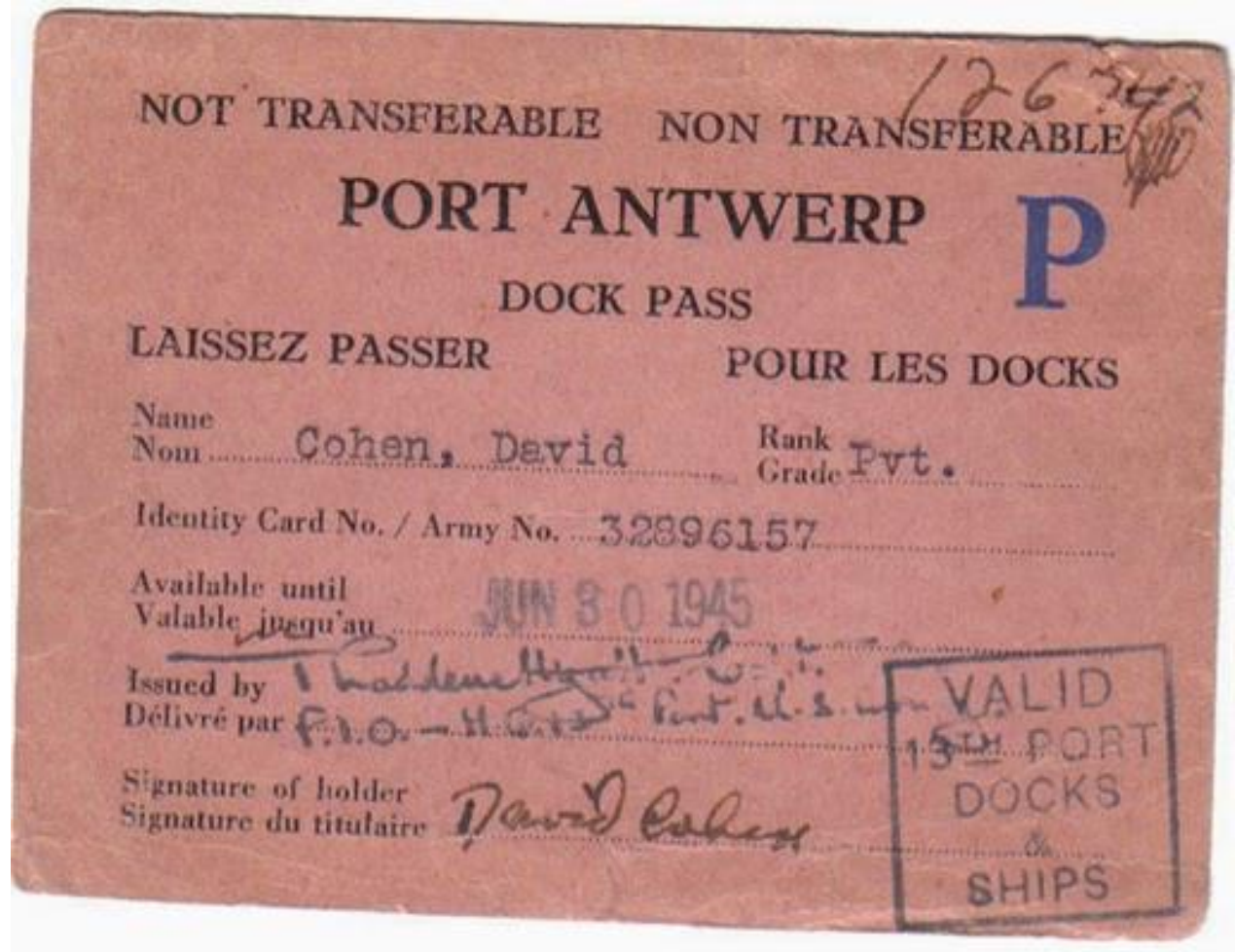
In December 1943, the men of the 519th Port Battalion commanded by Major Charles M. Nabors, worked the ports from Army Base Boston, managing, and loading cargo headed for Liverpool, England. The 519th Port Battalion embarked from Camp Miles Standish, Boston, Massachusetts aboard the SS, Edward Porter Alexander to Liverpool, England early in 1944.



SS Aquatania, photograph by images.search.yahoo.com



A 1943 aerial photo of the Antwerp docks where the 519th Port Battalion served in 1944–1946. The photo was taken by an American plane that was bombing the automobile factories that the Germans were using for military production. The city was liberated the following year.



519th Port Battalion, A veteran of the 280th Port Company, David Cohen, sent a dock pass that he carried with him in the port of Antwerp during the war.

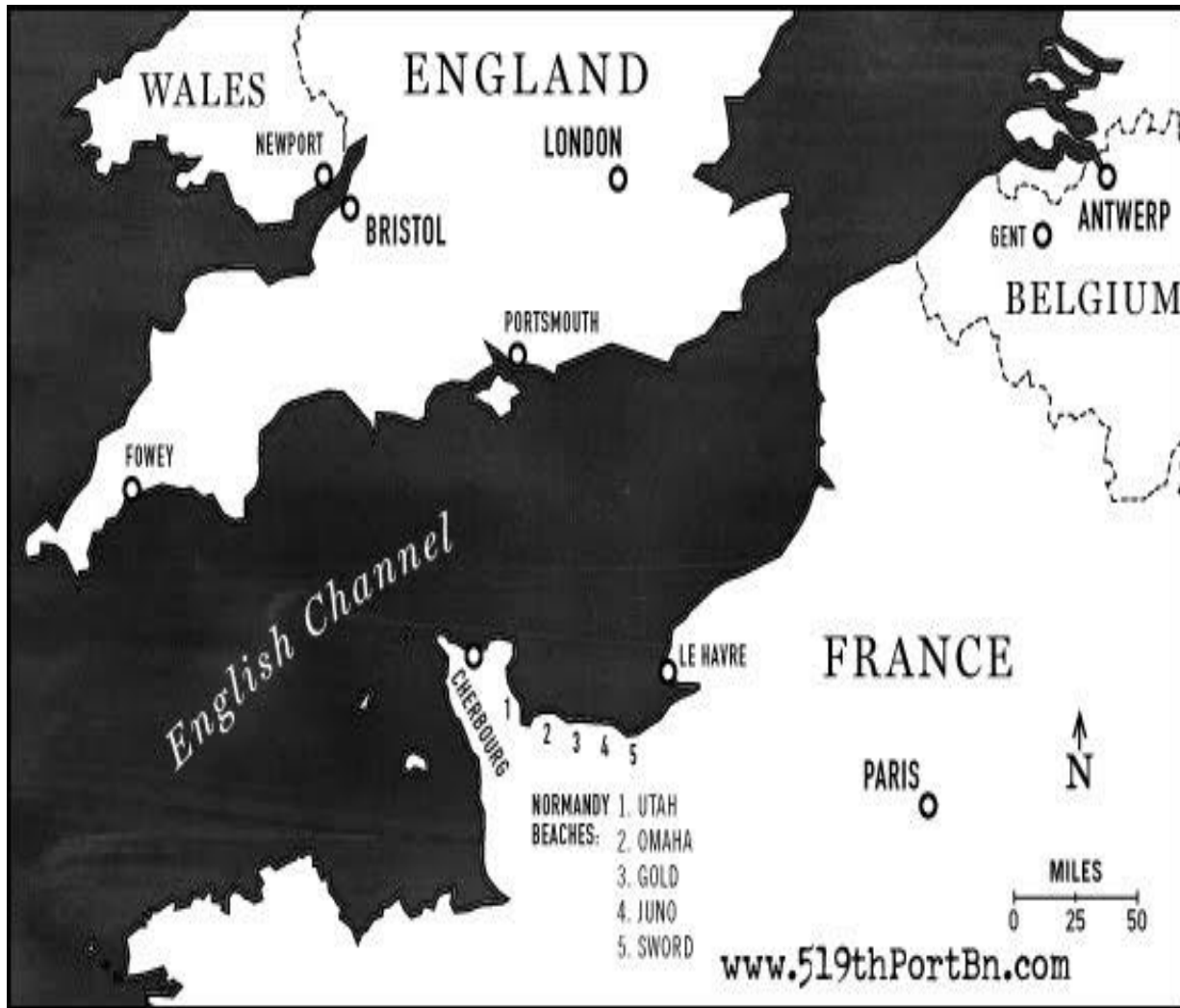
On 23 March 1944, the battalion crowded aboard SS Edmund B. Alexander at Boston and sailed the next day. Their ship was a former German passenger liner captured during WWI. It arrived at Liverpool on 5 April. After a short stay in transit camps, they moved to Camp Sea Mills in Shirehampton, Bristol on 11 April. Many of the men were billeted with locals due to the shortage of billeting on base. They began working at the Avonmouth docks on April 13 loading ships for the upcoming Normandy invasion.

The men assumed they would continue loading cargo at Bristol until they were attached to the 1st Engineer Special Brigade along with the 490th and 518th Port Battalions in May. The Army was segregated at the time and the 490th was an African-American battalion. The battalion also picked up the 279th and 280th Port Companies attached from the 505th Port Battalion in early May. On 31 May, the battalion left Bristol by train to US Army Marshalling Area 139 at Bridgend, Wales where they drew chemically impregnated clothing, French francs, and three

days of K-rations and waited for the invasion of Normandy. The 1st Engineer Special Brigade would land at Utah Beach. On 2 June, the men left their marshalling area for the embarkation areas at Newport. The 303rd left the battalion and embarked its transport at Bristol and Southampton. The battalion was divided up among several vessels. The original invasion plan was to land on 5 June, but severe weather delayed the landings until the next day. So, the men waited aboard their ships. At 0230 hours on 6 June, the convoy went underway across the English Channel. The 4th and 90th Infantry Divisions landed that day, and the 519th Port Battalion went ashore over the next four days. Upon arrival, each company immediately went to work unloading ships anchored offshore. Amphibious trucks (DUKWs) hauled the crews to the vessels where they worked 12-hour shifts. The ship crews slept aboard the ships until they were unloaded, and the shore crews dug foxholes about three hundred yards inland from the sea wall to sleep in. Liberty ships had five hatches each with a separate crew. The hatch crews loaded either pallets or break bulk into cargo nets that the deck crews hoisted over the side with cranes and lowered into an awaiting DUKW, landing craft or Rhino barge for transport to land. A stevedore guided the cargo into place. Two Technical Fifth Class Soldiers kept track of what left the whole operation under the supervision of a sergeant. Once full, the lighterage left for shore.

The shore party unloaded the cargo from the landing craft and barges to the awaiting trucks. Once ashore, the beach dispatch directed the DUKW to the appropriate supply dump inland. This trip inland reduced the availability to shuttle cargo back and forth from ship to the shore. As more cargo trucks arrived, they could haul the cargo inland. The vessels were to arrive with the necessary cargo nets, hooks, cables, and slings, but not all did. So, the 519th Port Battalion borrowed the gear from the British and set up a shop to fabricate their own.

The 280th Port Company landed on Omaha Beach, liberated Carentan, met up with 519th Port Battalion on Utah Beach, and were there for three months. The 280th Port Company is then dispatched and continued into Paris, France for several months. From Paris, he went to Antwerp, Belgium and finally, reported at Camp Lucky Strike a tent city in the Port of Embarkation, Le Harve, France. Camp Lucky Strike was in St. Valery, France, forty-five miles from the port of Le Havre.



Information map.

519th Port Battalion and line units, Orders for the Order of the Day (Shoulder Cord) of the Belgian Army for action at Antwerp. Issued by Charles, Prince of Belgium, Degree Number 3254ter, 7 December 1946. Photograph by longshoresoldiers.com

Training Transport Corps

Port Battalions Load And Unload Ships In Pennsylvania Mountains

By Grace and Knickerbocker Davis

ABOVE and below decks helmeted figures stripped to the waist glistened with perspiration in the glare of the big lights flooding the quay. Beside fore and aft holds compressed air winches droned, paused, and droned as their operators twitched the levers in response to the hand signals of hatch foremen. On the strip of concrete pier at which lay the Manada and her sister cargo carrier, the Swatara, motor-lift trucks darted between warehouses lining the pier and the vessels' cargo-netted sides. Above them spiderlike booms swung their loads against the night sky.

Beyond the two ships still more boom clusters crisscrossed the night. And still further, beside a long wharf-warehouse platform, a line of hand trucks carried away the contents of an olive green freight car. On the siding was a second box car, also olive green but of snubnosed round-roofed type never seen on railroads of the United States, next to it a flat car also of foreign design.

Dock and decks and hold crews of the Army's Transportation Corps, ready at the bark of command to take cover and stand off an enemy aerial attack for which they'd been picked as target, were unloading a typical war cargo and doing it with efficiency.

WE HAD to pinch ourselves to be sure we hadn't in some miraculous fashion been dropped at a war-front port teeming with vital supplies brought overseas by Liberty Ships which had run the gantlet of submarines. The wharf on which we stood, however, was in the heart of Indiantown Gap Military Reservation, with Pennsylvania mountains as its backdrop.

In World War I shipment of war material overseas, although efficiently done, was a trifling matter compared with the mammoth tonnage sent to the fighting fronts today. Putting that tonnage, which comprises thousands and thousands of different vital items, ranging from tanks and planes down to a soldier's shoe laces, aboard ships at ports of departure and unloading it upon arrival with maximum speed and safety require a transportation set-up vastly different from that of normal maritime trade.

The handling of military cargoes calls for far more than the brawn of ordinary stevedores and dock hands. Ships which wharf at war-front ports, with every cubic foot of hold and deck space scientifically stowed with supplies, must have not only highly specialized attention but be equally well prepared for defense of cargoes against onslaughts from sea, air and land.

