PART TWO
## Statistics

### 1. Logistics

<table>
<thead>
<tr>
<th>Place</th>
<th>Period</th>
<th>Tons of Supplies Across the Beach</th>
<th>Operations of 533d Boats</th>
<th>Boat Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Total</td>
<td>Daily Ave.</td>
<td>Troops Carried</td>
</tr>
<tr>
<td>Milne Bay-Goodenough I</td>
<td>20 Jan.–20 Feb. ’44</td>
<td>4,500</td>
<td>37,000</td>
<td>1,230</td>
</tr>
<tr>
<td>Cape Cretin</td>
<td>25 Dec. ’43–20 Feb. ’44</td>
<td>104,500</td>
<td>1,900</td>
<td>8,000</td>
</tr>
<tr>
<td>Saidor</td>
<td>25 Feb.–25 Apr. ’44</td>
<td>72,000</td>
<td>810*</td>
<td>53,000</td>
</tr>
<tr>
<td>New Britain</td>
<td>25 Feb.–15 Nov. ’44</td>
<td>317,000</td>
<td>1,350</td>
<td>71,000</td>
</tr>
<tr>
<td>Aitape</td>
<td>1 May–26 Dec. ’44</td>
<td>399,377</td>
<td>5,260</td>
<td>39,000</td>
</tr>
<tr>
<td>Luzon</td>
<td>9 Jan.–26 Mar. ’45</td>
<td>217,680†</td>
<td>2,940†</td>
<td>37,000</td>
</tr>
<tr>
<td>Mindanao</td>
<td>17 Apr.–8 Sept. ’45</td>
<td>68,200</td>
<td>5,250‡</td>
<td>9,000</td>
</tr>
<tr>
<td>Japan</td>
<td>27 Sept.–1 Nov. ’45</td>
<td>1,217,700</td>
<td>221,500</td>
<td>647,600</td>
</tr>
</tbody>
</table>

*Based on 89 days during which beach was operated by Co. F, 533d EB&SR.
†Based on 74 days during which beaches at Malabang, Parang, Talomo or Bugo were operated by Shore Battalion, 533d EB&SR.
‡Beaches operated a total of 13 days during this period.

### 2. Casualties

<table>
<thead>
<tr>
<th>Place</th>
<th>Japs killed by 533d</th>
<th>533d Killed</th>
<th>533d Wounded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Cretin</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Saidor</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>New Britain</td>
<td>17</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Aitape</td>
<td>211</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Luzon</td>
<td>16</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>Mindanao</td>
<td>28</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>272</td>
<td>3</td>
<td>35</td>
</tr>
</tbody>
</table>

## STATISTICS

3. **Table of Distances Run by LCMs**

*Nautical Miles*

<table>
<thead>
<tr>
<th>FROM</th>
<th>Brisbane</th>
<th>Cairns</th>
<th>Milne Bay</th>
<th>Goodenough</th>
<th>Finschhafen</th>
<th>Borgen Bay</th>
<th>Aitape</th>
<th>Hollandia</th>
<th>Biak</th>
<th>San Fabian</th>
<th>Mindanao</th>
<th>Zamboanga</th>
<th>Parang</th>
<th>Davao</th>
<th>Bugo</th>
<th>Butuan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cairns, Aust.</td>
<td>980</td>
<td></td>
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<tr>
<td>Milne Bay, NG</td>
<td>1485</td>
<td>505</td>
<td></td>
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<tr>
<td>Goodenough L, NG</td>
<td></td>
<td>83</td>
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<tr>
<td>Finschhafen, NG</td>
<td>1780</td>
<td>800</td>
<td>315</td>
<td>290</td>
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<tr>
<td>Borgen Bay, NB</td>
<td></td>
<td>400</td>
<td>375</td>
<td>185</td>
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<td>Talasea, NB</td>
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<tr>
<td>Saidor, NG</td>
<td></td>
<td>425</td>
<td>400</td>
<td>110</td>
<td>125</td>
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<tr>
<td>Aitape, NG</td>
<td>2205</td>
<td>1225</td>
<td>740</td>
<td>425</td>
<td>410</td>
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<tr>
<td>Hollandia, NG</td>
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<tr>
<td>Biak, NG</td>
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<td>415</td>
<td>395</td>
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<tr>
<td>Morotai, NEI</td>
<td></td>
<td>965</td>
<td>855</td>
<td>550</td>
<td>440</td>
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<tr>
<td>Dirigue, Luzon</td>
<td></td>
<td>4400*</td>
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<td>Mindoro</td>
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<tr>
<td>Zamboanga, Mindanao</td>
<td></td>
<td>665</td>
<td>340</td>
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<tr>
<td>Parang, Mindanao</td>
<td></td>
<td>810</td>
<td>485</td>
<td>140</td>
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<tr>
<td>Pikit, Mindanao</td>
<td></td>
<td>880</td>
<td>555</td>
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<td>Sarangani Bay, Mind.</td>
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<td>145</td>
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<td>Davao, Mindanao</td>
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<td>Bugo, Mindanao</td>
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<td>245</td>
<td>385</td>
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<td>Butuan, Mindanao</td>
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<td>370</td>
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<td>Sagunto, Mindanao</td>
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<td>465</td>
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<td>Batangas, Mindanao</td>
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</tr>
</tbody>
</table>

Longest run with no stops: Cairns to Milne Bay, 505 miles.
Longest continuous voyage of one boat: ("Betsy" of B Co.) from Brisbane to Aitape to New Britain and back to Aitape, 3025 miles.

*Though no single boat made this trip, no part of it was not made by an LCM of the 533d at one time or another.
COMMENDATIONS

HEADQUARTERS 32D INFANTRY DIVISION
A.P.O. 32, c/o Postmaster,
San Francisco, California.

31 January 1944

SUBJECT: Appreciation.

TO : Commanding Officer, 533rd Engineer Boat and Shore Regiment,
(Thru) Commanding General, Alamo Force, APO 712.

1. It is desired to express to the Commanding Officer, 533rd Engineer
Boat and Shore Regiment, and members of his command, my sincerest appreciation
for the splendid assistance and cooperation given to this command in establishing the
camp area at Cape Cretin. By his most generously and unselfishly placing at our
disposal his equipment, facilities and personnel, the camp was established in such a
manner as would not have been possible otherwise.

2. It will be greatly appreciated if my personal thanks be conveyed to the
members of the Regiment who were responsible for this action.

s / W. H. Gill

W. H. GILL
Major General, U. S. Army
Commanding

AG 201.22 1st Ind
(16jan44)
HEADQUARTERS ALAMO FORCE, APO 712, 30 January 1944.
TO : Commanding Officer 533rd Engineer Boat and Shore Regiment.
THRU: Commanding General, USASOS, APO 501.

I am pleased to note that the performance of duty by the 533d Engineer
Boat and Shore Regiment was so outstanding as to merit commendation by the Commanding
General, 32d Infantry Division. I wish to express to the officers and the
men of this Regiment my own personal appreciation and official commendation for
the results attained.

s / Walter Krueger

WALTER KRUEGER
Lieutenant General, U.S. Army,
Commanding

230
HEADQUARTERS, UNITED STATES ARMY SERVICES OF SUPPLY,
APO 501, 5 MAR 44

TO: Commanding Officer, 533d Engineer Boat and Shore Regiment, APO 928,
Unit No. 1.

1. It gives me great pleasure to commend you for the outstanding services your
organization has rendered to the 32d Infantry Division.
2. It is highly gratifying to receive such reports, and this command is fortunate
in having such an outstanding organization.

J. L. Frink
Major General, United States Army
Commanding

HEADQUARTERS
2D ENGINEER SPECIAL BRIGADE
Office of the Commanding General
APO 503
18 February 1944

SUBJECT: Appreciation
TO : Commanding General, 3rd Engineer Special Brigade, APO 565
(Thru: Commanding General, Alamo Force, APO 322.)

1. It is desired to express our appreciation for the valuable assistance render­
ed to this Brigade during the past three months, by Companies A and C, 563d
Engineer Boat Maintenance Bn, Commanded by 1st Lt. John R. Nunn and Captain
James W. Orme, Jr., respectively.
2. It is requested that this letter be brought to the attention of the officers
and men of these two Companies.

W. F. Heavey
BRIG GEN USA
Commanding

AG 330.13 A-8
(18 Feb 44)

HEADQUARTERS SIXTH ARMY, APO 442, 22 February 1944.

TO : Commanding Officer, 563d Engineer Boat Maintenance Battalion, APO
928.
THRU: Commanding General, 3d Engineer Special Brigade, APO 928, Unit 1

The Commanding General is pleased to forward this letter of commendation
on the splendid performance of duty on the part of Captain James W. Orme, Jr. and
1st Lieutenant John R. Nunn, and that of the other members of Companies A and C, 
563rd Engineer Boat Maintenance Battalion.

For the Commanding General:

s / J. R. Whitton
J. R. WHITTON,

Basic: Commendation. 2nd Ind.

HEADQUARTERS 3RD ENGINEER SPECIAL BRIGADE, APO 565, 7 March
1944

TO: Commanding Officer, 563rd Engr. Boat Maint. Bn., APO 928

It is a pleasure to receive and forward this letter of commendation to the officers
and enlisted men of Companies A and C of the 563rd Engineer Boat Maintenance
Battalion who participated in rendering splendid assistance to the 2nd Engineer
Special Brigade. It is desired that the subject officers and enlisted men be advised
of this communication.

s / D. A. D. Ogden
D. A. D. OGDEN,
Brigadier General, USA,
Commanding

TELEGRAM

764A TT

TO CG THIRD ENGR SPEC BRIGADE

FROM CG FIRST MARINE DIVISION

PRIOR TO THE SEPARATION OF YOUR UNITS FROM MY COMMAND,
I WISH TO BRING TO YOUR ATTENTION THE OUTSTANDING AND
EFFICIENT MANNER IN WHICH EACH AND EVERY MEMBER OF THE
HEADQUARTERS BOAT BATTALION, COMPANY A AND COMPANY F,
533RD REGIMENT, AND COMPANY A, 563RD MAINTENANCE BATTALION,
3RD ENGINEER SPECIAL BRIGADE HAVE PERFORMED THEIR DUTIES.
IT HAS BEEN A PLEASURE TO HAVE THEM AS A VERY IMPORTANT
PART OF MY TASK FORCE AND I WISH THAT IT WERE POSSIBLE
FOR THEM TO CONTINUE AS SUCH. PLEASE CONVEY TO EACH
AND EVERY OFFICER AND MAN OF THESE UNITS THE GOOD WISHES
AND THANKS OF THE FIRST MARINE DIVISION FOR HAVING FUL-
FILLED THEIR MISSION IN A HIGHLY SATISFACTORY MANNER.
THEY WERE GOOD SHIPMATES AND DESERVE A WELL EARNED "WELL
DONE."

