Clark and his staff drove themselves through months of strain to get the harbors ready.

In largely nonengineering terms, Commander Stanford, who was Deputy Commander of the American "Mulberry A," tells how the huge structures were secretly built and put in place. They consisted largely of caissons hundreds of feet in length, and breakwaters out in front of the harbors made by sinking old ships, bow against stern. "Mulberry A" and "Mulberry B" were the means of daily pouring ashore from ships about 1,200 trucks and other vehicles, plus thousands of tons of bullets, shells, rations and other munitions.

Cooperation did it — international and interservice cooperation plus driving effort, as Commander Stanford makes dramatically clear. There were tenseness and tribulation in the long days of planning and construction, but the highest excitement came as tugs nosed in the caissons and created the harbors. Clark stood at a bullhorn directing operations in salty language, blistering those whose seamanship proved clumsy. On D-Day plus 10 the first ship could tie up and the first truck could drive from ship to shore. The rest rolled off at the rate of two per minute. Two weeks later the two harbors were handling 14,000 tons a day.

Commander Stanford tells his story well, and the book’s appendices contain a wealth of statistics.