IT WAS to meet this need that the Army's Transportation Corps was organized and trained. Its function is to supply port battalions in whatever theater of operations they may be called for, to get cargoes aboard and off ship with minimum loss of time and maximum security.

The selection of Transportation Corps officer and enlisted personnel begins with

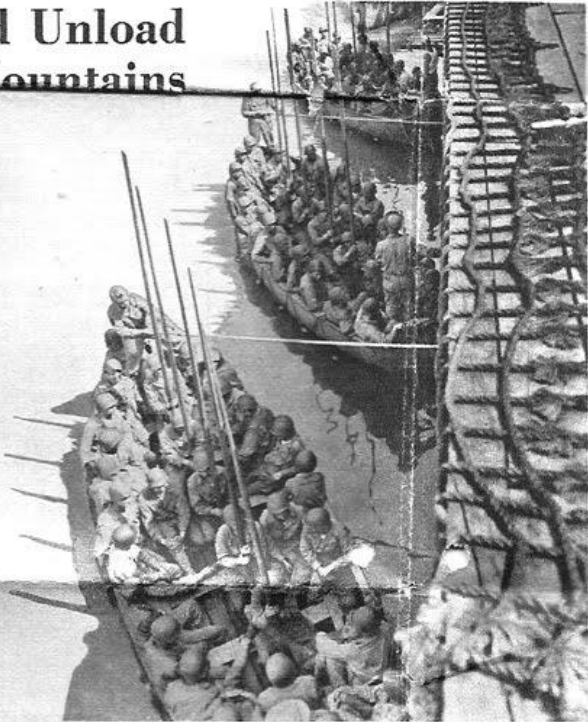
the Army's classification system which "screens" out the basic aptitudes on which its skill must pivot. Important among these are civilian backgrounds in which maritime transportation has played a part, plus alert thinking, absorbing details and executing them with speed and precision, manual dexterity, and strong physique, then the Corps school takes over with a course of sprouts in which both military and specialized duties are mixed in a 13-weeks' round-the-clock training period which equates its entire training work at port and aboard ship.

MONTHS of special assignments to specialist branches of the armed services have accustomed us to meeting undreamed of innovations. But visiting a war-port wharf front, complete with quay, warehouses, rail sidings, besides which lay a pair of Liberty Ships miles from the ocean, on bone dry land, was one of the most amazing sights, we've seen to date. And when our surveys were extended to include a 40-acre artificial lake in the heart of the mountains at which we found simulated vessel sides hung with "save-all" nets used for abandoning ship, life-boats and rafts, rope ladders, sea anchors and other nautical paraphernalia required for every possible emergency at sea, it seemed incredible.

In addition to these we were shown camouflaged bivouacs, obstacle and infiltration courses where personnel of the Corps are trained not only till flawless in

finding concealment, taking cover, and dispersion as safeguards against enemy attack, construction of field fortifications, but also in cleaning out machine-gun nests and snipers.

On the infiltration course, for example, waves of dungareed members of the Transportation Corps, buriened with rifles, ammunition and full field packs, must wriggle belly-flat across a sunbaked stretch of



Use of life-boats and other paraphernalia for every possible emergency at sea is taught.

barbed-wire-entangled terrain into withering machine-gun fire which sends a hail of deadly "live" ammunition above the crawling figures as they shove toward their objective. To make realism complete, key-controlled deafening dynamite charges, simulating shell bursts, are exploded to shower debris. Included also in the toughening of basic training are hours on the small arms range with carbine and rifle.

Interspersing these is specialized schooling in loading and unloading ship cargoes which the Corps is called upon to handle at war ports. A soldier stevedore's training embraces everything he will be called upon to cope with on ship or pier. In addition to defense methods, he is taught how to abandon ship, navigate a life-boat, keep himself alive till rescued on fish caught for food and drink.

THE success of this inland preliminary training largely is due to the forethought and experience of the center's commander, Colonel Forrest E. Ambrose, an expert in military transportation, veteran officer of World War I, and in civilian life a railroad transportation engineer. To his executive officer, Lt. Col. Tharrat G. Best, goes credit for the ingenious use of "land craft," which exactly duplicate cargo portions of Liberty Ships, as well as other realistic port accessories. The intensive mixed military and specialist

training is in charge of Lt. Col. Wesley J. White, who in civilian life won international fame as one of the world's ace polo players.

We climbed the Jacob's ladder of the Manada and went over her rail for the last of our two-days' close-ups as a section (hatch crew, dock crew, winch operators and foremen) completed stowing a cargo of ammunition cases and oil drums (the first weighted to correct poundage by tamped ashes in place of cartridges, the second filled with water).

"They're finishing up their last weeks here," said the young captain who had been assigned to pilot us about. "They'll be sent to port battalions in this country for a while to put what we've taught 'em into practice. Then they'll probably go to one of the fronts."

A CROSS the wooded mountain top behind us, and above the crackle and spatter of carbine rapid fire on the rifle range, came the deep-throated rumble and jar of field artillery finding the targets on the impactment areas. The deck of the Manada vibrated at each far-away detonation.

The captain paused a bit thoughtfully. "They'll be on the business end of plenty of stuff like that before they're through," he said. "Wherever it is, whatever comes their way, you can bet they'll take it, and give it, and get the cargoes through."

Article by Davis, Grace, and Davis, Knickerbacker. "Training Transportation Corps: Port Battalions Load and Unload Ships in Pennsylvania Mountains" in *The Philadelphia Inquirer*, August 15, 1943.

Headquarters Company, 519th Port Battalion, First Sergeant, 1SG, Alex Wanczak, Company Commanders were Captain Knauer and Captain, F. W. Coykendall. Assigned to the HQs were Captain Samuel Klauber (commanded 519th Medical Detachment), Captain, Glenn T. Foust, Jr. (Medical Detachment) and Chaplain, (CPT) Thurman F. Bowers (Chaplain from Greensboro, North Carolina). Technician Fifth Class, Edwin B. Byrom (Jeep driver for Battalion Commander, MAJ, Nabors).

Staff:

MSG, Seymour Zeeman, Operations
Tec/Sgt, Edward C. Watson

Tec 3, Dallas K. Rudrud (from Milwaukee, Wisconsin. Served in 305th and 303rd Port Companies)

Tec 4, Roger N. Lawrence

Tec 5, Lawrence H. Botzon

Tec 5, Stanley M. Gadd

Tec 5, Matthew A. Marvin

Tec 5, Albert Wishner

Tec 4, Alvin John Schultz

PFC, Richard B. Heist

PFC, Bruce C. Kramlich

PFC, Elwood C. McDonald

PVT, Toivo H. Hamberg

PVT, Ralph? Richard

PVT, O'Conner

PVT, Milliorn

PVT, Geyer

PVT, Holngren

PVT, Isaac Chancey



HHC, 519th Port Battalion, in the front row (Right to Left) kneeling are Geyer, Holngren, and Roger Lawrence. In the middle row are Marvin, Rudrud, Zeeman, Watzon, and Bruce Kramlich. In the back row standing are O'Conner, Botzen, Edwards, and Milliorn.



PFC, Pedro Rodon, England 1943

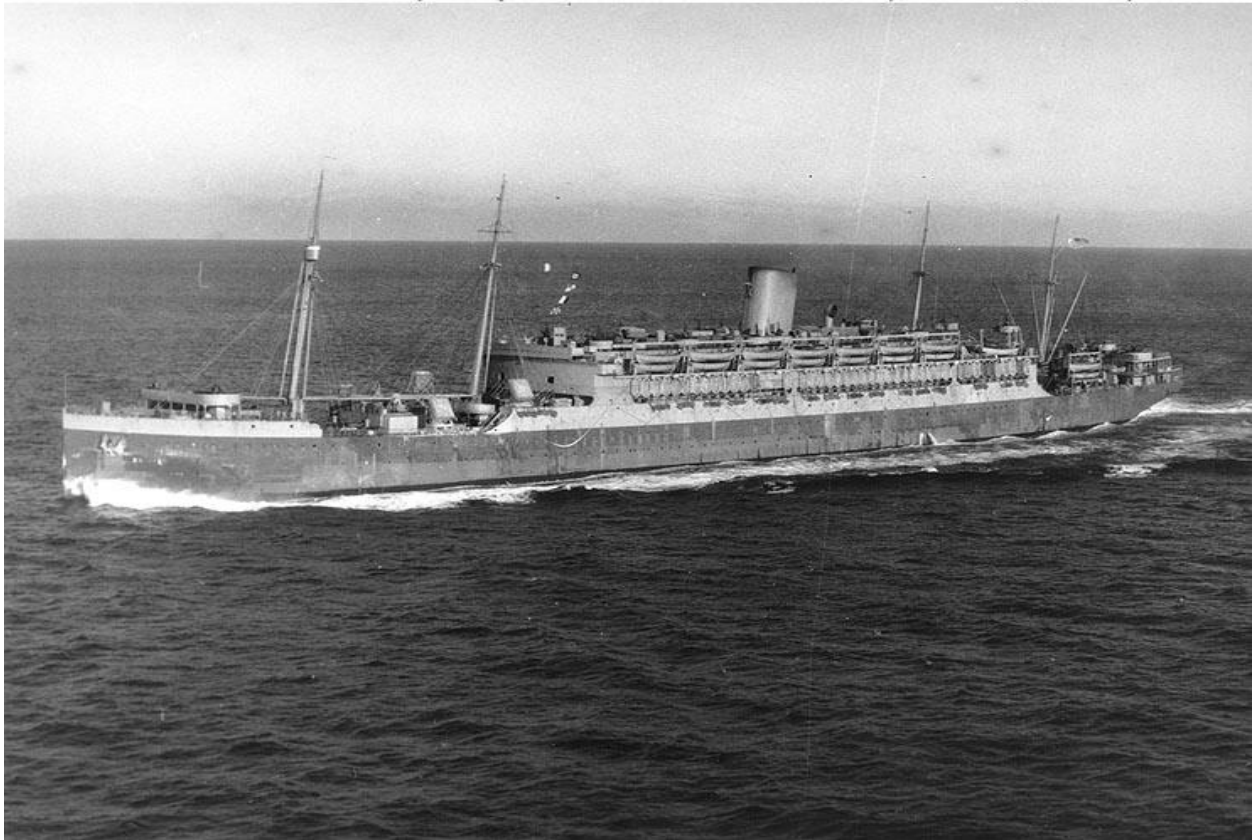
Private First Class, Pedro Rodón decided to answer the United States plea for aid by participating in the war effort. In order to do this, Pedro enlisted in the military on 9 April 1943. Once enlisted in the armed forces, Pedro was assigned to be a member of the 279th Company of the 505th Port Battalion. This Company was eventually reassigned to the 519th Port Battalion in May 1944. However, it was assigned back to the 505th Battalion in November of the same year- thus Pedro was designated to the 505th Battalion on his gravesite. It was in this battalion that he worked to fulfill his role as a longshoreman. The history pertaining to the longshore soldier's participation in D-Day commenced on June 2nd when the 519th Port Battalion left the marshalling area and arrived at Newport, Wales. The battalion was divided among numerous waiting Liberty Ships, freighters, and coasters and remained anchored until late in the evening of June 5. The men had no idea where they were headed to. It was only till their journey to France that the men were officially informed of their destination and that they, the 519th Battalion, would be invading an area code named "Utah Beach" in Normandy. The responsibility of the 519th was to transport supplies onto the beach after it had been secured by the Allied forces. They were not expected to land on the beach until the following day once the German resistance was cleared. For example, roads and fields were thoroughly mined by Germans and needed to be cleared from the entire Utah Beach region. The living conditions of these longshoremen, and other soldiers were extremely difficult. Seven weeks after their arrival, the port companies moved supplies under continuous threat from Germans. There were many raids that took place as they were working on the beach. By the end of July, these raids subsided. Battalion casualties occurred mostly during the first weeks after the landings. At the end of a day's work, the men came home to their foxholes. These foxholes were several feet deep and were wide enough to hold two men. Sleeping in these foxholes provided protection although they were utterly uncomfortable. They spent sleepless nights not knowing if they were going to understand something clearly at last of the day. Regardless of the working conditions, they were able to transport essential supplies swiftly using the two mulberries (artificial ports), one in Omaha Beach and the other in Arramanches at Gold Beach. From June to November, 726,014 tons of supplies landed in Utah Beach. The 519th worked in Utah Beach for five months and moved on to Antwerp as soon as the port was ready to use. The 279th Port Company was released from the 519th in November and reassigned to the port at Le Havre with the 505th Port Battalion. As a longshoreman, Private First Class Rodón represented the heart and soul of the engineer special brigades. Pedro Rodón held the task of unloading supplies and equipment needed for the fighting men. His job was crucial in the war effort, for the soldiers could not fight without weapons, ammunition, and other supplies. One of the many reasons the Allied forces were successful was due to the countless Port Battalion men in the Normandy campaign. Pedro and his role in the militia proved to be essential in achieving success against the threat of Nazi Germany. Pedro died a year after the D-Day landings, on September 29, 1945. Months after the Germans surrendered, leading to the end of World War II in 1945, Pedro was killed as he stepped on a land mine at Le Havre beach. The war had finally end, however Pedro and his family were unable to enjoy life after the

war, for even though the war had concluded, his loved ones were unable to escape the fact that they had lost him forever.

PFC, Pedro Rodon, killed in action while serving with the 279th Port Company as a longshoreman on 29 September 1945, buried in Plot A, Row 22, Grave 44, Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France.

1944:

Photo # 80-G-301393 U.S. Army Transport Edmund B. Alexander underway off Boston, 6 January 1945



US Army ship, SS Edmund B. Alexander. Photograph by bing.com.