TOO — 280010Z
TOR — 280345Z
SUBJECT: Commendation

TO: Commanding Officer, 533rd (EB & SR)
(Thru Commanding General, XI Corps, APO No. 705)

1. I desire to express my sincere appreciation to you, your officers and men for the splendid cooperation, enthusiasm and hard work shown in the construction of defensive positions in the Western Sector.

2. You were directed by higher headquarters to furnish details and complete other projects in addition and simultaneously with your primary mission as outlined by this headquarters. Furthermore, in the occupation of these positions, you assumed responsibility that is not normal for your command. This, you did without any hesitation and under the most trying circumstances.

3. You have my congratulations for a job well done, and best wishes in your future assignments.

For Brigadier General A. N. STARK:

s / Paul M. Culbertson
PAUL M. CULBERTSON
Lt. Col., Infantry
Executive

AG 201.2 (17Jul44) C 1st Ind.
HEADQUARTERS US FORCES, APO 705, 18 July 1944.

TO: Commanding Officer, 533rd Shore Bn (EB&SR), APO 705

It is a pleasure for me to transmit this commendation.

s / C. P. Hall
C. P. HALL
Major General, U. S. Army
Commanding

HEADQUARTERS 103d COMBAT TEAM
(Office of the Commanding Officer)
A.P.O. No. 43, c/o POSTMASTER
San Francisco, California
2 September 1944

SUBJECT: Commendation.

TO: S/Sgt. John P. Lestrange, 12077538, Hq. Co., Boat Bn., 533 E.B.S.R.,
(Thru: Commanding Officer, 533, E.B.S.R.)

I am pleased to commend Staff Sargeant John P. Lestrange, 12077538, and the members of his boat crew for the splendid manner in which they performed their duties while attached to the 103d Combat Team.
The missions assigned to this group brought them under enemy fire several times. On many occasions it was only through their efforts that casualties and prisoners could be evacuated and supplies gotten to patrols moving along the beach. Their whole hearted co-operation, together with their cheerful willingness to carry out these tasks under any circumstances aided immeasurably in the successful completion of the missions assigned to this Combat Team.

s / Joseph P. Cleland

JOSEPH P. CLELAND
Colonel, Infantry
Commanding

HEADQUARTERS
SHORE BATTALION
533D ENGINEER BOAT AND SHORE REGIMENT
APO 705
28 August 1944

SUBJECT: Commendation.

TO : All Personnel of Assigned and Attached Units.

1. The following extract of a personal letter from the Commanding General, Sixth Army, to the Commanding General, 32nd Infantry Division is quoted for the information of all concerned:

   "According to the records of this headquarters, the unloading of ships at Aitape, during the period that station was under your command, was effected expeditiously in a most commendable manner. This splendid performance was gratifying to me, especially in view of the overall theater backlog of shipping and the many difficulties involved."

2. I want to commend every member of this organization and attached units for the prominent part played in evincing such high praise from the Army Commander.

3. This praise from the Commanding General of the Sixth Army is evidence that the excellent results obtained did not go unnoticed.

4. I wish to express my appreciation for the splendid cooperation and hard work on the part of Officers and Enlisted Personnel who made this possible. The true test of an Organization is its ability to carry a difficult task through to a successful finish. All can be justly proud of a good job well done.

s / DeWitt L. McLallen

DEWITT L. McLALLEN
Lt. Col. 533rd EB&SR
Commanding
COMMONWEALTH OF AUSTRALIA

In Reply Please Quote No. 11/2/AIR.

Headquarters, No. 71 Wing
Royal Australian Air Force
TADJI

13th November 1944

CO-OPERATION OF 533D ENGINEERS (BOAT AND SHORE) REGIMENT IN RESCUE WORK.

It is desired to express great appreciation for the ready co-operation given by the above regiment in connection with two recent rescue attempts.

Without hesitation they sent their vessels on these missions involving long and uncomfortable trips, knowing that there was the possibility of facing fire from guns of up to 5-inch calibre.

Unfortunately, one of these efforts was unsuccessful, and in the other they were forestalled by a Catalina flying boat, but more willing co-operation could not have been obtained from any other source.

It is requested that the regiment be notified of our appreciation.

S / E. W. Cooper
(E. W. COOPER),
Wing Commander,
Commanding No. 71 Wing,
TADJI

HEADQUARTERS U.S. FORCES
APO 705

18 November 1944

SUBJECT: Commendation.

TO : Commanding Officer, 533d Engineers (Boat and Shore) Regiment, APO 705.

1. The attached letter from Wing Commander Cooper, Commanding No. 71 Wing, TADJI is in appreciation of your splendid work and cooperation in connection with two recent rescue attempts.

2. I am pleased in forwarding to you and your regiment this commendation and adding my own for hazardous duty voluntarily performed for an allied arm.

S / Leonard F. Wing
LEONARD F. WING,
Major General, U.S. Army,
Commanding.
SUBJECT: Commendation

TO: Commanding Officer and All Ranks, 533d Engineer Boat and Shore Regiment.

1. From the time of attachment of the 533d Engineer Boat and Shore Regiment to this division prior to the present operation until its relief from attachment subsequent to the landing, the work of the Regiment has been outstanding.

2. During the planning stages of the operation and during the loading of the Division and attached troops under the most trying conditions of surf and sea, the officers and men of the Regiment have worked tirelessly and efficiently both day and night. The careful organization and skillful execution of a varied complex military operation, together with the successful accomplishment of the assigned mission and the subsequent support of the landing, testify more eloquently than words to the superior work of all ranks.

3. I commend both officers and men for a hard job well done.

S / Leonard F. Wing

LEONARD F. WING
Major General, U. S. Army
Commanding

HEADQUARTERS I CORPS
United States Army
Office of the Commanding General

AG 330.13

SUBJECT: Commendation.

TO: Commanding General, 3d Engineer Special Brigade, APO 70.
(Thru Channels)

1. The 533d Engineer Boat and Shore Regiment, commanded by Colonel Wayne S. Moore, 012617, CE, and the 543d Engineer Boat and Shore Regiment, commanded by Colonel Gerald E. Galloway, 016043, CE, both of the 3rd Engineer Special Brigade, were attached to the I Corps for MIKE ONE operation. These regiments reverted to Sixth Army control as of midnight, 18 January 1945, in accordance with ADM O 16/1, Headquarters Sixth Army.
2. Records of this headquarters indicate that a total of 100,644 tons of cargo — an average of 10,000 tons a day — was discharged by the two regiments during the ten-day period prior to reverting to Sixth Army control.

3. I wish to commend Colonel Moore and Colonel Galloway and their respective regiments for the splendid record made while under my command. They had a complete understanding of the vital necessity for rapid discharge of personnel, equipment and supplies in support of the Corps operation. Since S Day, beach operations have continued twenty-four hours a day with energy and determination to fulfill the demands of the Corps, Divisions and non-divisional troops.

4. Preliminary detailed planning by the boat and shore regiments and execution of these plans on landing were outstanding. Cargo was moved rapidly across beaches into inland well-dispersed dump areas, leaving beaches clear thereby eliminating congestion and confusion. It is commendable to note that no losses were sustained due to sinking of harbor craft, damage to supplies and equipment in lightering from ship to shore, or dropping overboard. The spirit of cooperation, outstanding performance of duty and energy in supporting the Corps operation, demonstrated by officers and men of the Boat and Shore Regiments, has indeed been gratifying to me.

s / Innis P. Swift

INNIS P. SWIFT
Major General, U.S. Army
Commanding

Subject: Commendation

AG 330.13-E 1st Ind. (22 Jan 45)

HEADQUARTERS SIXTH ARMY, APO 442, 1 February 1945.

Thru: Commanding General, 4th Engineer Special Brigade, APO 70.

To: Commanding General, 3d Engineer Special Brigade, APO 920.

The Commanding General is pleased to note this commendation on the outstanding performance of duty by Colonel Moore and the personnel of the 533d Engineer Boat and Shore Regiment, and Colonel Galloway and the personnel of the 543d Engineer Boat and Shore Regiment while attached to I Corps during the recent operations.

By command of Lieutenant General KRUEGER:

s / John B. Cooley

JOHN B. COOLEY,
Colonel, A.G.D.,
Adjutant General.
SUBJECT: Operation of Boat Pool.

To: Commanding Officer, 533d Engineer Boat & Shore Regiment, APO 70.

1. A detachment of your regiment was ordered to Base G to operate a boat pool consisting of craft of M-1 Units, as well as other craft turned over to the pool by USASOS and other agencies. At one time this pool contained approximately 150 craft.

2. Despite lack of maintenance personnel, equipment and spare parts, your detachment did an excellent job of keeping boats in condition and in preparing them for movement forward. The absence of mail and recreational facilities for the men of the detachment constituted a serious problem of morale. However, the ingenuity of the officers of the detachment in establishing a post exchange and in providing LCM ferry service partially offset this trouble.

3. Lieutenant Frank Powell, the officers and enlisted men of this detachment are to be commended for the very efficient manner in which they performed their duties.

S / D. A. D. Ogden

D. A. D. OGDEN
Brigadier General, USA,
Commanding

HEADQUARTERS
544TH ENGINEER BOAT AND SHORE REGIMENT
APO 70

SUBJECT: Commendation.

TO: Commanding Officer, 533d Engineer Boat and Shore Regiment (Thru: CG, 4th ESB, APO 70)

1. I desire to commend the company commander, officers, and men of Company A, 533d EBSR, for the efficient and willing manner in which they performed their duties while attached to this command.

2. Under adverse conditions, they worked hard and cheerfully, and, due entirely to their own efforts, had a superior boat maintenance record.

3. Their services and cooperation are deeply appreciated.

S / R. H. Naylor

R. H. NAYLOR
Colonel, CE
Commanding
COMMENDATIONS

1st Ind.

HQ, 4th Engineer Special Brigade, APO 70, 3 February 1945

TO: Commanding Officer, 533rd EB&SR

1. The manner of performance of duty and efficient boat maintenance record of Co. A, 533rd EB&SR while attached to 544th EB&SR, are matters that I have personally observed since S-day.

2. I desire to express my appreciation and commendation for efficient performance of duty under extremely adverse conditions.

s / Henry Hutchings, Jr.

HENRY HUTCHINGS, JR.,
Brigadier General, U.S.A.,
Commanding

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
Office of the Commander-in-Chief

AG 370.2 (19 Mar 45)E

SUBJECT: Engineer Special Brigades.