Their ship was a former German passenger liner captured during WWI. It arrived at Liverpool on 5 April 1944. After a short stay in transit camps, they moved to Camp Sea Mills in Shirehampton, Bristol, England on 11 April. Many of the men were billeted with locals due to the shortage of billeting on base. They began working at the Avonmouth docks on April 13 loading ships for the upcoming Normandy invasion. The men assumed they would continue loading cargo at Bristol until they were attached to the 1st Engineer Special Brigade along with the 490th and 518th Port Battalions in May. The Army was segregated at the time and the 490th Port Battalion was an African American battalion. The battalion also picked up the 279th and 280th Port Companies attached from the 505th Port Battalion in early May.

On 31 May 1944, the battalion left Bristol by train to US Army Marshalling Area 139 at Bridgend, Wales where they drew chemically impregnated clothing, French Francs, and three days of K-rations and waited for the invasion of Normandy. The 1st Engineer Special Brigade would land at Utah Beach. On 2

June, the men left their marshalling area for the embarkation areas at Newport, in the borough of Telford and Wrekin in Shropshire, England. The 303rd Port Company left the battalion and embarked its transport at Bristol and Southampton. The battalion was divided up among several landing vessels. The original invasion plan was to land on 5 June, but severe weather delayed the landings until the next day. So, the men waited aboard their ships. At 0230 hours on 6 June, the convoy went underway across the English Channel.

The 519th Port Battalion arrived on D-Day, War Department of Army General Orders: WD GO 70.

The 519th Port Battalion, received two additional units, the 280th Port Company on 4 May 1944, and the 279th Port Company on 13 May 1944 and became attached to the 1st Engineer Special Brigade for participation in the invasion of Normandy, going ashore at Utah Beach on 7 June 1944. After the initial assault on Normandy, the 519th Port Battalion assisted in the expansion of the beachhead. Most duties consisted of scouting out and clearing minefields, while the supporting units for the Battalion were involved with the processing of prisoners, transportation of supplies and personnel, and other rear area functions. worked clearing the ports of Normandy until 14 November 1944. Prisoners were processed out of country either to America, England or Finland in the early days of the war.



The 519th Medical Detachment, Commander, CPT, Samuel Klauber landed at Utah Beach in the first invasion of Normandy, after caring for the wounded and dying soldiers on Utah Beach, he crawled through enemy lines to a farmhouse where assisted a farmer's spouse who was having difficulty in delivering her baby.

6 JUNE 1944:

For that most complex operation of war, the amphibious assault, the corps was augmented with a range of specialized units. On 6 June 1944, V Corps of First Army, charged with the D-Day landings on Omaha Beach, had two engineer special brigades a port operation group and a special engineer task force under command. These formations embodied combat engineer battalions, many quartermaster truck companies equipped with either regular trucks or the DUKW amphibious truck, quartermaster service battalions, signal units, two battalion-sized Naval Beach Parties, and at least nineteen Naval Combat Demolition Units. Broadly speaking, their task was to organize a logistical base in the beachheads seized on the first day of the invasion, facilitating the reception and distribution of supplies, personnel replacements, and reserves. After the breakout from Normandy, these units were taken over by the Zone of Communications, European Theater (COMZ), a multi-echelon organization with broad responsibility for logistical support of the field armies. It must be admitted that this sharp division of responsibility for logistics did not always work smoothly: There was frequent disagreement and feuding between the senior field commanders and COMZ over the allocation of resources. However, the system worked well enough to provide the US Army with a wide margin of material superiority over then enemy—sufficient to assure victory.

Statement from, PFC, Italo (Bart) De Bartoli , 8 June 2010.

On 6 June 1944, due to the "Fog Of War", the 280th Port Company was directed to OMAHA Beach. Its members subsequently traversed over land through the town of Carentan, France and reunited with their 519th Port Battalion on D+8 at UTAH Beach.

6th Engineer Special Brigade - Amphibious:

The 6th Engineer Special Brigade -Amphibious was formed from HHC, 1116th Engineer Combat Group on 15 May 1944, in England. On 6 June 1944, the brigade participated in the Invasion of Normandy (Omaha Beach) with the 519th Port Battalion in tow and operated Omaha Beach until Christmas Eve, 1944. The 6th ESB moved into France on New Year's Day, 1945, and remained there until redeploying to the United States on 14 July 1945. The brigade arrived in the United States on 23 July 1945 and was inactivated at Camp Gordon Johnston on 20 October of that year.

- 147th Engineer Combat Battalion
- 149th Engineer Combat Battalion
- 203rd Engineer Combat Battalion
- 3205th Quartermaster Service Company





On Saturday, 10 June 1944, SS Charles Morgan seating near Utah Beach photograph from the Department of the Navy.

Rear echelon work shared some of the same dangers faced by the frontline troops. On 10 June 1944 German bombers struck the SS *Charles Morgan*. There is no surviving record for casualties in the other companies, or if any beside the 304th Port Company were serving on the ship. There were seven 304th Port Company men killed in action and six men injured on 10 June 1944, from the same ship bombing. All casualties to the 519th Port Battalion during the war took place in the first week of landing at Normandy. A total of ten men were killed and 12 were wounded. The 519th Port Battalion Historical Report states that all of these were due to aerial bombing.

Captain, William Adams, Master, SS Charles Morgan 06/10/44

Captain William Adams, was expert in the SS Charles Morgan. The ship had delivered her cargo to a European port, reloaded five hundred Army personnel and several hundred tons of equipment for the Normandy beachhead. After discharging this equipment and debarking all soldiers in the initial invasion, the vessel was struck in No. 5 hatch by a bomb, causing her to settle by the stern in about thirty-three feet of water. Fires were started and several men killed. Getting all fires under control, Captain Adams searched all quarters for trapped and injured men and left the ship only after she was declared a derelict by the U.S. Navy salvage officer. At low tide he and eleven of his crew volunteered to reboard the ship despite continued enemy action. Pumps were staffed to keep the engine room dry and make possible the salvaging of valuable stores and equipment Sep. 22, 1945.

REF: <http://www.longshoresoldiers.com/2010/09/captain-william-adams-of-ss-charles>

10 JUNE 1944

The days that marked the Battle of Normandy

It was on the 10th of June that the artificial harbors of Arromanches and Saint-Laurent-sur-Mer began to be installed. Other major achievements include the construction of the Bazenville advanced landing ground (ALG B-2) near Bayeux and the one at Cardonville (ALG A-3) south of Grandcamp and Maisy.

US troops continued their offensive northwest towards Cherbourg and southwest of Utah beach in the direction of Carentan, France which represents a major objective for the Allies, being the crossroads linking the Calvados and Cotentin regions. The 506th Regiment of the 101st Airborne Division is on its way to Carentan, as is the 327th Glider Regiment, which liberates the village of Brévands to the northwest of that city. South of Omaha Beach, the troops of the 2nd US Infantry Division liberate the towns of Trévières and Rubercy.

This Saturday, June 10, General Bradley (who installed his command post near the Pointe du Hoc the day before) meets General Montgomery in Port-en-Bessin.

The British forces still deliver bloody fighting to the north and east of Caen and progress with great difficulty. The soldiers of the 51st Highlanders are placed alongside the men of the 6th Airborne Division to defend their positions near the village of Breville.

The Allies lost 15,000 men on the evening of 10 June, killed, wounded, missing in action, or taken prisoner.

REF: www.dday-overlord.com/en/battle-of-normandy/days/10-june-1944

The Mulberry Harbors were to be used until the French Ports could be captured. It was not until six months after D-Day that the ports of Antwerp, Belgium was captured. The Mulberry Harbor at Omaha Beach was abandoned after it was damaged in a storm on 28 June 1944 but the use of the harbor at Gold Beach continued at full capacity for ten months after the invasion. Over 2.5 million men, 500,000 vehicles, and four million tons of supplies were carried across it before it was finally abandoned.

Supreme Allied Commander Dwight Eisenhower tours the Normandy invasion beaches with General George Marshall, Admiral Ernest King, and staff at St Laurent sur Mer on 12 June 1944.



Saint-Laurent-sur-Mer, France. Photograph by Magnum photos.



Saint-Laurent-sur-Mer, France. Photograph by Magnum photos.

SCHENECTADY, N. Y.
MONDAY, DECEMBER 11, 1944

Supply Road in France Named for Local Man

A Schenectady soldier who died in France will be remembered, not only here at home, but abroad where a roadway built by army engineers has been named for him.

The road, a spoke from the supply beach hub to the rim of inland paved highways in France, is named in memory of Pvt. Francesco Barrone, son of Mrs. Rose Barrone, 1017 Strong street.

Stretching in from sand dunes where Private Barrone and other members of an amphibious bridge swept ashore in the opening thrust against Germany, June 6, this cleanly cut pathway to victory is marked by a white sign with the black lettered message, "Barrone road—in honor of Pvt. F. Barrone, 519th port battalion. Killed in action June 10, 1944."

The port battalion was one of the supporting organizations attached to the beach-storming engineers in early operations here. Private Barrone and other Americans among those to fall rather than yield to the rain of nazi bullets and shells, made possible the immediate conversion of today's battle raked beaches into supply landing points.

Offsetting the tenacious German clutch on French harbors and seaport cities, the beaches won in this action funneled into Europe the overwhelming weight of ammunition, medical needs, food, clothing, vehicles and equipment necessary to push firmly situated German garrisons from Normandy into Germany.

Francesco Barone, lived in Schenectady, New York and was assigned to the 304th Port Company, 519th Port Battalion.



Barone's road marker



Corporal, Don Hartung posing with a Molotov cocktail left by the fleeing Germans in Normandy, June 1944



While working on Utah Beach the 519th Port Battalion camped in an apple orchard owned by the Duchemin family. The above photo comes from Bruce Kramlich from HQ. Back row: Mr. and Ms. Duchemin, Ralph "Pop" Richard, and Mrs Duchemin's mother, Mme. Hamel. Front row: Marie, Corentin, Geneviève, Camille, and Andrée. If you know any of the Duchemin family, please let me know. I would like to learn where exactly they had their farm. I know it was about 1 and a half miles south of Ravenoville, Normandie. As of December 2015, the family still operate the apple orchard.

REF: [Longshore Soldiers: Army Port Battalions in WWII: September 2010](#)

Bruce Kramlich's diary lists 15 June 1944 as the worst German air raid on the beach. They were laid to rest in the Military Cemetery in Normandy. The Army named roads on Utah Beach after the fallen men.

COMPANY MORNING REPORT				ENDING 2400	10	June	194 4
				(DATE)	(DAY)	(MONTH)	(YEAR)
STATION <u>Le Mesnilde, Prov of Normandy, France</u>							
ORGANIZATION <u>304th Port Co., 519th Port Bn., TC</u>							
SERIAL NUMBER		NAME		GRADE	CODE		
36672108		Ridgeway, Lionel L.		Pvt	1-M		
32941540		Barone, Francesco NMI		Pvt			
35484671		Curry, James E.		Pvt			
36966141		Slasinski, Walter M.		Pvt			
Above 4 EM fr dy to kd in action. 0415.							
36824355		Phelan, Ralph F.		Tec 4	6-D		
38532935		Trantham, Dwayne E.		Pvt	6-D		
56679307		Hankins, Raymond D.		Pfc	6-D		
Above 3 EM fr dy to USS PC 484, wounded in action. 0415.							
56825406		Ballenger, Robert J.		Pfc	7-D		
36674776		Karowski, Albert J.		Pfc	7-D		
Above 2 EM fr dy to USS PC 484, injured in action. 0415.							
32615172		Kraus, Sidney H.		Pvt	A-27		
34428163		McCullough, William V.		Tec 5	A-27		
Above 2 EM asgd and jd fr Cas Det 51 10th RD, APO 874, as of 2 June 44. 0206							
Kraus: MCO 344, MOS 271. McCullough: MCO 499, MOS 474.							
OFFICER	FLD O & CAPT	1ST LT	2D LT	WO	FLY D		

COMPANY MORNING REPORT				ENDING 2400	10	June	194 4
				(DATE)	(DAY)	(MONTH)	(YEAR)
STATION <u>Le Mesnilde, Prov of Normandy, France</u>							
ORGANIZATION <u>304th Port Co., 519th Port Bn., TC</u>							
SERIAL NUMBER		NAME		GRADE	CODE		
01592715		Winfree, John C.		2nd Lt	7		
Injured in action, 0415 Laceration & contusion of right leg. Due to enemy bombing of ship.							

10 June 1944, Killed in Action, Morning Report Figures:

Private, Lionel L. Ridgeway, killed in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, buried in Plot D, Row 12, Grave 25 at the Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France



Private, Lionel L. Ridgeway.

Private, Francesco Barone, killed in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, buried in Plot B, Row 7, Grave 35 at the Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France



Private, Francesco Barone

Technician Forth Class, Willard Ulysses Begel, killed in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, home of record Carbon County, Pennsylvania, buried in Plot H, Row 17, Grave 37 at the Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France



Technician Forth Class, Willard Ulysses Begel

Pvt. James Ewen Curry, killed in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, home of record Carbon County, Pennsylvania, buried in Plot E, Row 6, Grave 34 at the Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France.

Private, Walter M. Slasinski, killed in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, home if record Detroit, Wayne County, Michigan, buried in Section 21, Lot 424, Space 3, Mount Olivet Cemetery, Detroit, Michigan. Memorial Identification Number 144177848.

Walter M. Slasinski

A memorial mass for Pfc. Walter M. Slasinski, 20, of 4849 Seminole, will be held at 8 a. m. Monday at St. Thomas' Church by Father Stanley S. Skrzycki. Pvt.



Slasinski, son of Mr. and Mrs. Louis Slasinski, of the same address, was killed June 10 while participating in the Normandy invasion. He

Slasinski

had been in service for a year and was a member of the Transportation Corps.

Slasinski is survived also by two brothers, Cpl. Arthur Slasinski, now stationed in Australia, and Pvt. Stanley Slasinski, on duty in Hawaii. A graduate of Northeastern High School, Slasinski was formerly employed by the Sterling Gauge Co. here.

Private, Walter M. Slasinski

Wounded in action:

Technician Fourth Class, Ralph F Phelan
Private, Dwayne E. Trantham
Private First Class, Raymond D. Hankins

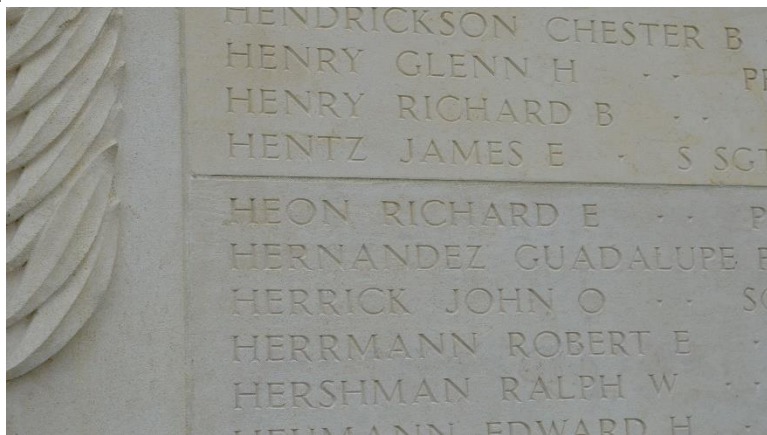
Injured in action:

Private First Class, Robert J. Ballenger
Private First Class, Albert J. Karowski
Private, Sidney H. Kraus
Technician Fifth Class, William V. McCullough
2nd Lieutenant, John C. Winfree

June 10th figures found on a later record:

Missing in action:

Private, Richard E. Heon, missing in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, home of record Providence County, Rhode Island, named placed on the wall of the missing at the Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France.



Private, Richard E. Heon

Private, Frank F. Rodriguez, missing in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, home of record New York, named placed on the wall of the missing at the Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France.

Private, George J. Swinehart, Jr., missing in action on 10 June 1944 while serving with the 304th Port Company on the SS Charles Morgan, home of record Newaygo, Newaygo County, Michigan, named placed on the wall of the missing at the Normandy American Cemetery, Colleville-sur-Mer, Department du Calvados, Basse-Normandie, France.

The 4th and 90th Infantry Divisions landed that day, and the 519th Port Battalion went ashore over the next four days. Upon arrival, each company immediately went to work unloading ships anchored offshore. Amphibious trucks (DUKWs) hauled the crews to the vessels where they worked 12-hour shifts. The ship crews slept aboard the ships until they were unloaded, and the shore crews dug foxholes about three hundred yards inland from the sea wall to sleep in. Liberty ships had five hatches each with a separate crew. The hatch crews loaded either pallets or break bulk into cargo nets that the deck crews hoisted over the side with cranes and lowered into an awaiting DUKW, landing craft or Rhino barge for transport to land. A stevedore guided the cargo into place.



DUKW

Two Technical Specialist Class Fives kept track of what left the whole operation under the supervision of a sergeant. Once full, the lighterage left for shore. The shore party unloaded the cargo from the landing craft and barges to the awaiting trucks. Once ashore, the beach dispatch directed the DUKW to the appropriate supply dump inland. This trip inland reduced the availability to shuttle cargo back and forth from ship to the shore. As more cargo trucks arrived, they could haul the cargo inland. The vessels were to arrive with the necessary cargo nets, hooks, cables, and slings, but not all did. So, the 519th Port Battalion borrowed the gear from the British and set up a shop to fabricate their own. German aircraft and artillery were a constant threat to the beach. Germany aircraft strafed the area at night and in the early hours of 10 June, a dive bomber hit the SS Charles Morgan, which the 304th Port Company was unloading. The sinking of the Liberty ship resulted in four men of the 304th Port Company killed and six wounded. The worst air raid on the beach took place when the Germans dropped five bombs in the battalion area on 15 June resulting in several more killed. During that first week, the battalion suffered a total of ten killed and twelve wounded. A major storm brought beach operations to a halt from 19 to 22 June. This provided the stevedores much needed rest. Crews trapped aboard ships soon ran out of food, and African American DUKW drivers risked their lives to deliver rations to the ships during the rough seas. Starting 24 June, the battalion moved further inland and off the beach. The battalion discharged cargo over Utah Beach for five months.

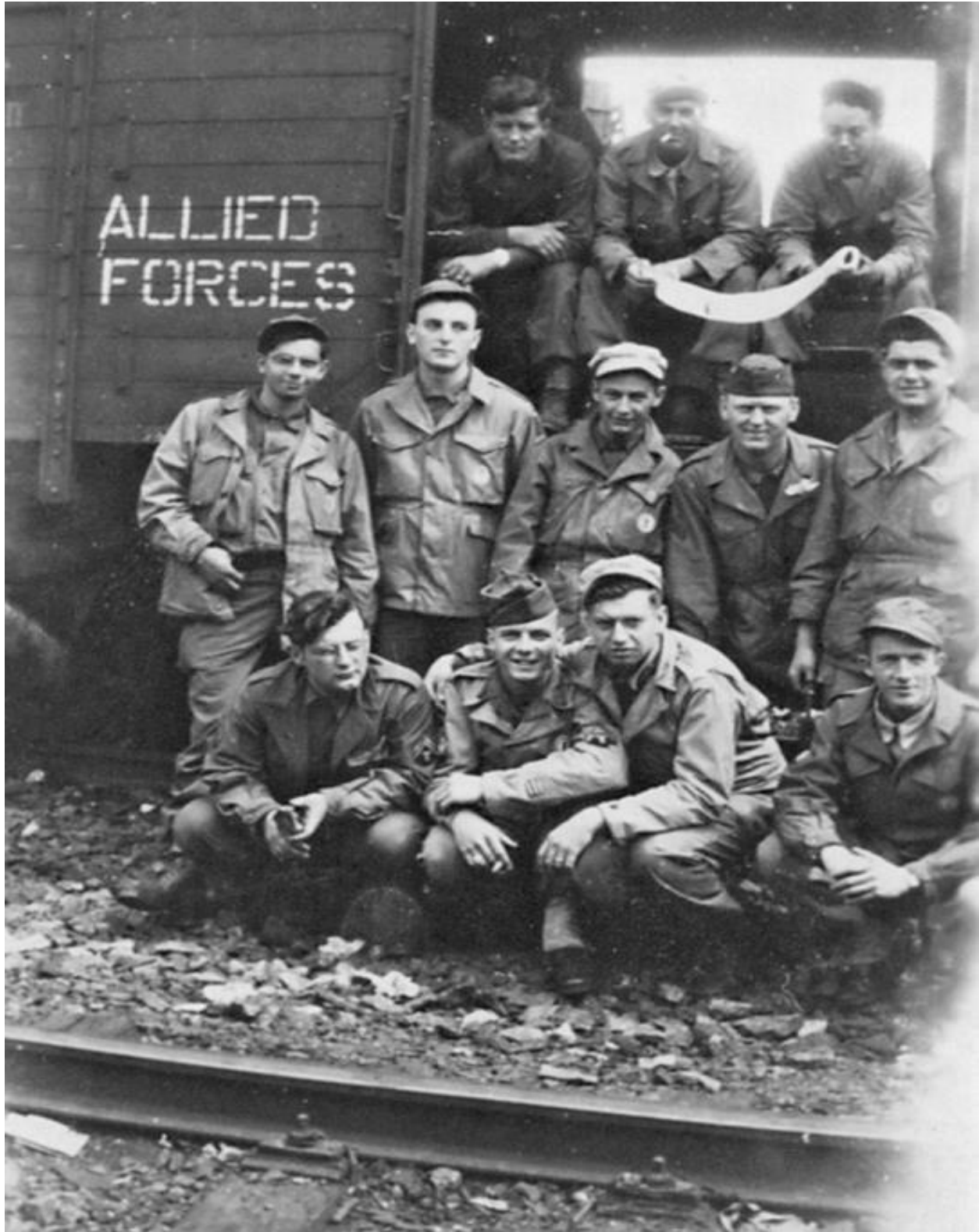
On 8 September 1944, the British and Canadian forces liberated the Belgian port of Antwerp. In November, winter rendered discharging cargo over the beach ineffective. The 1st Engineer Special Brigade dispersed its battalions inland. The 518th Port Battalion moved to Gent, Belgium. The 519th Port Battalion released the 279th Port Company to work Le Havre. The rest of the 519th Port Battalion loaded up on trucks and then trains where they headed toward Antwerp on 14 November 1944. The battalion picked up the 281st Port Company the next day. The battalion arrived at Antwerp four

days later. The soldiers then spent the next four days cleaning out their barracks and preparing their equipment while the engineers cleared wreckage from the wharves.

On 30 November 1944, the first Liberty ships arrived at Antwerp. The 13th Major Port had responsibility for the operations of Antwerp port. The stevedores of the 519th Port Battalion operated two docking areas just west of Tampico Flats. The 280th, 281st, 302nd and 305th Port Companies worked the docks to discharge cargo and store in warehouses where they then loaded the cargo on trucks and trains. By then, the truck companies had 10-ton tractors and trailers that ran cargo along the ABC (American-British-Canadian) Express Route. The 708th Railway Grand Division ran the trains out of Antwerp. The 303rd and 304th Port Companies performed guard duty. The soldiers of the 304th road the trains to prevent pilferage. Pilferage was a fundamental problem in the once Nazi occupied Belgium. The retreating Germans had stripped the country leaving the locals short of food.



The 519th Port Battalion arriving at Tampico Flats, from 18 November 1944 to 20 December 1945 the 519th Port Battalion men were billeted in Tampico flats.



GIs from the 280th Port Company, riding 8 and 40 train cars from Omaha Beach to Antwerp, Belgium, November 1944.

On 8 November 1944, the 519th Port Battalion moved to Antwerp, Belgium to perform stevedoring duties. The aid sent were called back from the companies to work in the dispensary with the medical officer. This set-up proved very satisfactory, as the companies were billeted closer together and not more than a few minutes from medical aid at any time. Many casualties were treated here during the constant V-1 and V-2 attacks on Antwerp, Belgium.

1945:

ABC EXPRESS LINE:

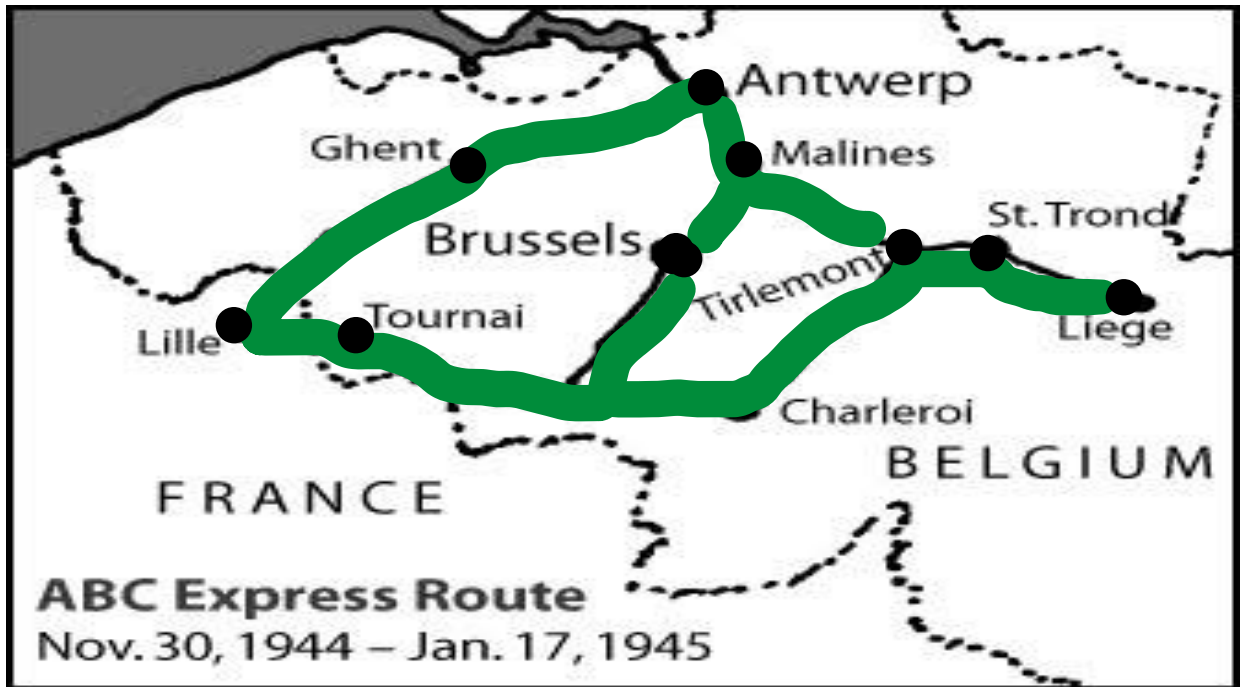
30 NOVEMBER 1945

The starting point for the ABC Express Line began was Antwerp, Belgium. This was the longest express trucking line used by the Allies in WWII. Supplies arrived in the port of Antwerp by ship. Civilian dock workers unloaded the cargo and moved it to the marshaling area just outside the port. This was done under the supervision of Army Port Companies, such as my grandfather's 519th Port Battalion. From this point fourteen different Quartermaster trucking companies hauled the supplies east to depots near the front lines at the Belgium cities of Liege, Mons, and Charleroi. This route was also called the "Antwerp-Brussels-Charleroi" line.