TO: The Chief of Staff, War Department, Washington 25, D. C.

1. In the succession of amphibious operations up the coast of New Guinea to Morotai, thence to the Philippines, the performance of the 2nd, 3rd and 4th Engineer Special Brigades has been outstanding. The soundness of the decision in 1942 to form organizations of this type has been borne out in all action in which they have participated. These units have contributed much to the rapid and successful prosecution of the war in the Southwest Pacific Area. I recommend that careful consideration be given to the perpetuation and expansion of such units in the future Army set-up.

2. I pass on to you an item extracted from a report to me from Headquarters, Administrative Command, Seventh Amphibious Force, file A16-3, Serial No. 0078, dated 15 February 1945, subject: "Report of the Lingayen Operation—San Fabian Attack Forces."

"It is believed that the Engineer Special Brigade as organized in the Southwest Pacific Area is the most efficient Shore Party organization now functioning in amphibious warfare and that the permanent organizations of these regiments have contributed in a large measure to the success of amphibious operation in this theater."

Douglas MacArthur,

DOUGLAS MACARTHUR,
General of the Army, United States Army,
Commander-in-Chief.
Subject: Commendation.

To: Commanding Officer, 533d Engineer Boat and Shore Regiment, APO 159.

1. The following message from the Commander of Task Force 78.2 is reproduced for your information:

"FROM: COMMANDER NAVY TASK FORCE 78.2
INFO TO: COMMANDING GENERAL, X CORPS.

YOUR SPLENDID WORK IN COMPLETING DISCHARGING TWENTY-THREE LSTs PLUS ADDITIONAL CARGO FROM LIBERTIES IN LESS THAN THIRTY-SIX HOURS COULD ONLY HAVE BEEN ACCOMPLISHED UNDER VERY DIFFICULT CONDITIONS BY FULL COOPERATION AND GOOD HARD WORK ON THE PART OF ALL HANDS X WELL DONE X PASS TO THOSE RESPONSIBLE."

2. The Commanding General, X Corps, desires to express his gratification and appreciation for the untiring efforts and splendid work done by the officers and enlisted men of your command, connected with the unloading.

BY COMMAND OF MAJOR GENERAL SIBERT:

s / F. Nowakowski
F. NOWAKOWSKI
Lt. Col., AGD
Adjutant General

The efficient management and hard work which merited this commendation reflect great credit upon the regiment and upon all personnel of both boat and shore elements who contributed to the result. In particular the work of Company "F", in the construction of LST landings and the maintaining of the road net behind the beach was outstanding.

s / W. S. Moore
W. S. MOORE
Col., 533d EB&SR
Commanding
AG 330. 13 (D)  29 May 1945

SUBJECT: Commendation

TO: Commanding General
3d Engineer Special Brigade
APO 920

1. During the period 16 April 1945 to 28 April 1945, the 533d Engineer Boat and Shore Regiment rendered spectacular support to the landing of infantry units at Malabang, Mindanao, and the subsequent drive inland to Carmen’s Ferry. The success of this push up the Mindanao River was due in a large measure to the efficiency and courage of the boat units.

2. I wish to express my praise of this outstanding accomplishment.

s / R. L. Eichelberger

R. L. EICHELBERGER
Lieutenant General, USA
Commanding

Basic: Commendation
201.22 1st Ind. DADO/ft

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General

HEADQUARTERS, 3d Engineer Special Brigade, APO 920, 5 Jun 45.

To: Commanding Officer, 533d Engr Boat & Shore Regt, APO 159.

1. It is with particular pride and gratification that I forward this commendation awarded your regiment by the Commanding General, Eighth Army, for its extraordinary exploits during recent operations on Mindanao. The unprecedented use of boat units in support of Infantry and the drive up the Mindanao River demonstrates the versatility of the Engineer Boat and Shore Regiment, and the great success of the mission reflects the high state of efficiency of your units.

2. I desire that copies of the commendation be posted on the bulletin boards of your regiment.

s / D. A. D. Ogden

D. A. D. OGDEN
Brigadier General, USA
Commanding
LCS(L) FLOTILLA ONE  
Refer to: FE25-SF1/Pt5  
Serial: 346  
USN LCI(L) 778, Flagship  
7 May 1945  
From: Commander LCS(L) Flotilla ONE.  
To: Commanding Officer, 533rd E. B. and S. R., U. S. Army.  
Subject: Letter of Appreciation.

1. During the period 1 May to 6 May 1945, this officer was engaged in moving five naval vessels from their moorings in the FORT PIKIT area to the open sea. That this operation was successfully completed was due to the splendid cooperation afforded by units of your command.

2. The personnel of all LCMs assisting displayed a commendable spirit of cooperation and further exhibited excellent seamanship.

3. The personnel of LCM M3A 112 is especially commended for their interest and zeal and it is requested that an entry to this effect be filed in their records.

FROM: CTU 78.3.6  
TO: FLUSSER, LCI 226, LCI 24, LELAND THOMAS, MAJOR KINDT  
MAJOR LAWTON, COMMANDING OFFICER, 162 RCT, CTU  
70.1.14, FATHER HATHAWAY  
THIS ATTACK UNIT HAS ESTABLISHED A SPLENDID RECORD OF ACHIEVEMENT IN RAPID SUCCESSION X THIS REQUIRED THE CONTINUOUS AND TIRELESS EFFORT OF EVERY SINGLE OFFICER AND MAN UNDER TRYING AND AT TIMES DIFFICULT CIRCUMSTANCES X TO FATHER HATHAWAY WHOSE COUNSEL AND GUIDANCE WAS IN EVERY MOVE X TO MAJOR KINDT AND HIS SWIFT STRIKING COMPANY OF 162 RCT X TO MAJOR LAWTON WHOSE BOATS DELIVERED THE GOODS X TO AN UNCOMPARABLE SCOUTING AND FIGHTING PEE TEE SQUADRON COMMANDER LIEUTENANT HOAGLAND X TO THE CAPTAINS OF THE SHIPS WHO KNOW HOW WHEN AND WHERE TO DELIVER THE GUNFIRE AND TO ALL THEIR FIGHTING OFFICERS AND MEN I WISH THE BEST OF GOOD FORTUNE AND A CHANCE AGAIN TO GET AT MORE JAP RADIO STATIONS WHERE I CAN BE WITH YOU X

s / F. W. McCormle  
CAPTAIN MCCORKLE
GENERAL ORDERS
NUMBER  79

* * *

SECTION V

Awards of Meritorious Service Unit Plaque

Under the provisions of War Department Circular No. 345, 23 June 1944, a
Meritorious Service Unit Plaque is awarded by the Commanding General, Eighth
Army, to the following named units:

* * *

1461ST ENGINEER MAINTENANCE COMPANY. For superior performance
and devotion to duty from 1 March 1944 to 6 May 1945. During this period,
the company participated in military operations in New Britain, New Guinea and the
Philippine Islands. It succeeded in maintaining in operating condition a high propor-
tion of the boats assigned to it for 3rd and 4th echelon repair. By ingenious im-
provisation and unremitting individual and collective efforts it carried on its work
in a highly efficient manner. Although it was handicapped by a shortage of trained
personnel, adequate parts and materials, and an extraordinary high incidence of
damage to boats, there was no faltering in boat maintenance. The accomplish-
ments of this company in the face of tremendous difficulties contributed materially to the
successful conclusion of the operations in which it was involved. The 1461st ENGI-
NEER MAINTENANCE COMPANY has maintained, at all times, the highest
standards of discipline, military courtesy and operating efficiency.

* * *

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

CLOVIS E. BYERS
Major General, GSC
Chief of Staff

OFFICIAL:

s / Ward W. Conquest

WARD W. CONQUEST
Colonel, AGD
Adjuant General
AG 201.22

SUBJECT: Commendation.

TO: Commanding Officer, Co "F", 533d EB&SR.
   (THRU: CO, 533d Engr. Boat & Shore Regt.)

1. Your exceptionally meritorious service and achievement during the period of your handling beach unloading operations at Talomo, have been brought to my attention and I wish to commend the officers and enlisted men of your organization for their diligence and devotion to duty.

2. The shore company functions were performed by you and your men in a superior manner. You welded together an efficient working organization and the cooperation, shown by members of your unit at all times, reflects great credit on your organization.

3. I have enjoyed having your organization under my command and it is without hesitation that I commend you on an important job well done.

s / R. B. Woodruff

R. B. WOODRUFF
Major General, USA.
Commanding

AG 201.22

Basic: Commendation from Maj. Gen. R. B. Woodruff, Hdqs, 24th Infantry Division, 10 July 1945

HQ, 533D ENGINEER BOAT AND SHORE REGIMENT, APO 957, 19 Aug 1945

To: Commanding Officer, Shore Battalion, 533d Engineer Boat & Shore Regiment, APO 957

From personal observation I am convinced that no company ever more richly earned a fine commendation. Never before has a single shore company been assigned such a large and complex beach and engineering mission. The brilliant manner in which F Company accomplished all its tasks in the Davao area reflects the highest credit on Captain Bouchelle and every individual in the organization.

s / Robert Amory, Jr.

ROBERT AMORY, JR.
Lt. Colonel, C. E.
Commanding
SUBJECT: Commendation

TO: Commanding Officer, 533d Engineer Boat and Shore Regiment

1. I wish to commend the Boat Battalion of the 533d Engineer Boat and Shore Regiment and especially Company A, commanded by Captain John V. Michel for outstanding service during the Agusan Valley Campaign on Mindanao Island, Philippine Islands. The Battalion moved a Combat Team of the 155th Infantry on the longest inland water operation in the Pacific war. Company A remained with the Combat Team throughout the operation transporting additional troops and supplies and evacuating casualties. This vital transport was performed through some of the world's most dangerous waters.

2. Captain Michel's complete grasp of the situation enabled him to coordinate and carry out the extremely difficult task of forward supply and evacuation and to supervise energetically its execution.

3. The fine team work of all personnel of this organization made possible its outstanding record which contributed in a very high degree to the success of the operation.

s / Walter J. Hanna

WALTER J. HANNA
Colonel, Infantry
Commanding

HEADQUARTERS X CORPS
Office of the Commanding General
United States Army

COMMANDING OFFICER, 533D ENGINEER BOAT & SHORE REGIMENT

It affords me sincere pleasure to extend to the officers and men of your organization my deepest gratitude and appreciation of their achievement in the successful operations on MINDANAO, PHILIPPINE ISLANDS.

Your troops have displayed the highest degree of gallantry, skill, tenacity and fortitude in fighting a resourceful and determined enemy under adverse conditions of weather and on exceedingly difficult terrain. The loyalty and devotion to duty exhibited by your men and the highly effective results they have obtained in the execution of their missions, demonstrate the splendid fighting spirit and courage of the American soldier.

s / F. C. Sibert

F. C. SIBERT
Major General, U. S. Army
Commanding

20 August 1945
HISTORY OF 533d EB&SR

HEADQUARTERS X CORPS
Office of the Commanding General
United States Army

COMMANDING OFFICER, DETACHMENT, 163D ORDNANCE MAINTENANCE COMPANY

It affords me sincere pleasure to extend to the officers and men of your organization my deepest gratitude and appreciation of their achievement in the successful operations on MINDANAO, PHILIPPINE ISLANDS.

The highly effective results obtained by your unit in the support of the combat troops, is deserving of the highest praise. The display of skill in the accomplishment of a difficult mission, and the loyalty and devotion to duty by your men despite adverse conditions of weather and exceedingly difficult terrain, demonstrate the splendid spirit and courage of the American soldier.

F. C. Sibert
Major General, U. S. Army
Commanding

20 August 1945

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

COMMENDATION
3rd Engineer Special Brigade

1. During the past three years, the 3rd Engineer Special Brigade has made a record for itself that is worthy of the highest praise. This organization has been of invaluable service to the many operations in the Southwest Pacific Area, transporting tremendous numbers of combat personnel and their equipment to operational areas. In addition, these engineers have established innumerable beachheads, constructing roads, setting up dumps and rehabilitating power plants, water works, landing strips, bridges and docks. The officers and men of this organization have displayed high efficiency, eagerness and unswerving devotion to duty in the successful accomplishment of all their assignments. Their outstanding achievements have contributed greatly to the brilliant success of operations in the Southwest Pacific Area.

2. It is with the greatest of pleasure that I commend the 3rd Engineer Special Brigade on its fine accomplishments and extend to each officer and man of this organization my best wishes for continued success.

R. L. Eichelberger
Lieutenant General, USA
Commanding

12 June 1945
COMMENDATIONS

HEADQUARTERS
3D ENGINEER SPECIAL BRIGADE
APO 920

201.22

3 July 1945

SUBJECT: Commendation

TO: All Personnel, 3d Engineer Special Brigade

1. The inclosed commendation from the Commanding General, Eighth Army, is in recognition of the record of the 3d Engineer Special Brigade since its activation and its achievements since arrival in this theater.

2. Our record is indeed one of which to be proud, and the achievements which went into its making would not have been possible without your hard work, courage and skill.

3. This is not, however, the time to rest on our laurels. The road home may be long and difficult, but the greater our efforts, the shorter it will be. We must continue to carry to a successful conclusion every mission assigned to us. When the job is finished our record will speak for itself.

s / D. A. D. Ogden
D. A. D. OGDEN
Brigadier General, USA
Commanding

HEADQUARTERS 24TH INFANTRY DIVISION
Office of the Commanding Officer

AG 201.22

14 November 1945

SUBJECT: Commendation.

THRU: Commanding Officer, 533d EB&SR.

TO: Commanding Officer, Company “B”, 533d EB&SR.

1. It has been brought to my attention that your company has rendered exceptional service to the Division during the entire Mindanao Operation, and I wish to commend you and your men for your meritorious achievement.

2. The task of operating your LCM’s for lighterage of critical supplies meant long continuous hours of arduous work, which was done willingly and cheerfully. This was a fine showing of your spirit of cooperation and endurance.

3. Moving troops up the Mindanao River was a hazardous part of our operation and the close support given by you to our infantry units was a new high in per-
formance for your type of organization. This display of courage is most commendable.

4. While working with the Sarangani Task Force, you landed the Advance Party successfully prior to the invasion, and effected our resupply throughout the entire campaign. The crews of the LCM's made numerous trips to distant points on reconnaissance missions which demanded expert navigation through most dangerous waters, studded with coral reefs. Your contribution to this Task Force aided greatly in bringing this campaign to a successful close.

5. The ferry operated by you on the Mindanao River proved to be invaluable in transporting the troops and helping to effect our rapid crossing from Cotabato to Davao. Again, on the Davao River the ferry there enabled the 19th Infantry to cross and occupy that territory in and around Davao, our Divisional Objective. Both these incidents exhibited courage, fortitude and devotion to duty.

6. Your services throughout the entire V-5 operation were exceptional. I am pleased and grateful that you were attached to the Division.

s / Thomas D. Drake

THOMAS D. DRAKE,
Colonel, Infantry,
Commanding.

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC
OFFICE OF THE CHIEF ENGINEER

APO 500
31 August 1945

TO THE OFFICERS AND MEN OF THE CORPS OF ENGINEERS:

To you belongs a full measure of the victory attained by our forces.

Your task has been not only vitally important to our combined operations but also a difficult, hazardous and gruelling one.

Our amphibian engineers have performed gallantly and outstandingly in landing our assault forces and effecting their subsequent close combat support on over 150 successful major and minor amphibious operations in the Southwest Pacific.

Our combat engineers have, often under fire, ably assisted the operations of our combat forces in mine clearing, combined attack on enemy defensive positions, rapid construction of roads and bridges, and on all other types of engineer work.

Our basic construction units have performed miracles in transforming virtually overnight, jungle, swamp and mountainous terrain into depots, airdromes, hospitals
and camps. Aladdin-like, you have created major ports and bases, without which our air operations and forward movement would have been impossible.

Our engineer supply forces have, under greatest difficulty, surmounted the impossible in procuring, handling and providing the millions of tons of hundreds of thousands of items of engineer equipment and supplies, required for this gigantic engineer effort.

Our maintenance units have kept this vast engineer work potential functioning by efficient maintenance of many millions of horsepower capacity of engineer equipment, without which our task could not have been performed.

Our topographic units have charted a vast, relatively unknown section of the world and provided hundreds of millions of maps to guide our forces through what otherwise would have been a dark unknown.

Our engineer planning and supervisory headquarters have, with high success borne a heavy responsibility in their planning and subsequent, continued supervision of these difficult tasks.

Each of you has done his part well. With the failure or omission of any of these important cogs, our entire machine and operations they support, would not have functioned.

And let us all pay a silent tribute to those of our ranks who gave their lives in the execution of these tasks.

To each of you of all ranks I tendered my deepest appreciation for your magnificent effort, my pride in you for your outstanding performance and my best wishes for your continued well-being and success.

s / Hugh J. Casey

HUGH J. CASEY
Major General, U. S. Army
Chief Engineer
Other Amphibian Engineer Units

The Rest of the Third Brigade

The "stateside" story of the other units of the 3d Brigade is virtually identical to that of the 533d. The two other regiments trained alongside it and participated with it in the full division maneuvers in Carrabelle. The 543d EB&SR (composed of the old 3d Battalions of the 533d Engineer Shore Regiment and the 593d Engineer Boat Regiment) made a spectacular convoy trip with LCMs from Massachusetts to the Gulf of Mexico in November 1942. The 593d EB&SR (consisting of the 2d Battalion, 533d Engineer Shore Regiment and Headquarters, and 1st Battalion 593d Engineer Boat Regiment) took a group back from Florida to Cape Cod in April. These voyages provided the first effective demonstration that small landing craft could be usefully employed far beyond their originally intended ship-to-shore range. On the other hand, the combined training with the 4th Marine Division at Oceanside, California, was exclusively a 533d affair.

In giving a brief account of the overseas history of the Brigade units, separate consideration by regiments is almost essential. Actually the Brigade never participates in actual operations as a unit. Brigade headquarters exercised administrative control over the regiments only as to matters of officer promotion and technical reports. Its primary function was obtaining and forwarding to the regiments equipment and supplies peculiar to amphibian operations, especially landing craft and marine parts and supplies. In addition it acted as adviser to the Theatre and Army commanders in amphibian matters and maintained a separate radio net that provided ready communications between all the scattered elements of the Brigade.

Brigadier General David A. D. Ogden commanded the Brigade from the time of its activation until July 20, 1945 when he was assigned to command the principal base to be established in Kyushu in the Olympic operation. Colonel Moore of the 533d succeeded him and held command until the Brigade was shipped home for inactivation from Yokohama in December 1945. General Ogden's ceaseless efforts to cut red tape and bring Army and Navy agencies together in order that critical supplies might reach the line units when needed and his continual educational pressure on division and corps commanders to insure that his amphibian engineer units were employed with maximum efficiency were a vital contribution to the campaign in the Southwest Pacific. His original executive, Colonel Edward Kraus, was succeeded in January 1944 by Colonel Gerald E. Galloway of the 543d EB&SR who ably held this difficult and thankless post to the end.

The Brigade command post was established initially at Goodenough Island in December 1943, and moved to Finschhafen in March and to Biak in September of the same year. In May 1945 it moved to Batangas, Luzon, and in September to Otaru on Hokkaido Island, Japan. An advance section of the Brigade headquarters operated as part of I Corps headquarters in the Lingayen Gulf landing and was preparing to act as IX Corps shore party headquarters in the invasion of Kyushu.
Brigadier General David A. D. Ogden, commander of the 3d Engineer Special Brigade, at the wheel of an LCPR.

The 543d EB&SR Overseas

The Regiment landed in Milne Bay during December 1943 and January 1944. The critical shortage of LCMs in the Theatre caused a substantial part of the Regiment to be utilized in the assembly lines of the 5211th Steel Hull Battalion which was erecting LCMs shipped in sections from the U.S. When this crisis eased a few weeks later, the Boat Battalion operated an extensive convoy service bringing new craft and critical supplies to New Britain and the Huon Peninsula. In April the Regiment, now under command of Lt. Col. Hughes, shifted its base to Finschhafen and continued its emergency supply service to forward areas. With the enemy-held coast between Madang and Aitape stretching nearly 300 miles, an intermediate refueling base was set up by the 543d, first at Kronprinz Harbor and then at Bogia. This out-post, which was raided occasionally by the Japs, was essential to the operations of all
brigades as the scene of the fighting moved ever westward along the New Guinea Coast.

Company A of the 543d made what was undoubtedly the record pre-assault cruise by small landing craft during the war. Leaving Milne Bay it moved steadily up the coast, stopping only long enough to refuel, for a distance of 1,400 miles to Biak. There it rested briefly and made the 70-mile assault dash to Noemfoor Island July 2, 1944. An amusing side to this story is that Vice Admiral Barbey, commanding Seventh Amphibious Force, initially refused at Biak to let the boats make the 70-mile run to Noemfoor under their own power on the ground that such a long run was too much for open landing craft!