While the predominant vehicle trafficking the Red Ball Express route leading from Normandy had been the 2-ton GMC Jimmy truck (the famous "deuce and a half"), the ABC Express Line saw heavy use of 10-ton tractor trailers. I am not sure if the British and Canadians employed their own trucking companies, or if all the Allies relied on American trucks. I suspect the latter is true. This route began on 30 November 1944 and was in use until March 26, 1945.

Extract from TIME magazine published 26, March 1945, Pages 5-6:

"Tractors haul the loaded trailers to "surge pools" (assembly points) where they are ticketed for caravans. Over the ABC route, which is even more efficient than the old, famed Red Ball, trucks haul ten-ton trailers to the front; 1,200 are in operation between Antwerp, Louvain, Liege, and other strategic points."



On their left shoulder, the men of the 519th Port Battalion wore an oval patch featuring a blue star, red lightning bolts and a broken chain on a blue field. This was the insignia of the European Theater of Operations, US Army (ETOUSA). After the formation of the Supreme Allied Headquarters in February 1994, ETOUSA focused on the administration and supply of US troops. The insignia represents this function by incorporating the blue star and white petal-shaped field of the Service of Supply (SOS). The US Army's Transportation Corp was a part of the SOS, along with the Quartermasters, Medical Corp, Engineers, Ordnance, Signal Corp, Chemical Warfare Service, and Military Police. Bruce Kramlich, from 519th HQ, saved a little book printed in Paris in 1945.

The 519th Port Battalion wore the uniform pocket patch from the 6th Engineer Special Brigade – Amphibious on their uniforms.

The following quote is from Pages 12-13 of Randolph Leigh's *American Enterprise in Europe: The Role of the SOS in the defeat of Germany*:

And after the forward fighters of ground and air came the soldiers of the Services of Supply. These were the armed men who represented American industry transported to Europe to fight it out with German industry under most unfavorable conditions. Often within the combat area the men of the SOS performed with courage and ingenuity the multitudinous tasks put upon them. Heavy tasks, prosaic and often miserable. Members of the port battalions—men on the docks unloading ships—railway men—truck drivers...

Men piling ammunition in dumps scattered through lonely forests—men moving masses of supplies in and out of bleak warehouses—men building camps and staging areas in muddy fields...

Men covered with grease and grime as they work upon locomotives in gloomy roundhouses—locomotives men building highways by hand and by bulldozer—men rebuilding railroads destroyed by bombs, shells, and demolition explosives...

Men driving DUKWs, lighters, barges, Rhinos—men going without sleep on all sorts of transportation runs, including the famous Red Ball...

Thousands of men doing their duty wherever they happened to be, in defiance of danger and exhaustion.

To provide employment, the US Army hired civilian longshoremen to work at the port. This freed the soldiers for other duties, especially guard duty. The civilian longshoremen were paid well but went on strike in January wanting better transportation and more courteous inspections, and another in February. Both times the soldiers of the 519th were ready to take over their duties, but the Army resolved the strikes. Working side-by-side with the civilians, the soldiers of the 519th set the pace and increased throughput. The bounty at the port made pilferage tempting, and many soldiers cast a blind eye to locals taking food home to their

families. Stealing goods, especially food and fuel and selling it on the black-market was a serious offense. As the Allies drove the Germans further back into their homeland, Antwerp became a prime target for V-1 and V-2 rockets. As many as six thousand such rockets rained down on Antwerp. The worst damage was when a V-2 killed 567 soldiers and wounded 291 when it hit a movie theater on 16 December. The civilian longshoremen were paid an additional 30 Francs as hazardous duty pay for working under the risk rocket attacks, called "shiver pay."

NOTE*:** The book written by Randolph Leigh's *American Enterprise in Europe: The Role of the SOS in the defeat of Germany*:

Originally published by the U. S. Army in 1945, this book is not intended as a definitive history of this phase of the American effort in Europe, but simply as a souvenir to recall for the soldier the highlights of the great project in which he had a part. One million copies were distributed by the U. S. armed forces in France.

Obviously one person could not gather and evaluate all the material for a book on the Services of Supply of the U. S. Army in the ETO. More than one hundred persons, ranging from a PFC to the Supreme Commander of the Allied Expeditionary Forces, contributed variously. Ten generals, for instance, read proof and criticized chapters dealing with their branches.

304th Port Company press release, c. 1945

The *Schenectady Gazette, New York*. In May 1945. The two paragraphs are a great summation of the work of the 304th Port Company, 519th Port Battalion.

WITH UNITED STATES FORCES IN BELGIUM— Supplies moving out of Antwerp to other war zones and supplies prepared for reshipment are now being guarded by the 304th Port Company commanded by First Lieutenant William C. F. Lawler of Boston, Massachusetts. Since their arrival at the great Belgium port last Autumn, men of the veteran company have patrolled warehouses, guarded supply dumps, and loaded freight cars with equipment for combat troops. Many of them rode to the front lines areas as guards on supply trains. For six months the port company men, who landed in Normandy with the first assault waves and wear the Bronze Arrowhead in recognition of their participation in the invasion, worked long hours to help move supplies for the final offensives against Germany, despite bombardment by German V-Bombs.

In Normandy men of the 304th Port Company unloaded guns, vehicles, ammunition and food from amphibian trucks and other landing craft, while under direct enemy fire. The unit suffered several casualties, and supply roads to the front were named for some of the men who fell.

Article by longshoresoldiers.com

On The war ended in Europe on 10 May 1945, and the 519th began packing up supplies and equipment for the war in the Pacific Theater. They fortunately were no longer working under

the threat of rocket attacks. The dropping of two atomic bombs on Japan forced the Japanese to formally surrender on 2 September. This did not end the need for the port battalion as it then had to begin shipping soldier's home. This period also allowed for much needed down time for furloughs and sports. The military stevedores would be among the last to leave Europe.

On 20 December 1945, the 519th Port Battalion relocated to Luchtbal Barracks and focused totally on guard duty. The 304th Port Company was inactivated in January 1946. As veterans with the required 85 points returned to the United States, soldiers from other port units and even infantry men who did not have enough points to go home early filled their ranks. The 280th and 305th Port Companies were inactivated in June, and the 519th Port Battalion organized two new companies, 265th and 285th Port Companies, to absorb the remnants of the 517th Port Battalion. See point system below.

The 285th Port Company duty was to supervise the Belgian civilian stevedore's discharge of Allied supply ships, the storage of cargo, and the out loading of cargo onto trucks, trains, barges.



Luchtbal Barracks. Photograph by Bing.com



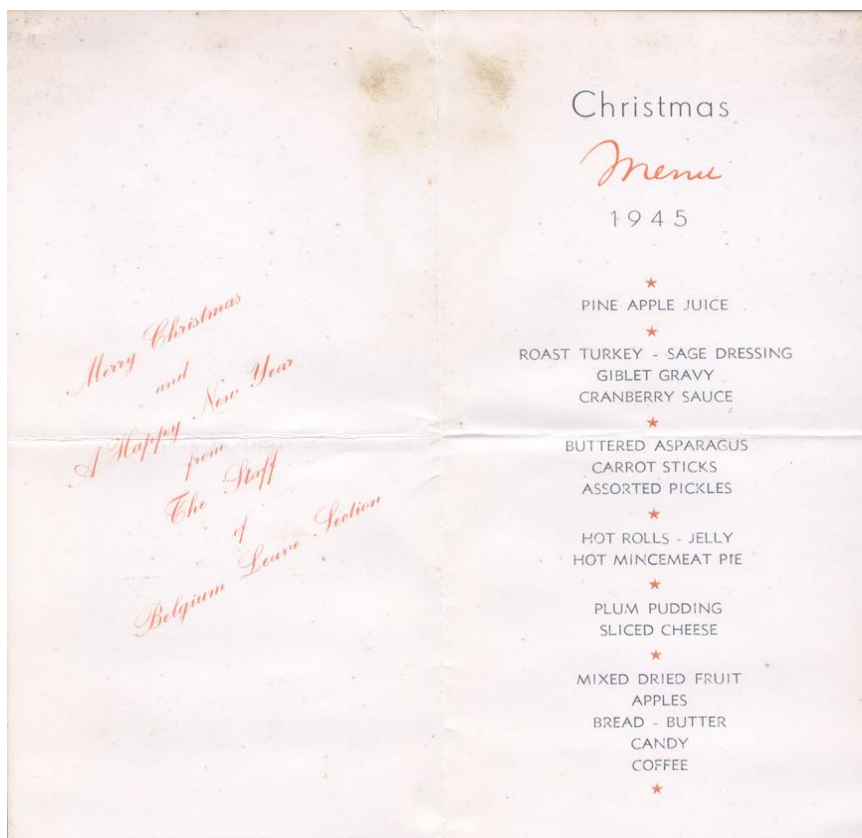
“...from the various companies a Battalion softball team was organized and when the preliminary rounds of the Com Z softball tournament started the 519th was entered. The 519th successfully defeated all local contenders to the crown and emerged Port Area No, 3 champions. Through another series of games, they became the Chanor Base representative for the Com Z tournament at Merseille. The entire team flew from Brussels to Merseille in a C-47 where they met teams from the various Base Sections, representative of hundreds of teams on the Continent. The 519th team, after winning its first two games in this tournament, ended the campaign finishing runner-up. This hard-working aggregation reflected fine spirit and credit upon the Battalion as a whole.”



The guy in the top photo looks like it might be John Larock. Robert F. Lipke is in the bottom shot. I know a lot of professional ball players were drafted during the war.

Photograph by <http://www.longshoresoldiers.com/2010/01/>

NOTE***The listed [www.519th PortBn.com](http://www.519thPortBn.com) is inactive.



Christmas 1945 dining menu

305th Port Company roster WWII



This partial roster of the US Army's 305th Port Company, 519th Port Battalion is based on an August 1944 list of Good Conduct medal recipients. The men were working on Utah Beach at the time.

S/Sgt

Charles Mercuric
William F. Sheehan

Sgt

Herbert E. Crampton, Jr.
William M. Foyle
Charles C. Maxwell, Jr.

Tec 4

Roy E. Carter
Robert M. Dawson
Lester S. Faine
James F. Golembowski
Sol Hoffman
Robert B. Holmgren
Edwin Lornson
Charles J. Mahoney
Kenneth D. McDaniel
James M. Oldani
Howard S. Pinkston
Joseph A. Rosenberger
Gerald T. Smith
David Spartz
Joseph J. Toscano (this name comes from a 1945 document)
Frederick T. ???war?
James C. Trudeau

John Zaher

Cpl

Floyd H. Coles (this name comes from a 1945 document)
Rayond Gagnon (this name comes from a 1945 document)
Raymond Goodson
Henry Kaiser
Emil H. Krueger
Robert B. Nelson

Tec 5

Ervie Anderson
Trygve Benson
David Bolton, Jr.
Bernard J. Brown
Abraham M. Chudnow
Theodore E. Darrow
Albert J. DeSimone
Aaron Dorfman
Charles H. Eichenberg
Joseph R. Farina
Leonard J. Giordano
Herman W. Gorsky
Morris Greenberg
Leonard Henigson
Eliot L. Hirsch
Bertram L. Kime
Deane A. Knapp
Henry E. Lee
Farrell E. Lykins
Leroy J. Markgraf
Biagio A. Masturzo
Waldron G. Meyers
Wayne O. Neff
LaVERne Olsen
Arthur H. Opsahl
Edward D. Ryan
Frank A. Sacco
Herman A. Schneider
Abraham A. Siegel
Gordon A. Spitzer
Robert M. Stift (this name comes from a 1945 document)
Albert M. Trapp
John C. Trione

Norman R. Will

Pfc

Wallace L. Blodgett

Timothy J. Cavey

Michael A. Coleman

William H. Draeger, Jr.

Harold G. Ehlers

Cleo I. Foster

Kurt Fuld

Joseph Grosso

Michael Habernern, Jr.

Lawrence E. Hull

George Immekus

Clifford R. Johnson

Melvin Kaplan

Murray Kimler

John P. Macukas

Raymond E. Mallard

Michael M. Mangini

Arthur J. McMullen

Erwin L. Miller

William G. Oberlander

Wallace J. Oden

William L. Page

Frank Pasore

Meyer Penn

Loyd B. Pitts

Raymond A. Rappa

James A. Read

Joseph A. Rogan

Stanley J. Roicki, Jr.

Eldor A. Rosenow

George J. Sciascia

Ernest Sokel (this name comes from a 1945 document)

John T. Swaim

Steve A. Talaski

Martin F. Whetsell

Pvt

Raymond L. Boyd

Harold E. Britton

Duane I. Brockway

Chester E. Cordts

Thomas Desmond
Andrew J. Feliton, Jr.
Jacob Fox
Edgar A. Griefendorf
William P. Groth
Russell W. Hess
Walter J. Holston
Sam Lerner
Jack R. Leskey
James J. Lyons
Stanley Manilow
Max Margolis
Frank McKenna
Gerald E. McLin
Walter Mensinger
Jack Pierce
Rupert J. Pomper
Orlando Rodriguez, Fr.
Leon Rosenfeld
Norman Rosenzweig
Conrad F. Schneider
Arthur E. Tewes
Harris J. Winkelstein



This partial roster of the 519th Port Bn., 280th Port Company is based on an August 1944 list of Good Conduct medal recipients. Officers were not eligible for this award, so they are not included in the list. If you recognize one of these names, please get in touch.