Meanwhile the rest of the Regiment had been attached to the 6th Infantry Division and on July 30, 1944 landed at Sansopar near the western tip of New Guinea. Here its existence was very similar to that of the 533d at Aitape. Bad beach and surf conditions, life on a small offshore island for the Boat Battalion, and hard, dusty work for the Shore Battalion, were common to both places. Moreover, the Jap division cut off to the east at Manokwari, kept harassing the perimeter and on occasions involved Boat Battalion gunboats and other craft in sharp clashes.

Still attached to the 6th Division, the Regiment, less the Boat Battalion but with most of Companies A and B, embarked in navy transports and landed in Lingayen Gulf on Blue Beach immediately south of the 533d. Because this beach had almost impossible surf conditions, it was abandoned within a few days and the 543d moved to White Beach and operated there under control of the 533d. Its boat elements shared the crowded Bued River with the 533d Boat Battalion.

Early in February, the 543d Shore Battalion and Regimental Headquarters...
Company moved by LST to Mindoro where they were joined by C Company and attached to the 41st Infantry Division. On March 10 they landed at Zamboanga, Mindanao, suffering numerous casualties from the intense shellfire laid down on the beach. In the next few weeks a series of shore-to-shore operations down the Sulu Archipelago stretched C Company to the limit. Jolo, Basilan and Tawi Tawi were the most important, the latter being only 30 miles from Borneo. As the main fighting on Mindanao shifted eastward and the 533d became spread around the island, Company D and two platoons of C Company moved to Parang to reinforce the 533d.

Meanwhile most of A and B Companies had remained at San Fabian, Luzon, attached to the 533d until the latter moved out and thereafter attached to the 534th. In April they shifted their base northward to San Fernando and in July, in conjunction with elements of the 544th EB&SR, they made an unescorted end run around the northwest tip of Luzon to Aparri where they awaited the descent of the 11th Airborne Division.

In June, Colonel James Walsh was named to command the Regiment and he and General Ogden selected Major Lawton of the 533d to command the Boat Battalion. The scattered Regiment was gradually concentrated at Leyte during the summer of 1945 and attached to the 81st Infantry Division for the attack on Kyushu. After the surrender the Regiment remained with the 81st, landing in late September at Aomori on northern Honshu where it remained until November when it moved to Yokohama for return to the U.S. and inactivation.

The 593d EB&SR Overseas

Immediately upon landing in Milne Bay without its Boat Battalion in December 1943 the Regiment, under Colonel Oliver W. van den Berg, found itself faced with orders to move to Goodenough Island 80 miles away. Converting Company E to an emergency boat company and taking over a fleet of dilapidated LCVPs, the Regiment moved over mountain trails to Goodenough Bay and ferried itself to Goodenough. There it performed engineering and port work for Alamo base force.

In February, Company B moved forward to Finschhafen and Arawe where it supported the 112th Cavalry Regiment in its coastal drive east along the south shore of New Britain to and beyond the important Jap base at Gasmata. In March Company C relieved our C Company at Saidor where it teamed with the 5th Australian Division in its drive from Bogajim and Madang to Hansa Bay and Manam Island. In January 1945 this company again relieved the 533d, this time at Aitape and supported the 6th Australian Division as it moved eastward toward Boram and Wewak.

Meanwhile in April 1944 the 593d, less B and C Companies, was part of the great task force that originally enveloped Wewak and secured Hollandia. The Regiment landed with the 128th and 163d Combat Teams at Aitape and cleared the off-lying group of islands including Seleo where company A remained until August. The Regiment, less the Boat Battalion, re-embarked and on May 17 provided the shore party for the force that landed at Arara and then jumped across the narrow strait to
take Wadke Island. The smallness of the island, coupled with a fanaticism rare even for a Jap garrison, made this a pretty hot beach.

The Regiment’s next assignment was Noemfoor Island southwest of Biak. With a 533d boat company and attached to the 158th RCT, it landed on the coral reefs of Noemfoor early in July. Here the Shore Battalion remained for many months building airstrips, roads and jetties. The cancellation of the K-1 plan for invading Mindanao kept the Regiment out of the Philippines until June 1945.

The Boat Battalion early in 1945 was attached to the First Australian Army and concentrated at Morotai. Company B served with the 9th Australian Division’s 26th Brigade that seized Tarakan Island, off Northeast Borneo, early in May. A few weeks later the same division landed at Brunei Bay on Borneo’s northwest coast, this time with Company C, 593d, which was joined by B Company after a long rough trip around through the Sulu Archipelago. In the labyrinth bays and rivers washing the important oil fields in this area these boat companies led a life similar to the 533d’s in Mindanao and contributed materially to the speedy completion of the campaign. In July, Company A was part of the 7th Australian Division task force that seized the Balikpapan area in Dutch Borneo.

During the summer of 1945, the Regiment, now under command of Lt. Col. Shaeffer, started to concentrate at Batangas, Luzon. It was attached to the 77th Infantry Division for the occupation of Japan and, less the Boat Battalion which was still largely employed in the Borneo clean-up, it moved to Otaru on northwest Hokkaido. After two months there it returned to the United States via Yokohama for inactivation.

The 2d Brigade

Under command of Brigadier General William Heavey, the 2d ESB was activated on June 20, 1942 at Camp Edwards. Its boat regiment, the 592d, got its initial training at Waquoit, Massachusetts and the entire Brigade engaged in full scale division landing exercises on Martha’s Vineyard with the 45th and 36th Infantry Divisions. These maneuvers were the first such shore-to-shore problems attempted in the war and the lessons learned were heeded by all amphibians thereafter.

In October 1942 the Brigade now reorganized into 3 amphibian regiments,
532d, 542d, and 592d, moved to Carrabelle for further combined training. Hardly had it settled down when it was ordered to California for movement to the Southwest Pacific, where General MacArthur’s initial offensive against Buna and Gona was seriously hampered by lack of boats and trained amphibian troops. This campaign was successfully concluded before the 2d ESB left the coast, so the latter was sent in February 1943 to Australia for acclimatizing and further training. With it went the 411th Base Shop Battalion which built a plant at Cairns for fabricating LCVPs from parts shipped from the U.S. Nearby the 592d built the camp near Trinity Beach which a few months later was to be B Company’s first overseas home.

In May 1943 the Brigade started to move north to Oro Bay. At the end of June elements of the 532d became the first amphibian engineers to see action in the Pacific. The assault which landed at Nassau Bay met considerable opposition and the surf conditions were exceptionally bad, but the performance of these men of the 532d with pitifully little equipment and nothing but LCVPs gave them a reputation that inured to the benefit of all amphibian engineers who followed them into the New Guinea campaign. The rest of the summer was a breathless time for the 532d as it participated in the successive captures of Lae and Salamaua. It then hopped with the 9th Australian Division (Rats of Tobruk) to Scarlet Beach above Finschhafen on the Huon peninsula. This was the key to the main Jap defense line in the South Pacific and the fight for it was bitter. By bringing up supplies under the noses of the Japs where our Navy dared not go, the 532d men so endeared themselves to the Aussies that they became known as the “9th Divvy’s own navy.” After the fall of Finschhafen in September, the 532d received no rest as it supported the drive up the Huon coast against the slowly retreating Japs. Finally in March after eight solid months of offensive operations it was withdrawn for a few weeks rest.

Meanwhile the 592d following the 532d from Australia teamed with the 112th Cavalry in the attack on Arawe, New Britain in December 1943 and provided a reinforced boat company for the 1st Marine Division when it assaulted Cape Gloucester shortly thereafter. Then in February the bulk of the Regiment was attached to the 1st Cavalry Division for the Admiralty Island campaign. After a ticklish time on Los Negros and a smart shore-to-shore operation across Seeadler Harbor to the main island of Manus, life for the 592d became relatively peaceful for several months.

The 542d received its baptism when it relieved the 532d at Tambu Bay near Salamaua and made its first major landing four months later at Saidor with the 126th Combat Team.

In April 1944 the bulk of the Brigade, except for the 592d, participated in the large task force that secured the Hollandia area. The 542d landed in Tanahmerah Bay with the 24th Infantry Division while the 532d under the 41st Infantry Division went ashore in Hollandia Harbor. In the next two months the 542d did an outstanding job in the Toem-Wadke area and in the attack on Biak Island.

On October 20th under the X Corps the 2d Brigade less the 542d landed in the vicinity of Tacloban, Leyte. The 532d was teamed with the 24th Infantry Division and the 592d with the 1st Cavalry. The combination of unusually heavy rainfall, intense Jap air attacks, and huge supply requirements of the divisions struggling for
the Ormoc Valley placed a heavy strain on the amphibian regiments. Particularly when the Carigara Road became impassable and the X Corps main line of supply became San Juancito Strait between Leyte and Samar, did the boat units prove their worth. In the final phase of the campaign when the Navy dashed briefy into the Camotes Sea to land the 77th Division below Ormoc and then withdrew, the gun and rocket LCMs of the 2d Brigade distinguished themselves by providing the sea bombardment of the town which was largely instrumental in its being overrun by the 77th with only a handful of casualties.

When the 24th Division in December grabbed strategic Mindoro Island, the 532d went with them. From there it participated in the seizures of Marinduque, Verde and Lubang Islands and provided the amphibian elements of the 41st division force that took Palawan.

Meanwhile the 592d now under the 38th Infantry Division landed on Luzon north of Subic Bay in January and participated in rapid succession in the seizure of Nasugbu and Mariveles and the assaults on Corregidor and Fort Drum. Spectacular close-in support was furnished in these operations by LCM gunboats and flame-thrower boats. This Regiment made many other landings on Southern Luzon including Legaspi.

In the Visayan campaign the 542d divided between the Americal and 40th Divisions landed on Panay, Cebu, and Negros in March, Bohol in April and, with the 108th RCT of the 40th Division, at Bugo in Northern Mindanao.

The entire Brigade was committed to the invasion of Kyushu with XI Corps whose objective was Ariakawan. In the initial occupation of the Yokohama-Tokyo area, elements of the 592d were among the first to set foot in Japan. Most of the Brigade spent the fall in Yokohama and at the end of the year returned to the United States to become part of the permanent establishment of the Army.

The 4th Brigade

The 4th Brigade was activated at Fort Devens, Massachusetts, February 1, 1943. Its cadres were principally from the 3d Brigade. Its fillers were youngsters fresh from reception centers. After a few weeks of concentrated basic training the units, the 534th, 544th, and 594th EB&SRs moved to Cape Cod to accomplish their primary boat and beach training. In September the entire Brigade moved to Carrabelle where its commander, Brigadier General Henry Hutchings, Jr., assumed the additional responsibility of command over the Army Ground Forces Training Center there. Combined exercises with the 4th Infantry Division were held during the winter, and by early spring the Brigade was enroute across the Pacific to New Guinea.

The headquarters and special troops arrived in Oro Bay in May 1944 and remained there until the end of the year. Their next station was Dagupan on Lingayen Gulf where they remained until Manila was cleared in March 1945. The Brigade in the Olympic operation was to be with I Corps in the Miyazaki area. After the surrender the headquarters joined I Corps and landed at Wakayama the day before the 533d. At the end of the year they were settled at Inuyama near Nagoya with prospects of remaining part of the occupation force indefinitely.
The 534th never operated as a full regiment because its Boat Battalion had the misfortune to be ordered to Brisbane early in 1944 to expedite the production of large steel fuel barges. What was expected to be an assignment of but a few months duration turned out to last until shortly before the war’s end. As a result the Boat Battalion arrived in Luzon after the end of the campaign.

The rest of the Regiment arrived at Milne Bay in May 1944 and after a shake-down stay at Oro Bay moved to Aitape where it joined the 124th Combat Team for the Morotai landing in September. After two months there it moved back to Biak where it became attached to the 158th Combat Team for the Lingayen Gulf landing. On S+2 this force landed on White Beach, and the 534th worked for the 533d until March when it relieved the 544th at Dagupan. As soon as San Fernando was cleared of Japs, it moved there and operated under control of Base M until the surrender. In the occupation the Regiment, at last consisting of two battalions, was attached to the 25th Infantry Division and landed in mid-October at Nagoya.

The 544th debarked originally at Oro Bay in May and moved to the Sarmi-Wadke area in August. Its first assault landing was made with the 31st Infantry Division on Morotai in the Halmahera Group on September 15. In the succeeding weeks it made several small landings around Morotai and on Rao and other off-lying islands. In mid-November the Regiment less Boat Battalion took ship for Bougainville to stage with the 37th Infantry Division for Luzon. Company A, 533d joined them in the staging area as substitutes for their boat elements which could not be transported there in time. At Lingayen Gulf the 544th initially landed just west of the Dagupan River and within two days was operating Dagupan Port two miles upstream. Its Boat Battalion rejoined it there at the end of January. Early in March the Regiment moved to Manila where it did harbor work until the end of the War. Elements of both battalions supported the 38th Division in the Lake Taal area and Companies F and C reinforced by 543d boat units made the landing at Aparri in July. From Aringuay the 544th, attached to the 33d Infantry Division, sailed to Wakayama where it remained indefinitely.

The 544th’s Boat Battalion arrived in Milne Bay in time to relieve the 543d in the boat plant of the 521st Steel Hull Battalion in April. The balance of the Regiment debarked at Oro Bay the following month. In June Company B joined the 11th Australian Division on New Britain and supported the siege of Rabaul for seven months. The rest of the Boat Battalion moved to Cape Gloucester relieving the 533d. In November Regimental Headquarters and the Shore Battalion followed to Cape Gloucester and staged there with the 40th Infantry Division for Luzon. At Lingayen Gulf the Regiment less B Company landing with the 40th Division handled the extreme right flank beach. Six weeks later, while the battle for Manila reached its climax in Intramuros, the 594th moved overland and by water to Balut Island in northwest Manila where they killed over 100 Japs before being able to organize their beach and unload the first waterborne supplies to be received by the city. The Regiment’s assignment in the occupation force took it to Yokohama where it eventually relieved the 2d Brigade’s homeward bound units.
The 1st Brigade

Only ten days after the activation of the Engineer Amphibian Command at Camp Edwards, the 1st Brigade was created on June 15, 1942 by redesignation of two engineer combat regiments. After a bare six weeks of preliminary training it was hastily brought to full strength and sent to the New York Port of Embarkation and thence to England. There it continued its training but lost all its boats to the navies of Britain and America. Its regiments both became shore regiments and its quartermaster battalion plus some of its boat units were converted to DUKW companies.

Late in November the Brigade sailed from Glasgow to North Africa and engaged partly in port work and partly in amphibian training of units scheduled for the Sicilian and Italian campaigns. It received its baptism of fire on Sicily in July 1943 and made a spectacular contribution to the grim struggle for the Salerno beachhead in September. Not only did the Brigade’s shore parties perform their normal duties with fine indifference to the intensive artillery bombardments and air attacks the Germans flung at the beach, but in addition when Nazi counterattacks almost cut the beachhead in two, one of the amphibian regiments was hastily thrown into the breach and won high praise from the veteran 45th Division for its part in hurling back the Germans. In January and February elements of the Brigade formed part of the VI Corps which landed at Anzio. This entire beachhead remained under incessant artillery fire for three months and the shore engineers suffered numerous casualties as they kept badly needed supplies moving ashore.

The bulk of the Brigade moved back to England in the latter part of 1943 to prepare for the invasion of Normandy. On June 6, 1944 the Brigade supporting the 4th Division landed at Utah Beach on the base of the Cotentin Peninsula. This beach, the westernmost of those assaulted on D day was not as hotly defended as Omaha Beach, but well concealed artillery gave it a considerable working over. The bulk of the VII Corps which seized Cherbourg landed on Utah Beach, and the readiness with which this vital port was overrun was due in part to the fine work of the Brigade’s shore parties and DUKW companies. The Brigade remained in France for the following six months helping to handle the prodigious quantities of material and supplies required by the First and Third Armies.

Christmas 1944 found the Brigade on shipboard bound for the U.S.A., one of the very first units to be redeployed to the Pacific. After a winter at Fort Dix and Fort Lewis, Brigade headquarters sailed for Okinawa where it took charge of all the Tenth Army’s unloading after the first few days. Its regiments did not participate in this campaign but were to have arrived in the Pacific in time for the Tenth Army’s attack on Honshu in the spring of 1946. The elements of the Brigade in Okinawa moved with the XXIV Corps to occupy Korea early in September 1945. There they remained until inactivated in February 1946.

The 540th Engineer Shore Regiment originally activated in September 1942 was not initially assigned to any brigade. It was attached to the North African landing force, sailed from Norfolk in October 1942 and landed at Casablanca with the first waves. Though the fight there lasted only a couple of days, the 540th suffered casualties and thus became the first amphibian engineer outfit to participate in actual
combat. Its subsequent career was in the Mediterranean Theatre where it participated in the Sicilian and Italian campaigns and finished up with the assault on Southern France in August 1944.

*The 5th and 6th Brigades*

Activated originally as the 336th Engineer General Service Regiment in July 1942 at Camp Rucker, Alabama and then redesignated the 119th Engineer Combat Group, the 5th Brigade’s men first entered the amphibian field at Fort Pierce, Florida where the Group was attached to the Atlantic Fleet’s amphibian training center. After two months training there it moved to Virginia for the summer of 1943 and sailed for England from Boston in October.

Upon arrival in England it was reorganized into the 5th Engineer Special Brigade with its battalions designated as shore battalions. Together with the 6th Brigade it formed the 20,000-strong shore party at Omaha Beach, Normandy. This beach on June 6, 1944 was vigorously defended by strongly fortified German troops and others accidentally maneuvering nearby. For several hours it was touch and go whether the 1st and 29th Divisions could retain their tenuous toehold. The amphibians landing in early waves with no previous combat experience took much punishment but never faltered in accomplishing their mission.

During the succeeding year the Brigade saw service in various parts of Europe but no more amphibian operations. It participated in the battle of the “Bulge” and the final lunge across central Europe. In July 1945 it returned to New York en route to the Philippines where plans were made to reorganize it to match the SWPA brigades, with its boat battalions to be cadred from veteran boatmen of the 2d, 3d, and 4th Brigades. The Japanese surrender found the Brigade at Carrabelle, and it remained there until inactivated in October 1945.

Like the 5th Brigade, the 6th ESB started out as the 146th Engineer Combat Regiment and then became the 116th Engineer Combat Group. After basic training in Texas early in 1943 it was attached to the Atlantic Fleet’s training center at Fort Pierce, Florida during August and September of that year. It spent the fall in Virginia and arrived in England in January 1944. Less than three weeks before D day it was reorganized like the 5th Brigade and renamed 6th ESB.

Its experiences on Omaha Beach were identical with those of its sister brigade. Later it found itself relieved of amphibian work and assigned to the Third Army with which it participated in the Rhineland campaign and the drive across central Germany. In July 1945 the Brigade returned to the United States for redeployment to the Philippines and further reorganization, but went no farther than Carrabelle, where it was inactivated simultaneously with the 5th Brigade.

* * * * * *

Altogether over 50,000 amphibian engineers saw action in the various sea-borne assaults, and except for operations in the Central Pacific prior to Okinawa, no major American landing was made without the assistance of some unit, great or small, of amphibian engineers.
**CHRONOLOGY**