280th Port Company, August 1944

S/Sgt

Leo C. Bemis
Louis Esposito
Ernest L. Kluttz, Jr.
Harry S. Nix
James E. Taylor
William J. White

Sgt

James R. Arsenault
Edward S. Bettinger
Felix J. Chotkowski
Henry A. Ferrante
Edwin T. Ganung
William J. Millmore
Charles T. Padgett
Robert N. Palmer
Gerard A. Sullivan

Tec 4

Anthony J. Casalena
Arnold L. Gottlieb
Louis A. Grandjean
James G. Guariglia
Salvatore Ingoglia
Victor Kay
Warren F. Lollis
Raymond H. Maxie
Russell P. Moore
Mortimer J. Musnug
Howard Nelson
James F. O'Hara
Samuel I. Oster
Alvin H. Phillips
Enrico A. Starnadori

Cpl

Donald E. Cooper
Robert J. Corbett
Jacob Grubard
Harry O. Krumsick (promoted to Sgt in August of 1945)
John H. McCoy
Steve M. McCracken

James E. Mosler
Samuel G. Paladino (promoted to Sgt in August of 1945)
Clarence D. Starr

Tec 5

Basil Auriemma
Fritz Bressel
Arnold A. Buehler
Emil G. Cappabianca
Alexander E. Carswell
Albert H. Christiansen
Fay E. Daley
Stanley J. Damulis
John DeStafanis
Raymond E. Fisher
John J. Fox, Jr.
Norman Gaiman
Anthony J. Galati
Nicholas Giardina
Thomas J. Ingrassia
Gustave H. Kahres
Louis R. Kinville
Charles B. Loving (or Loying?)
George J. Machosko
Peter J. Martori
Denis J. McCarthy
Frank G. McCleod
Joseph Miano
David Mittlemann
Henry J. Mongarello
??? Kelse
James Parris
Harry Permitin
Eurl Pierce
Herbert O. Pierson, Jr.
Howard E. Pike
Thomas E. Pryor
Edwin F. Radel
Charley G. Revis
Robert S. Roberts
Philip Schwartz
Merchant D. Slocum
Ben B. Stockard, Jr.
Edward J. Walters
Howard J. Whaley

Pfc

Robert E. Aydelotte
Irving Berkowitz
Sidney Buznitz
Stanley Caminiti
Louis P. Cici
Vincent J. Cordasco
Italo A. DeBartoli
Sam Dickson
Howard M. Donner

Stanley I. Dorsky
John M. Dunatov
Vito N. Ernest
Leonard F. Errico
Harry M. Fallick
Nat Feirstein
George E. Fox
William B. Freel
Charles Gallo
Salvatore Genovese
Francis J. Gesslein
John K. Gibbons
Norman Kalikow (transferred to the 280th in August 1945 from 734th Engr Heavy Shop Company)
Charles Lee
Thomas Logan
Eugene A. Longhi
George S. Maggio
Carmin(e?) Maglia
Frank Magro
Harold Martin
Philip Martin
Conrad Masey
Edward Mathis
Anthony A. May
Thomas McCormick
Joseph Moscarello
Antonio C. Nunes
Willie R. Oakes
Ted J. Player
Nick Politakis
Isidore Primis
Peter C. Raffaele
Robert T. Rappa
William G. Ritzel
Anton A. Simmons
Peter Sloboda
Robert E. Stockland
Glynn R. Ward

Pvt

Jules Beslowitz
Johnie T. Bowman
Wayne C. Bradbury
Benjamin B. Bucario
Robert W. Clemons
David Cohen
Tony Covello
Frank L. Delia
David Y. Dember
Salvatore J. Durante
John A. Eaton
Lewis E. Eckstein
Richard L. Edwards
Russell R. Everman
Mario Favara
Nicholas Ferrar

Albert Fine
Lloyd W. Fowler, Jr.
Charles Frankel
David M. Fromowitz
James J. Gallagher
Norman Kalikow
John J. Krushewsky
Edward C. Latimer
William E. Lazar, Jr.
Leland E. Leonard
Louis J. Lopez
John V. Miske
Jayroe A. Moore
Ra...? Moskowitz
Guy Neathery
James O'Donnell
Edwin B. Pisani
Marion E. Pittman
Jesse A. Pointer
William J. Pollard
John W. Rogers, Jr.
Morris Rubnitz
J. B. Smith
Romaine A. Smith
Dick VanderKlok
Travis L. Wells
Daniel Wincheter

302nd Port Company roster WWII



This partial roster of the 302nd Port Company, 519th Port Battalion is based on an August 1944 list of Good Conduct medal recipients. The men were working on Utah Beach at the time.

1st Sgt

Louis J. Finor

S/Sgt

Emory J. Branning
Stephan Davis
Raymond D. Flaxman
Harry C. Hervey
John M. Vincent

Sgt

Louis Bolas
Paul S. Bova

Ronald H. Buerger
Edward F. Connors
Carlos M. Dixon, Jr.
Paul Pierce
Peter J. Connolly
Douglas Wilson

Tec 4

Claude D. Edwards
Thomas Edwards
Carl L. Hintzen
Lawrence A. Johnson
David J. Kitchen
Benjamin Manaseri
Alois A. Miller
Edward O. Moriarty
Leo A. Morin
Elmer F. Murphy
Elmer A. Peters
Daniel H. Rhinehart
John Sackman
Donald W. Schmelter
Alvin J. Schultz
Thomas H. Simac
James F. Simms
Theodore Strini
Robert L. Stevens
Ervin E. Weber

Cpl

Richard P. Chambers
Herbert W. Clarke
Milton M. Fieger
Frank J. Kaszubowski
Emil H. Lindstadt
Anthony J. Notheis
Raymond W. Otto
William O. Schlobohm

Tec 5

George Ackerle
Bernard B. Beal
Robert A. Benike
Raymond O. Bicknese
John R. Bowman
Harold K. Davids
August F. Eichorn
Paul Ftak
Frederick D. Gore
John M. Higgins
Claude A. Hutson
Ren L. Hutzal
Carroll G. Jamieson
Lyle A. Kobs
Robert H. Lerche
Henry Loesch

Clarence F. Marena
Leroy W. Martin
Clemente M. Moraga
William T. Morrissey
Anthony J. Omerzu
Henry A. Pawlak
Leonard H. Peschong
Virgil F. Radloff
Thomas Randazzo
Daniel Reeves
David Schaffner
John U. Schrinier
Milton Schulman
Larry A. Schultz
Leo H. Sherer
Edward T. Speakman
Robert E. Stone
Samuel A. Sorbo
Theodore C. Strini
Richard W. Tisdale
Raymond W. Troumbly
Clifford P. VanDoren
Emil A. Vigilio (or Virgillio)
Luke P. Walsh, Jr.
Robert F. Wiedenhoef

Pfc

Edward Ackley
Robert D. Alby
Paul V. Anderson
James H. Aahnton
William E. Augat
Omar E. Barry
Bernie G. Boring
Perfecto M. Cervantes
Albert E. Clifford
Noah L. Connolly
George A. Cool
Raymond C. Dasaro
Sam Dermer
Philip L. Erickson
Thomas Foster
Dale K. Garlits
David A. Gleason
George J. Haller
John T. Havens
Joseph J. Hlivko
Merle E. Hughes
Anthony G. Kusinski
Arthur M. Lee
John R. McCormick
Thomas J. McPartland
Raymond W. Meador
Richard E. W. Olson
Ralph A. Riepl
Irving (or Ervin) Rosenstreich

Lester Rosensweig
Courtney J. Sauter
Seymour Silver
Edward C. Skornog
Earl T. Taylor
James E. Tipp
John R. Turpin
George B. Wallis
Robert L. Ward
James E. Woods, Jr.

Pvt

George F. Barnes
Thaddeus S. Bialkowski
Clarence E. Gabrielson
John Gialto
Frederick B. Gilman
Arthur E. Grosser
Florian D. Kujawa
Braden E. Moore
Frederick L. Poetz
Casimer E. Prusinowski
Arnold R. Roecker
Robert L. Schreier
Joseph W. Schubert
Kenneth M. Swanson
Edward L. Troy
John Vanyo
Robert J. Wick
Frank Vena (or Vona?)
John Vandell
John Vanyo
Edward L. Mundy
Austin Clowdus
Albert H. Hill
Glen H. Cooper
Lionel Stover
Lawrence G. Bell
Alvin R. Klautdt (or Claudt?)
John B. Bramlet
Henry C. Noer
Isaac Zafrani (or Zafrini?)
Juan Lovato
Salvatore Di Ceiccio
Edward J. Osoba
Jesse F. Tribona
Salem E. Harris
Milton A. Brown
Dolphus W. Smith
Virgil Gipson
M. F. Cipriani
Isadore Z. Fleischman
Clyde Bennett
Herbert J. Vogel
William F. Campbell
Thomas G. Staples

Norbert V. Moore
Henry C. Brown
Gustaf L. Arendt
Harry E. Williams
Lawrence H. Kindel
Robert E. Gaspard
Edward L. Cozine
Archie H. Griffin
Frederick H. Ax
James J. Hunter
Benjamin J. Prenkowski
Herman F. Royer
Robert L. Horstmann
George J. Heitland
Melvin H. Holtz
Vernon Christiansen
Nance Garold
Calvin C. Crum
Eugene B. Smith
Marion Tabor
John Hunt
Robert L. Moreland
Francesco DiDonato
William C. F. Lawler (Lawler was a lieutenant who commanded the 304th Port Company starting in January of 1945. It looks like he also commanded the 302nd for a time)
Emil H. Foucher
Dominic Coletti
Walter C. Yankauskas
William Mascowski
Frank Cooley
Lester R. Colberg
Arthur W. Anderson
Lawrence G. Frehler
Donald Timoney
Dan L. Haffner
David M. Cox
John M. Dillon
Clarence L. Nelson
Clauson Fowler
Joseph F. Kazimer
George J. Oshust
Robert P. Lynch
Patrick J. McGuigan, Jr.
Rudolph J. DeAngelo
George H. McGonigle
Butch Julis
John Gabowski
Montros L. Hartwick
Dalmont Ludlan (or Mudlan?)
Charles Narkiewicz
Rocco R. Raucci
Jose Santistevens
Abe Dodge
Chester P. Benben
Evelt J. Baldwin
Alvarez Abraham

Murry Greenberg
Bernard Lippman
Edward R. Miller
Edward Santina
Benjamin Sherman
Murry Breslav
Alfred L. Cordaro
George Davis
Abraham Fishman
Sam S. Kreisman
Ralph E. Potter
Max Schaffer
Joseph V. Sciarratta
Richard B. Heist
Earl J. Loren
Joseph Maizlish
Samuel Devinsky
Carl T. Adams
Stephen Angelo
William Correa
George L. Hochberg
James Leverich
John Sachmann
Carlos P. Baldwin
Arthur E. Greco
Paonessa Salvatorie, Jr.
Thomas Conklin
Charles J. Cassaro
Edward L. Krajeska
Donald Patierno
Philip A. Rourke
Leon Andula
James H. Ashton
Gordon D. Leonard
John B. Serwatka
Dan Bracuto
Smith J. Adams
Marion Cole
Paul C. Angley (or Angely?)
Paul Powers
Elmo F. Hobbs
Marvin W. Lingle
Henry L. Stafford
William D. James
William H. Jones
Harold A. Stage
George W. Spronz
Jerome A. Shapero
Dale E. Allen
Martin J. Pietrivicz
Franklin P. Sterner
Stephen Vargo
John C. Brown
Joseph L. Markferding
Joseph S. Mardula
Richard R. Narciso

Philip Cohn
Michael A. DeLeonardis
Elmer J. Mullen
Leonard S. Ogredowski
Nicholas Bianca
John J. Starbanis
John D. Gibson
Hansel R. Ogle
Jose R. Barron
Adolph E. Seeman
John M. Lynn
Lavere A. Rees
Francis J. Tucker
Herman A. Stadtler
Robert Frye
James T. McNulty
Joseph A. Pohle
Russell O. Fitzwater
George Gruno
Ralph A. Reipl
Robert D. Morton
Doughlas C. Wilson
Howard F. DeBriyn
John C. Bancel
David White
Louis Koshir
Roald H. Buer?er
Bernard S. Keller
Edward J. Wanasek
Daniel J. Woppert
Monroy J. Biederwolf

304th Port Company

The following list of 304th Port Company personnel is pulled from several sources: 1. an August 9, 1944, paper recommending men for the Good Conduct Medal.

This list is not complete, but it's the most comprehensive list around. If you recognize any names, please get in touch.

1st Lt William C. F. Lawler (took command of the company in January 1945.)
2nd Lt John C. Winfree
2nd Lt. Gardner
2nd Lt. Renfrew
1st Sgt Albert H. Bratzel
S/Sgt James J. Dolan
S/Sgt Willard J. LaBarge
S/Sgt Julian Schwartzberg
S/Sgt Delbert C. Staggs
Sgt Samuel T. Scanlon
Sgt Donald W. Wood
Sgt Anthony Borkowski
Tec 4 John J. Cornacchi
Tec 4 Robert F. Lipke
Tec 4 Robert M. Marx

Tec 4 George? Massing
Tec 4 John O'Connor
Tec 4 Palmer Perkins
Tec 4 Ralph F. Phelan
Tec 4 Ralph Ponomar?
Tec 4 Norman Radtke
Tec 4 Joseph Savarese
Tec 4 Edward Varnum
Tec 4 Efrain G. Vidaurri
Tec 4 William P. Wilder
Cpl Donald L Hartung
Cpl George W. Klipfel
Cpl James J. Labita
Cpl Wilton M. Reavis
Cpl Edward L Smolen
Cpl Moubray Stoll
Cpl Clemens F. Uptmor Jr.
Cpl Lawrence L. Wantland
Cpl John J. Wilson
Tec 5 Abelardo Alvarez
Tec 5 Morey Berger
Tec 5 Morris Bernstein
Tec 5 William H. Bowers Jr.
Tec 5 Sylvester P Dzikonski
Tec 5 Thomas A. Gardner Jr.
Tec 5 Robert S. Gauron
Tec 5 LeeRoy C Harringer
Tec 5 Joseph B. Heinz
Tec 5 Cortland Hopkins
Tec 5 Edward J. Kaniewski
Tec 5 William J. Kelly
Tec 5 Steve J. Kocela
Tec 5 Richard C. Krause
Tec 5 Samuel Levine
Tec 5 Leslie lilien
Tec 5 Joseph Maizlish
Tec 5 Earl E. Maloney
Tec 5 William V. McCullough
Tec 5 Thomas J. Reiter
Tec 5 Harry I. Ross
Tec 5 James F. Ryan
Tec 5 Joseph A. Schilling
Tec 5 William L. Schroeder
Tec 5 Arthur J. Schroedter
Tec 5 John E. Shireman
Tec 5 Raymond P. Sonoski
Tec 5 Charles Spencer
Tec 5 Roy O. S?
Tec 5 Jack C. ???etzky
Tec 5 Thomas F. Viele
Tec 5 James L. Whitby
Tec 5 Aloysius C. Wiesbrock
Tec 5 Anthony V. Watson
Tec 5 Julius Zalesky

Pfc Richard L. Baeten
Pfc Robert J. Ballenger
Pfc Philip Baratz
Pfc Edward Barlow
Pfc Edward G. Breitenfeldt
Pfc Alvin J. Brettman
Pfc Allen P. Boegner
Pfc George W. Cagle
Pfc Richard H. Chitty ("Hal")
Pfc Howard E. Clark
Pfc Wallace C. Gilbert
Pfc Harold J. Haack
Pfc Raymond D. Hankins
Pfc Lloyd H. Hoover
Pfc Richard J. Justice
Pfc Albert J. Karowski
Pfc Morris E. Klinger
Pfc Herbert P? Koller
Pfc Franklin W. Lentz
Pfc Anthony J. Litvin
Pfc Walter McKinney
Pfc Louis M. Oromaner
Pfc Dominic C. Parise
Pfc James O. Ruidl ("Red")
Pfc Lyle M. Schlekau
Pfc Melvin E. Schon
Pfc John E. Stonestreet
Pfc Israel Sugarman ("Irving" or "Sugi")
Pfc Edward Vitkovich
Pfc Johnnie A. Williams
Pfc Robert R. Woodcock
Pfc Morris Yohai
Pvt Francesco Barone
Pvt Nicholas A. Cannone
Pvt James E. Curry
Pvt Albert L. DiJohn
Pvt Hartley G. Husted
Pvt Andrew J. Kostur
Pvt Sidney H. Kraus
Pvt Vernsley G. McLaughlin
Pvt Harold B. Pollack
Pvt Kurt Schiff
Pvt Benjamin Sherman
Pvt Walter M, Slasinski
Pvt Leo Sommer
Pvt Lionel L. Ridgeway
Pvt Robert C. Sorenson
Pvt Jack J. Swope
Pvt Irwin Tobe
Pvt Dwayne E. Trantham
Pvt Peter J. Tyrcha
Pvt John Crupi

Other names mentioned in interviews:
Dave Weaver

Jim McConchie
Woodrow Wilson
Harley Baily
Verle W. Hamilton
Robert G. Calfee
Rick Pinicotti
Mike DeLaura
Ken Roberts
Roger Deane
Gene Harry
Gilbert Mello (Mellow)?
Pvt. Frank Rodriguez

HQs, 519th Port Battalion:

Officers:

Major Charles H. Nabors (commander of the 519th, from Florida)
Captain Samuel Klauber (commanded 519th Medical Detachment)
Captain Glenn T. Foust, Jr. (medical detachment)
Captain Knauer
Captain F. W. Coykendall
Thurman F. Bowers (Chaplain from Greensboro, NC)

Enlisted Men:

M/Sgt Seymour Zeeman
T/Sgt Edward C. Watson
1st Sgt Alex Wanczak
Tec 3 Dallas K. Rudrud (Served in 305th and 303rd Port Companies)
Tec 4 Roger N. Lawrence
Tec 5 Edwin B. Byrom
Tec 5 Lawrence H. Botzon
Tec 5 Stanley M. Gadd
Tec 5 Matthew A. Marvin
Tec 5 Albert Wishner
Tec 4, Alvin John Schultz
Pfc Richard B. Heist
Pfc Bruce C. Kramlich
Pfc Elwood C. McDonald
Pvt Toivo H. Hamberg
Ralph? Richard

281st Port Company:

SSG, John M. Travis

PVT, Walter A Rahn JR, Utica, New York

285th Port Company:

PFC, Joseph Earl Brady

Jack Sullivan

Winston Wathen

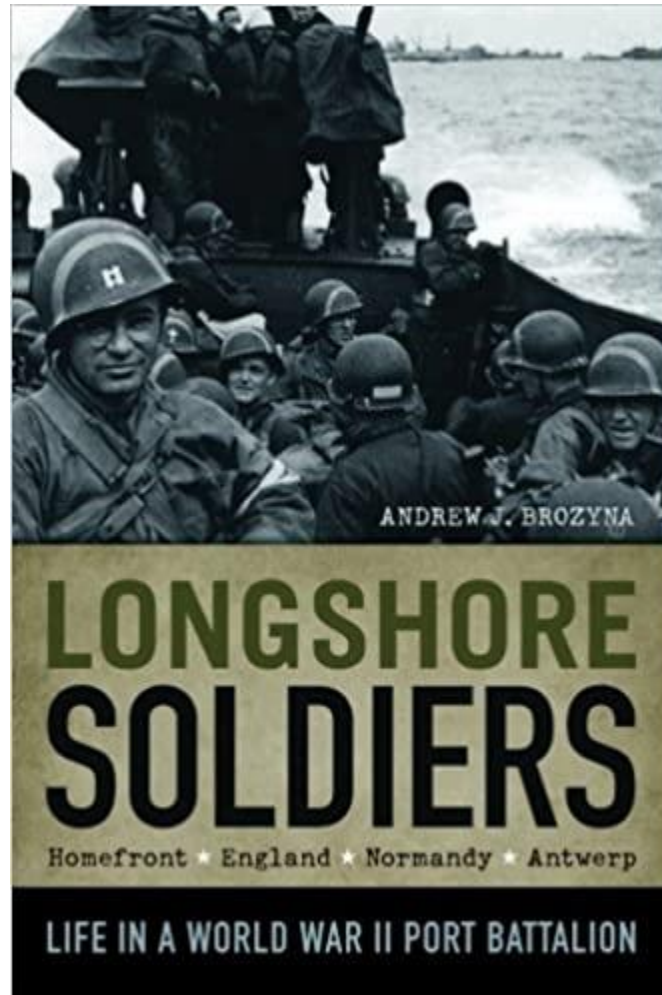
John Koloszar

John Harrington



Veteran Irving Sugarman emailed me this drawing made by another 304th Port Co. GI, Johnny Love. It illustrates a time when Irving did not get any mail. It seems like every company in WWII had an artist in the ranks. Of course, there was the famous Bill Mauldin. Some of his cartoons

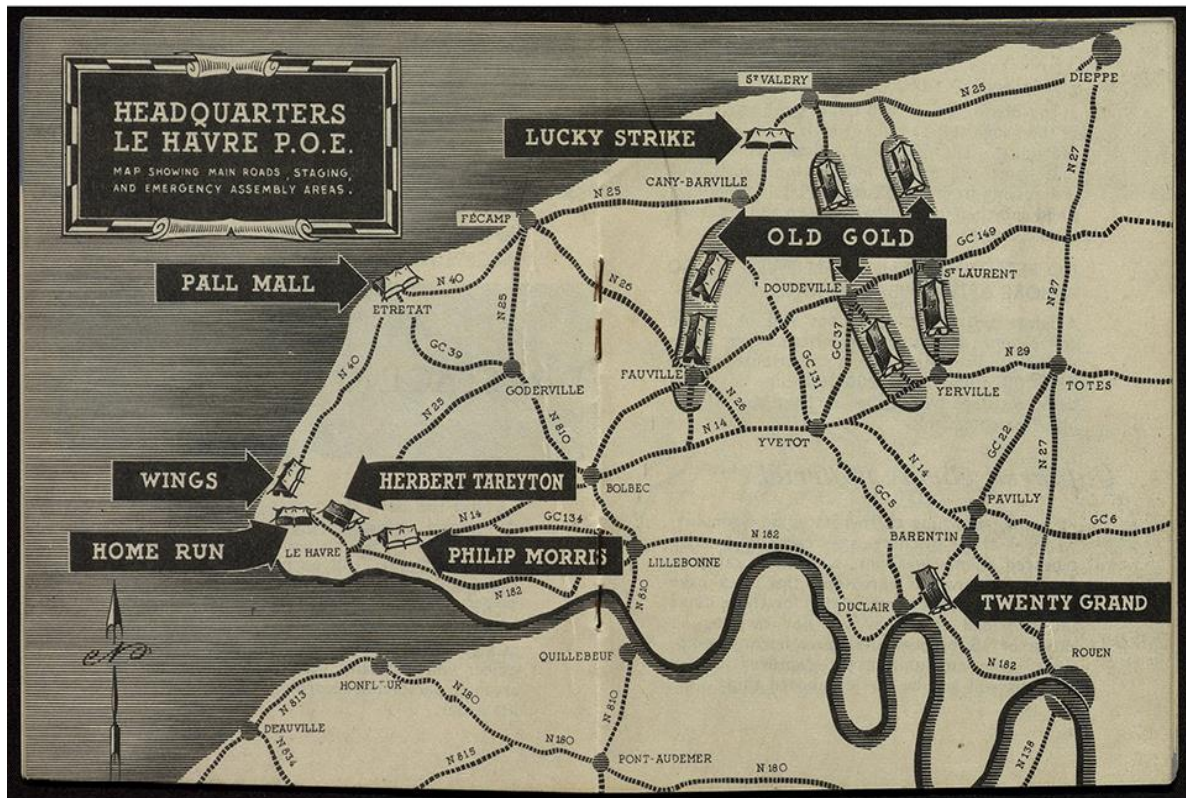
can be seen on the *Stars and Stripes* website. And there was George Baker, creator of Sad Sack, published in *Yank Army Weekly*. Photograph by www.longshoresoldiers.com



Through firsthand accounts, historical photographs, and original maps, *Longshore Soldiers* recounts the wartime experiences of Cortland Hopkins and ten other port battalion veterans. As part of the US Army's Transportation Corps, they were responsible for ensuring that thousands of tons of military supplies were packed, unloaded, and delivered to the front lines. Moving from training stateside, to supply operations on the beaches of Normandy, to dock work in the massive, high-risk seaport of Antwerp, Belgium, and finally to deactivation, Andrew Brozyna offers a compelling narrative of what daily life was like in this remarkable yet often overlooked service. Most importantly, Brozyna's use of personal histories as the basis for examining the logistics of WWII's European theater ensures that readers never lose sight of the individuals involved. At Amazon cost is \$15.00 in December 2021.



304th Port Company Soldiers on Leave viewing from the top of the Lion's Mound monument at Waterloo, Belgium.



Map locating Camp Lucky Strike at the Port of Embarkation, Le Havre, France. Army Transportation Corps booklet "You're Staging for the States." Gift in Memory of Charles S.M. Coddington, 2011. These camps were known as cigarette camps.

- Camp Lucky Strike was in St. Valery, France, forty-five miles from the port of Le Havre.



Camp Lucky Strike a tent city, Soldiers in the mess hall line. The mess kits stand out, mess kits included two-piece dish, knife, fork, spoon, and canteen cup ready to be triple dipped in hot rinse, soapy water, hot rinse as they process through the lines for crowd. Photograph by <https://live.staticflickr.com>.



Cortland Hopkins (lower left), his friend William Kelly (in glasses), and members of the 304th Port Company, 519th Port Battalion in Waterloo, Belgium, 1945.



519th Port Battalion Soldiers working outside of Tampico Flats, Antwerp, 1945. Photograph by www.longshoresoldiers.com.



519th Port Battalion men at Club Chipper, 1945 (left to right): Lee Harringer, Dave Weaver, Bob Lipke (in front), Don Woods, Bernie Beals, and Bruce Kramlich

JULY 1945:



If you want to be a Badger, just come along with us to Antwerp, Belgium, where Wisconsin servicemen sweating it out for home organized a Wisconsin Club of Belgium. These pictures belong to S/Sgt. A. M. Chudnow, 709 N. 11th st., an attorney who served as the club's president. The group picture was taken at Rubens palace in Antwerp, where the club entertained 7,000 servicemen at an outdoor sports show and 2,500 at an indoor show. Entertainers included Tenor Frank Eastwood, 4671 N. Woodburn st., Whitefish Bay, and the young lady at the top, Luisette Daye, a Belgian dancer.

For the first sports show the men built a boxing ring out of oil drums and tank packing cases. Members of the club shown on the group picture are (first row, from left) William H. Leimberger, 2815 W. Clarke st.; Joseph W. Kaufman, 2022 W. Vienna st.; Anthony Nothesis, Beaver Dam; Prize Fighters Dick Bennert and Richard (Toots) Bernstein; Leroy Markgraf, 2143 N. 9th st.; Conrad Schneider, 2659 N. 48th st.; Walter Holston, 8706 N. National av.; George Swarick, Wisconsin Rapids; second row (from left), A. M. Chudnow; D. K. Rudrud, 1345 N. Franklin pl.; Wallace L. Blodgett, Antigo; Ralph Grosser, 2118 W.