<table>
<thead>
<tr>
<th>533d EB&amp;SR</th>
<th>1942</th>
<th>WORLD WAR II</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MAY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Corregidor surrenders.</td>
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<tr>
<td>7</td>
<td>Jap invasion of Australia turned back in battle of Coral Sea.</td>
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<tr>
<td>9</td>
<td>Joint Chiefs of Staff issue orders directing creation of amphibian engineer units.</td>
<td></td>
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<tr>
<td><strong>JUNE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Engineer Amphibian Command activated at Camp Edwards.</td>
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<tr>
<td>7</td>
<td>Jap thrust at Hawaiian Islands decisively beaten in battle of Midway.</td>
<td></td>
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<tr>
<td>10</td>
<td>Jap occupy Attu and Kiska in the Aleutian Islands.</td>
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<tr>
<td>15</td>
<td>1st Engineer Amphibian Brigade activated at Camp Edwards.</td>
<td></td>
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<tr>
<td>20</td>
<td>2d Engineer Amphibian Brigade activated at Camp Edwards.</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Tobruk falls to Rommel’s Army.</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Germans launch huge offensive in Russia.</td>
<td></td>
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<tr>
<td><strong>JULY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rommel halted at El Alamein.</td>
<td></td>
</tr>
<tr>
<td><strong>AUGUST</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>1st Marine Division lands on Guadalcanal.</td>
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<tr>
<td>8</td>
<td>3d Engineer Amphibian Brigade, including 533d Engineer Shore Regiment and 593d Engineer Boat Regiment, activated at Camp Edwards.</td>
<td></td>
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<tr>
<td>19</td>
<td>Costly raid by Canadians on Dieppe.</td>
<td></td>
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<tr>
<td>21</td>
<td>Colonel C. T. Tench assumes command of 533d ESR.</td>
<td></td>
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<tr>
<td>25</td>
<td>Battle of Stalingrad begins.</td>
<td></td>
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<tr>
<td>25-31</td>
<td>Allies drive off Jap attempt to seize Milne Bay.</td>
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<tr>
<td><strong>SEPTEMBER</strong></td>
<td></td>
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<tr>
<td>12</td>
<td>Boat Battalion in first tactical exercise makes night landing on No Man’s Land.</td>
<td></td>
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<tr>
<td>15</td>
<td>Japs repulsed in attempt to take Port Moresby over Owen Stanley Mountains.</td>
<td></td>
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<tr>
<td>29</td>
<td>First antiaircraft machine gun firing at Popponessett.</td>
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<tr>
<td><strong>OCTOBER</strong></td>
<td></td>
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<tr>
<td>1-31</td>
<td>Battles rage at Stalingrad and Guadalcanal.</td>
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<tr>
<td>24-27</td>
<td>Rommel decisively defeated at El Alamein.</td>
<td></td>
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<tr>
<td>25</td>
<td>3d Brigade alerted for move to Carrabelle.</td>
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<tr>
<td>Date</td>
<td>Event</td>
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<tr>
<td>533d EB&amp;SR</td>
<td>NOVEMBER</td>
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</tr>
<tr>
<td>533d ESR is redesignated 533d Engineer Amphibian Regiment, receives 2d Battalion of 509d EBR and sends 2d and 3d Battalions to 509d and 549d Engineer Amphibian Regiments. Boat Battalion moves by train from Camp Edwards to Carrabelle, Florida. Shore Battalion and regimental headquarters move by train from Camp Edwards to Carrabelle. Training with 38th Division begins at G Beach.</td>
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</tr>
<tr>
<td>NOVEMBER</td>
<td>WORLD WAR II</td>
<td></td>
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<tr>
<td>7</td>
<td>American and British forces invade French North Africa.</td>
<td></td>
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<tr>
<td>9</td>
<td>Beginning of struggle to oust Japs from Buna-Gona area of New Guinea.</td>
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<tr>
<td>10–12</td>
<td>Seige of Stalingrad broken.</td>
<td></td>
</tr>
<tr>
<td>13–15</td>
<td>Allies bogged down in Tunisia.</td>
<td></td>
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<tr>
<td>DECEMBER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>First regimental combat team landing with 149th Infantry.</td>
<td></td>
</tr>
<tr>
<td>17–20</td>
<td>First full division landing problem with 38th Division—horrible fiasco.</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Rerun of muffed 38th Division exercise.</td>
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<tr>
<td>29–31</td>
<td></td>
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<tr>
<td>1943</td>
<td></td>
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<tr>
<td>JANUARY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6, 9, 21, 26</td>
<td>3d Brigade landing exercises on Dog Island.</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Buna-Gona fight ends with fall of Sanananda.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>British Eighth Army takes Tripoli.</td>
<td></td>
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<tr>
<td>21</td>
<td>Stalingrad battle ends with surrender of German Sixth Army.</td>
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<td>23</td>
<td></td>
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<tr>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEBRUARY</td>
<td></td>
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<tr>
<td>2</td>
<td>Beginning of joint training with 112th Infantry and Special Troops of 28th Division.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Jap resistance on Guadalcanal ends.</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Americans defeated at Kasserine Pass in Tunisia.</td>
<td></td>
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<tr>
<td>24–25</td>
<td></td>
<td></td>
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<tr>
<td>MARCH</td>
<td></td>
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<tr>
<td>4–6</td>
<td>Full 8th Division landing at Red Beach.</td>
<td></td>
</tr>
<tr>
<td>5–6</td>
<td>Night of the big storm.</td>
<td></td>
</tr>
<tr>
<td>6–8</td>
<td>Salvage of wrecked boats.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Army's Amphibian Training command abolished.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Special landing problem for benefit of newsreels.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Beginning of intensive rifle marksmanship training.</td>
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<tr>
<td>25</td>
<td>Special landing problem to impress conference of Dixie governors.</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Boat Battalion turns in all landing craft in preparation for move to West Coast.</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>First regimental review.</td>
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</tr>
</tbody>
</table>
### HISTORY OF 533d EB&SR

<table>
<thead>
<tr>
<th>533d EB&amp;SR</th>
<th>APRIL</th>
<th>WORLD WAR II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colonel Tench relinquishes command.</td>
<td>1</td>
<td>7th Division lands on Attu.</td>
</tr>
<tr>
<td>Firing for record with M-1 Rifle.</td>
<td>1-17</td>
<td>Decisive Allied victory in Tunisia.</td>
</tr>
<tr>
<td>Detachment of Boat Battalion takes 23 staff boats 440 miles to Fort Pierce, Florida.</td>
<td>9-12</td>
<td></td>
</tr>
<tr>
<td>Regiment moves by rail to Ford Ord, California.</td>
<td>21-27</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAY</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat Battalion at Presidio of Monterey for surf training.</td>
<td>11</td>
</tr>
<tr>
<td>Colonel W. S. Moore assumes command of Regiment.</td>
<td>12</td>
</tr>
<tr>
<td>533d Engineer Amphibian Regiment redesignated 533d Engineer Boat &amp; Shore Regiment.</td>
<td>19-28</td>
</tr>
<tr>
<td>Boat Battalion plus detachment of Shore Battalion moves by truck to Desert for antiaircraft training.</td>
<td></td>
</tr>
<tr>
<td>Regiment, after receiving over 500 replacements, is virtually at full strength.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>JUNE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>First 3d Brigade review.</td>
<td>12</td>
</tr>
<tr>
<td>Boat Battalion at Monterey for training tests of boat platoons.</td>
<td>17-29</td>
</tr>
<tr>
<td>War Department and Engineer Amphibian Command training inspection, including landing problem.</td>
<td>22</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>JULY</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Company B establishes camp on Carmel Beach for intensive boat and maintenance training.</td>
<td>1</td>
</tr>
<tr>
<td>Second regimental review.</td>
<td>3</td>
</tr>
<tr>
<td>Colonel Moore assumes command of Brigade during General Ogden's trip to SWPA.</td>
<td>5</td>
</tr>
<tr>
<td>Company A replaces Company B at Carmel Beach camp.</td>
<td>10</td>
</tr>
<tr>
<td>Company C wins company honors and 533d wins regimental honors in Brigade track meet.</td>
<td>22</td>
</tr>
<tr>
<td>About half of Shore Battalion moves to Albany race track for cargo handling training at Oakland Port of Embarkation.</td>
<td>24</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AUGUST</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>B Company designated for early shipment overseas to ferry boats from Australia to New Guinea.</td>
<td>5</td>
</tr>
<tr>
<td>Company C replaces Company A at Carmel Beach.</td>
<td>7</td>
</tr>
<tr>
<td>563d Boat Maintenance Battalion moves to port of embarkation.</td>
<td>8</td>
</tr>
<tr>
<td>Boat Battalion less Company B moves 450 miles down the California coast in LCPLs and Rs to Oceanside.</td>
<td>15</td>
</tr>
<tr>
<td>Germans launch great offensive in Russia directed at Kursk.</td>
<td>16</td>
</tr>
<tr>
<td>Allies invade Sicily.</td>
<td>24-30</td>
</tr>
<tr>
<td>Munda air field on New Guinea captured by 43d, 37th and 25th Divisions.</td>
<td></td>
</tr>
<tr>
<td>German thrust in Russia halted and thrown back.</td>
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</tbody>
</table>
## CHRONOLOGY

### 533d EB&SR

<table>
<thead>
<tr>
<th>SEPTEMBER</th>
<th>WORLD WAR II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training exercises at Oceanside, California, with 4th Marine Division.</td>
<td>1-12</td>
</tr>
<tr>
<td>Italy surrenders.</td>
<td>3</td>
</tr>
<tr>
<td>3 Italy surrenders.</td>
<td>4</td>
</tr>
<tr>
<td>3rd Brigade CPX tests communications and staff work for major landings.</td>
<td>16</td>
</tr>
<tr>
<td>533d EB&amp;SR attached to 9th Australian Division participates in first large amphibian attack in SWPA, a few miles east of Lae.</td>
<td>9</td>
</tr>
<tr>
<td>53d Regiment receives official alert for overseas movement.</td>
<td>13</td>
</tr>
<tr>
<td>Allies land at Salerno on Italian mainland.</td>
<td>9</td>
</tr>
<tr>
<td>Boat Battalion less Company B returns by truck to Fort Ord.</td>
<td>14-15</td>
</tr>
<tr>
<td>Salamaua, New Guinea, falls to 41st Division.</td>
<td>11</td>
</tr>
<tr>
<td>3d Brigade CPX tests communications and staff work for major landings.</td>
<td>20-21</td>
</tr>
</tbody>
</table>

### OCTOBER

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fifth Army occupies Naples.</td>
</tr>
<tr>
<td>2</td>
<td>Aussies capture Finschhafen.</td>
</tr>
<tr>
<td>1-20</td>
<td></td>
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<tr>
<td>14</td>
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<tr>
<td>22</td>
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<td>29</td>
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<tr>
<td>30</td>
<td></td>
</tr>
</tbody>
</table>

### NOVEMBER

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3d Marine Division lands on Bougainville.</td>
</tr>
<tr>
<td>6</td>
<td>Russians capture Kiev.</td>
</tr>
<tr>
<td>8-17</td>
<td>1200 mile cruise to Mexico demonstrates long range possibilities of small landing craft.</td>
</tr>
<tr>
<td>10</td>
<td>Company B and Shore Battalion again called to port of embarkation to sail November 23.</td>
</tr>
<tr>
<td>21</td>
<td>Shore Battalion and Company B finally entrain for Camp Stoneman.</td>
</tr>
<tr>
<td>21-23</td>
<td>Tarawa and Makin, Gilbert Islands, captured.</td>
</tr>
<tr>
<td>24</td>
<td>Shore Battalion and Company B aboard <em>USS West Point</em> sail out the Golden Gate.</td>
</tr>
</tbody>
</table>

### DECEMBER

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Regimental Headquarters Company moves from Fort Ord to Camp Stoneman.</td>
</tr>
<tr>
<td>10</td>
<td><em>West Point</em> anchors in Milne Bay.</td>
</tr>
<tr>
<td>11</td>
<td>Shore Battalion debarks and pitches camp on north shore of Milne Bay.</td>
</tr>
<tr>
<td>14-16</td>
<td>Company B debarks and reloads on <em>SS Cape Meares</em> for Australia.</td>
</tr>
<tr>
<td>15</td>
<td>112th Cavalry Regiment lands at Arawe, New Britain.</td>
</tr>
<tr>
<td>17</td>
<td>Boat Battalion less Company B entrains at Ft. Ord for Camp Stoneman.</td>
</tr>
<tr>
<td>19</td>
<td>Advance party of Shore Battalion moves from Milne Bay to Cape Cretin.</td>
</tr>
<tr>
<td>19-21</td>
<td>Company B lands at Townsville and moves to Cairns by rail.</td>
</tr>
</tbody>
</table>
Shore Battalion aboard SS *Josiah Earle* moves from Milne Bay to Cape Cretin. Regiment less Shore Battalion and Company B sails from San Francisco aboard SS *Cape Perpetua*. Company B starts joint training with 6th Division (Australian) north of Cairns.