Keefe av.; Bruce Kramlich, 1933 Church st.; Roger L. Paulson, Tomahawk; Francis J. Plank, jr., Marshfield; Jack Leskey, Merrill; Seymour Paperno, 2713 N. 44th st.; Tovia Hamberg, Hurley; Wayne Carus, Marshfield; third row (from left), Matthew A. Marvin, Beloit; Herman A. Schneider, Green Bay; William Gramenz, Tomah; Robert Benika, Beaver Dam; Thomas Simic, Eagle River; John Shireman, Richland Center; David Weaver, 2139 S. 81st st.; Robert Kroeger, 2217 S. 28th st.; Gus Jagush, Greendale; M. R. Pahl, Madison; William Goldman, 2718 N. 40th st., and Gilbert Crossman, 1235 W. State st.

The 519th Port Battalion Boxing Club, 30 July 1945. Photograph by www.longshoresoldiers.com



The 280th Port Company boards the USS Wasp returning to New York Port, New York.
Photograph by thoughtco.com/uss-wasp.



1948 reunion at the Hotel Piccadilly in Brooklyn, New York, the 279th Port Company attached to the 519th Port Battalion for the Utah Beach invasion.



The 304th Port Company, 519th Port Battalion 1995 reunion (Left to right), Tom Gardner, Bob Calfee, Jack Shireman, Ray Sonoski, Dick Justice, Matt Marvin, Dave Weaver, and Bruce Kramlich.



Road plaque at Indiantown Gap, Pennsylvania.

Redeployment back home:

According to the WWII point system, troops with scores between 60 and 79 Adjusted Service Rating (ASR) points were classified as Liquidation Forces. Those with the

highest scores and troops designated for return to the U.S. were considered Redeployment Forces.

At the core of the U.S. Army Demobilization Plan was the so-called 'Point System.' Points were awarded for years of service overseas, medals and other commendations received, campaign battle stars earned, as well as other factors. The magic point total for being sent home was 85.

Many men had more points, and those that had the most were slated to be sent home first. Following is a pretty typical point-system computation table (though probably incomplete):

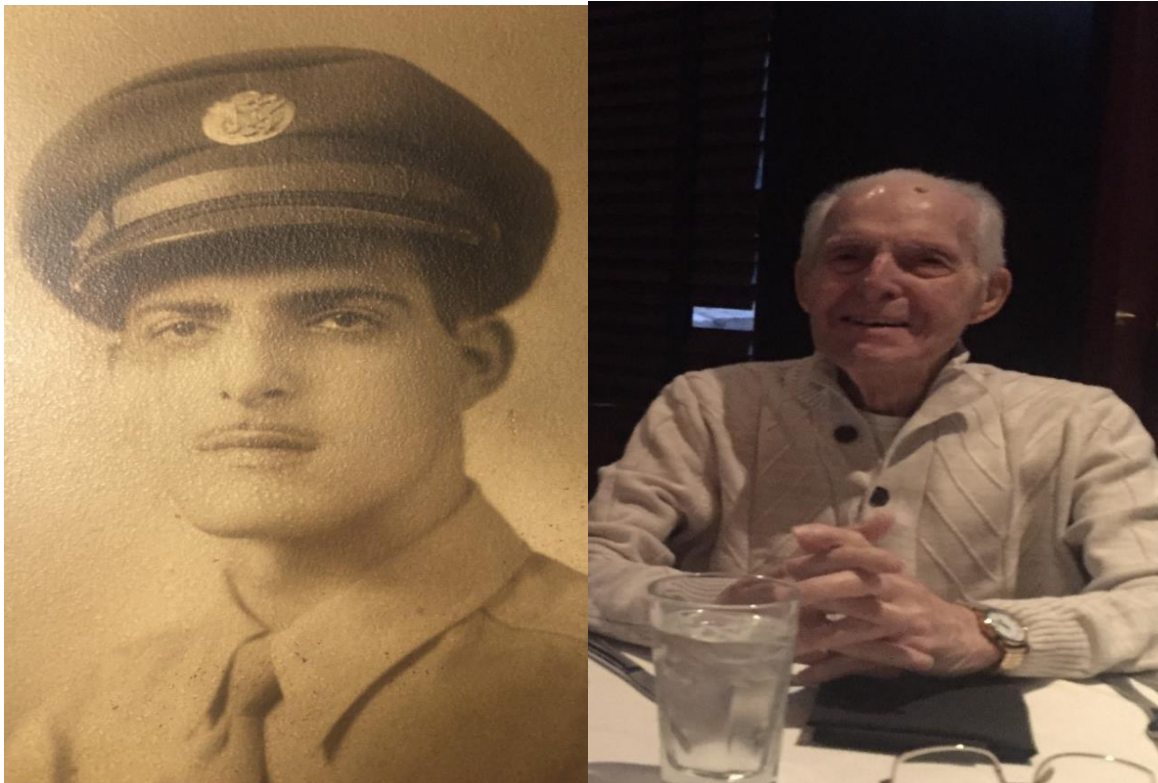
Number of months in the armed forces	1 point per month
Number of months overseas	1 point per month
Number of children	12 points per child
Number of battle stars earned by unit	5 points per star
Purple Heart winner	5 points per award
Soldier's Medal winner	5 points per award
Bronze Star winner	5 points per award
Presidential Unit Citation winner	5 points per award

GIs were constantly badgering company clerks to get errors corrected and adjustments made to their point totals, which were recorded on their "Adjusted Service Rating Cards." Those men with the magic number of 85 points, or more, were to return to the United States, while those with fewer points were transferred out to make room for high point men from other organizations. Those with 80 to 84 points were sent to other units in the ETO and some of those with even fewer points were sent home on furlough and then went on to retraining for duty in the Pacific. The latter were perhaps the most fortunate of all, since the war in the Pacific soon ended and many of them were discharged before the higher-point men in the ETO got home. European Theater of Operations (ETO).

Saving the best for last

D-Day Veterans: Portraits

Private First Class, Italo A. De Bartoli, served with Company C, 505th Post Battalion and reassigned to the 280th Port Company, 519th Port Battalion. Serving as a Hatch Tender, Military Occupation Specialty - 271. Participated in the Normandy Invasion on June 6, 1944 (D-Day) on both Omaha and Utah Beach and within the European Theatre of Operations for the duration of the war until his separation at Fort Dix, New Jersey. PFC, De Bartoli's decorations and Citations are European-African-Middle Eastern Service Medal, Good Conduct Medal, World War II Victory Medal, Croix De Guerre Avec Palme and the Order of the Day (Shoulder Cord) of the Belgian Army for action at Antwerp.



Private First Class, Italo A. De Bartoli, 280th Port Company and until the age of 96, RIP. Interred at Arlington National Cemetery. Awards, Decoration and Foreign Awards: Occupation Medal with GERMANY clasp, Victory Medal, American Campaign Medal, European-African-Middle Eastern Campaign Medal with three Bronze Campaign Stars (Normandy, Northern France and Rhineland) and Bronze Arrowhead (Amphibious Beach Landing), Good Conduct Medal, Army Occupation Medal, French Croix de Guerra with Silver Palm, issued by Prince Charles of Belgium, on 7 December 1946 is the Order of the Day (Left Shoulder Cord) of the Belgian Army for action at Antwerp and the Meritorious Unit Commendation Ribbon.

Initial draft reported at Camp Upton, Yaphank, New York to Fort Dix, then went to Camp Miles Standish, Boston, Massachusetts for training and depart for England.

He was on the USS Aquatania to Scotland and Swansea, South Wales.

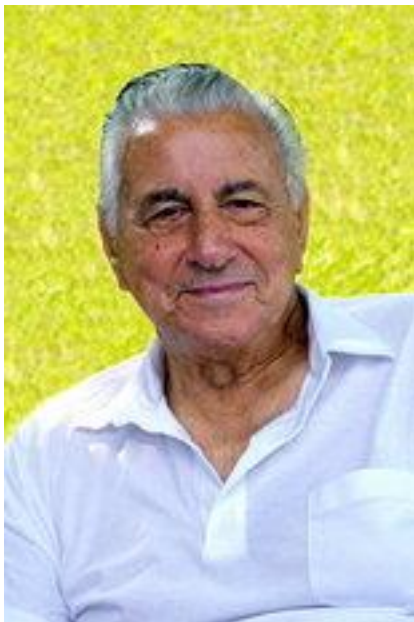
Dad said that there were so many GI's that there were no barracks to live in. GIs had to stay with civilians. They were told to just sleep there but DO NOT eat any of the food, since they were on rations. Each GI had to meet in the park where the army set up a 'mess hall' for the men to eat. Dad and two of his friends stayed with Mr. and Ms. Dowling, an elderly couple. They would try to feed the GI's especially dad because he was so skinny.

Dad said they did maneuvers there, and the landscape looked exactly like Normandy Beach! (after he landed on Normandy Beach, he realized that). They were told not to take any souvenirs because they might be booby trapped. They did not know where they were going but they got into the boats and crossed the English Channel. While in the middle of the channel, they were given a book on 'how to speak French'. They had ninety miles to learn French. That was the first time they found out where they were going. They also received a letter from Eisenhower while crossing the channel. Dad said the seas were rough. There were so many ships in the area. They had to climb over the side of the ship down rope ladders to go into the landing crafts. Dad said the ships were slapping into each other. He was climbing down, and the rope was so slippery that he lost his footing and was starting to fall but a sergeant (I am sorry, I don't remember his name, although my father will never forget him) grabbed him by the collar and pushed him up against the rope so dad could grab the rope again. He landed on Omaha Beach, liberated Carentan, France met up with his group on Utah Beach, was there for 3 months, then continued into Paris. From Paris, he went to Antwerp and finally, was at Camp Lucky Strike in Le Harve, France and went on the USS Wasp, where he returned home to the US. Statement provided by his daughter, Camille Hesse on 6 December 2021.



Technician Forth Class, Alvin John Schultz, as a Non-Commissioned Officer was assigned to the HQs, 519th Port Battalion and serving as a Winch Operator, Military Occupation Specialty - 473. Initially assigned with the Company F, 508th Parachute Infantry, “Red Devils”, Camp Mackall, North Carolina, 82nd Air Borne Division. After extensive training and maneuvers the unit embarked on 19 December 1943 in New York and sailed on 28 December 1943 for Belfast, Northern Ireland, arriving on 8 January 1944. After additional training at Cromore Estate, Portstewart, the unit was moved by ship to Glasgow, Scotland and by train on 13 March 1944 to Wollaton Park, Nottinghamshire, England. A sister Regiment, the 507th Parachute Infantry Regiment, who were part of the 2nd Airborne Brigade with the 508th, were camped less than 10 miles away at a former Country Hotel called Tollerton Hall, Nottinghamshire. The unit participated in Operation Overlord, jumping into Normandy on at 0215 on 6 June 1944. Their immediate objectives were to capture Sainte-Mère-Église, secure crossings at the Merderet River near la Fiere and Chef-du-Pont and establish a defensive line north from Neuville-au-Plain to Breuzeville-au-Plain. There they were to tie in with the 502nd Infantry Regiment. Like most paratroop units in Operation Overlord, they were dropped in the wrong locations and had extraordinary difficulty linking up with each other. Portions of the 508th regrouped and remained in contact with German forces until relieved on 7 July when they became the division reserve force. On 13 July, they were transported back to England via two Landing Ship Tank (LST), and returned to their station at Wollaton Park, Nottingham, England.

Reassigned to the 798th Port Company, 517th Port Battalion, then again reassigned to the HQs Company, 519th Port Battalion as a crane operator. Participated in three campaigns, Normandy, Northern France, and Rhineland. His decorations included: Victory Medal, European-Africa-Middle Eastern Theater Medal with three Bronze Stars and Bronze Arrowhead, three Overseas Bars, the Good Conduct Medal, and the Croix de Guerre with Silver Palm. Received his discharge lapel pin. Information provided by his son Kelly Schultz, December 2021.



Sergeant, Gregory Parente, from Staten Island, New York a retired longshoreman, World War II veteran and professional baseball player. He attended St. Mary's School in Rosebank and was a star baseball pitcher at New Dorp High School when he graduated in 1942. A few weeks later, Mr. Parente found himself turning down a professional baseball contract offer with the Brooklyn Dodgers, and he became the third person in his family to be drafted to serve in the U.S. Army during World War II. Serving as a Sergeant stationed in Le Havre, France, 279th Port Company. Following the war, he returned to Staten Island and was soon signed to a contract with the Chicago White Sox organization, where in the summer of 1945, he set a record with twenty-three strikeouts in a single professional baseball game as a member of the Cordele White Sox. He remained with the organization until an injury to his pitching arm ended his career. Back home in 1948, he began a 40-year career as a Longshoreman with the International Longshoremen's Association at the Howland Hook Marine Terminal, becoming general manager before retiring in 1990. He passed in 2009, RIP.

Award, Decoration and Foreign Awards: Occupation Medal with GERMANY clasp, Victory Medal, American Campaign Medal, European–African–Middle Eastern Campaign Medal with three Bronze Campaign Stars (Normandy, Northern France and Rhineland) and Bronze

Arrowhead (Amphibious Beach Landing), Good Conduct Medal, Army Occupation Medal, French Croix de Guerra with Silver Palm, issued by Prince Charles of Belgium, on 7 December 1946 is the Order of the Day (Left Shoulder Cord) of the Belgian Army for action at Antwerp and the Meritorious Unit Commendation Ribbon.

REF: www.silive.com

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