**1944**

**JANUARY**


Regiment ordered to take over amphibious support of task forces at Cape Gloucester and Saidor by 1 March. A Company moves from Milne Bay to Goodenough.


**FEBRUARY**

1st Marine Division lands at Cape Gloucester.

126th RCT lands at Saidor.

Russia reenters Poland.

Anglo-American VI Corps lands at Anzio near Rome.

Central Pacific forces invade Kwajalein in the Marshall Islands.

New Zealanders occupy Green Island southeast of Rabaul.

Eniwetok in Marshall Islands captured.
### CHRONOLOGY

#### MARCH

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Company F arrives at Borgen Bay from Cretin.</td>
</tr>
<tr>
<td>5</td>
<td>Company C participates in Yalau Plantation attack with 128th Infantry.</td>
</tr>
<tr>
<td>6</td>
<td>5th Marines with Company A and parts of Company F and Boat Battalion Headquarters Company attached makes assault landing at Volupai (Talasea) New Britain.</td>
</tr>
<tr>
<td>10</td>
<td>Company A boats land 1st Marines at Linga-Linga Plantation, Eleonora Bay, New Britain.</td>
</tr>
<tr>
<td>11</td>
<td>B Company relieved from attachment to Australian I Corps to await shipment to New Guinea.</td>
</tr>
<tr>
<td>15</td>
<td>Japs from Burma invade northeast India.</td>
</tr>
<tr>
<td>20</td>
<td>Fifth Army stopped cold in Italy by German defense of Cassino.</td>
</tr>
<tr>
<td>21</td>
<td>Russians reenter Rumania.</td>
</tr>
<tr>
<td>26</td>
<td>Marines land at Emirau completing encirclement of Rabaul area.</td>
</tr>
</tbody>
</table>

#### APRIL

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Company F takes over beach at Borgen Bay.</td>
</tr>
<tr>
<td>19</td>
<td>General MacArthur brought ashore in Company A LCVP at Borgen Bay.</td>
</tr>
<tr>
<td>22</td>
<td>Company C moves from Saidor to Cape Gloucester.</td>
</tr>
<tr>
<td>23</td>
<td>533d LCMs carry 185th Infantry from Borgen Bay to Talasea and bring back 5th Marines.</td>
</tr>
<tr>
<td>24</td>
<td>Shore Battalion relieved from duty at Saidor to prepare for Wakde Island operation.</td>
</tr>
<tr>
<td>25</td>
<td>24th, 32d, and 41st Divisions land at Aitape and Hollandia on New Guinea.</td>
</tr>
</tbody>
</table>

#### MAY

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Rear echelon Company C arrives at Borgen Bay from Saidor.</td>
</tr>
<tr>
<td>8-13</td>
<td>Shore Battalion on SS Wm. N. Byers sails from Saidor to Aitape via Hollandia. Detour causes it to be dropped from Wakde Island task force. Landing at Cape Hoskins, New Britain.</td>
</tr>
<tr>
<td>8</td>
<td>Allies resume offensive in Italy.</td>
</tr>
<tr>
<td>11</td>
<td>Company B moves into town of Cairns to stage for New Guinea.</td>
</tr>
<tr>
<td>14</td>
<td>First inland reconnaissance by LCMGs executed on Kapiura River, New Britain.</td>
</tr>
<tr>
<td>15</td>
<td>Unauthorized and unopposed landing at Gaurove, Vitu Islands, north of New Britain.</td>
</tr>
<tr>
<td>19</td>
<td>163rd Combat Team invades Wakde Island and nearby shore of New Guinea.</td>
</tr>
<tr>
<td>27</td>
<td>Balance of 41st Division lands on Biak Island.</td>
</tr>
<tr>
<td>28</td>
<td>V Amphibious Corps lands on Saipan.</td>
</tr>
</tbody>
</table>

#### JUNE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-13</td>
<td>108th RCT moved from Borgen Bay to Arawe in A and C Company boats.</td>
</tr>
<tr>
<td>6</td>
<td>Allies invade Normandy.</td>
</tr>
<tr>
<td>14</td>
<td>V Amphibious Corps lands on Saipan.</td>
</tr>
<tr>
<td>15</td>
<td>First B-29 raids on Japan.</td>
</tr>
</tbody>
</table>
JUNE (continued)

Boat Battalion Headquarters Company and Company C in organic craft move from New Britain to Seleo Island off Aitape.

23-26

27 Cherbourg captured by American VII Corps.

JULY

Scheduled shore-to-shore attack of 124th RCT (31st Division) from Aitape to Naparaka canceled because of Jap break-through on the Driniumor River.

2 B Company arrives at Finschhafen from Cairns.

13 Battle of Driniumor River results in virtual annihilation of Jap XVIII Army; LCMGs, DUKWs see considerable action.

14-8 Aug.

20 III Amphibious Corps assaults Guam.

15 Southern France invaded by American Seventh Army.

25 Americans break out of Normandy beach-head.

30 6th Division lands at Sansopar near western tip of New Guinea.

AUGUST

G Company crews fly from Aitape to Milne Bay to receive and bring forward the first group of replacement boats.

4

15

Regimental Headquarters Company and Company B move in organic craft from Finschhafen to Aitape and Seleo Island.

19-29

25 Paris liberated.

Company F moves from Borgen Bay to Aitape in B Company LCMs.

29-3 Sept.

SEPTEMBER

Warning orders for attack on Talaud Islands with 32d Division on October 15 received by Regiment.

3 Talaud operation canceled.

10 Americans cross German border.

15 Morotai, Dutch East Indies, and Pelilieu, Western Carolines, invaded.

LCMGs support advance of 103d Infantry from Babieng to Suain Plantation.

16-17

20 LCMGs save Company F, 172d Infantry from disaster on Danmap River—extreme limit of American advance toward Wewak.

OCTOBER

Beach at Lemieng Village, Aitape, abandoned because of heavy surf, and operations shifted to Aitape Cove.

1 Sixth Army invades Leyte.

20 First Army captures Aachen.

21 LCMGs enter Wewak area on unsuccessful attempt to rescue RAAF flyers.

26 NOVEMBER

Planning for Lingayen Gulf landing on December 20 commences.

12 Company A moves from Borgen Bay, New Britain to Seleo Island.
533d EB&SR

NOVEMBER (continued)

Company A makes hasty move from Seleo Island back to Finschhafen.
A Company moves on naval transports from 27-1 Dec. Finschhafen to Empress Augusta Bay, Bougainville.
Transports arrive in Aitape Roads to take 43d Division and 53d less Company A to Luzon.

DECEMBER

Lingayen Gulf “S” Day postponed 20 days to 9 January; 60 LCMs and crews attached to transports.
Loading of supplies and vehicles in heavy surf.

A Company with 37th Division leaves Bougainville aboard naval transports.
A Company participates in rehearsals off Lae, New Guinea.
A Company arrives at Manus Island.
Troops embark at Aitape.
Rehearsal at Aitape.
Convoy sails from Aitape.
A Company moves from Bougainville aboard naval transports.

1945

JANUARY

Convoy enters Philippine waters.
Regiment lands at White Beach, San Fabian.
Assault phase terminates and Regiment passes to operational control of Base M.
Boat Battalion brings out guerrilla battalion from Aringay.
Regimental rear echelon arrives at San Fabian from Aitape.
White Beach 2 reorganized with 543d and 533d Shore Battalions handling unloading of LCMs and LCTs respectively.

FEBRUARY

A Company moves from Dagupan River to Bued River.
543d relieved on White Beach; 533d Shore Battalion takes over LCM beach while 534th begins to handle LCTs.
Regiment advised it would make shore-to-shore attack northward on Luzon.
Convoy service to guerrilla-held points and PT refueling station on northern Luzon inaugurated.

186th RCT lands on Palawan Island.
### HISTORY OF 533d EB&SR

<table>
<thead>
<tr>
<th>533d EB&amp;SR</th>
<th>MARCH</th>
<th>WORLD WAR II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regiment alerted for operation on Mindanao.</td>
<td>6</td>
<td>Remagen beachhead across Rhine seized by 9th Armored Division.</td>
</tr>
<tr>
<td>First real information of new operation received.</td>
<td>7</td>
<td>41st Division lands at Zamboanga.</td>
</tr>
<tr>
<td>Regiment relieved from operational control of Base M.</td>
<td>10</td>
<td>40th Division invades Panay.</td>
</tr>
<tr>
<td>Regiment ceases operations on White Beach.</td>
<td>15</td>
<td>Main crossing of the lower Rhine.</td>
</tr>
<tr>
<td>Boat Battalion in organic craft departs Lingayen Gulf.</td>
<td>18</td>
<td>Americal Division lands on Cebu.</td>
</tr>
<tr>
<td>Boat Battalion stops over at Subic Bay.</td>
<td>20</td>
<td>40th Division invades Negros.</td>
</tr>
<tr>
<td>Boat Battalion arrives Mangarin Bay, Mindoro.</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>Rest of Regiment on LSTs moves from Lingayen Gulf to Mindoro.</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>Regiment attached to 24th Division begins to load out at Mindoro.</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>B Company convoy departs for Zamboanga.</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>A Company convoy departs for Zamboanga.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rehearsal of operation held at Mindoro.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C Company convoy departs for Zamboanga.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naval convoy leaves Mindoro.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drastic change in plans as Army and Navy convoys join off Zamboanga.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>“R” Day landings at Malabang and Parang, Mindanao.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beginning of Mindanao River operations; seizure of Cotabato and Lomopog.</td>
<td></td>
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</tr>
<tr>
<td>Capture of Carmen Ferry ends offensive phase of Mindanao River operation.</td>
<td></td>
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</tr>
<tr>
<td>Platoon of B Company and Company F leave for Davao Gulf.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Platoon of B Company and Company F join 24th Division at Santa Cruz in Davao Gulf.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Davao River ferry inaugurated and Talomo Beach established.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Malabang Beach closed down and D Company moved to Parang.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shore-to-shore operation against Samal Island, Davao Gulf.</td>
<td></td>
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</tbody>
</table>

### APRIL

1. Tenth Army invades Okinawa; 158th RCT lands at Lingayen; Ruhr encircled by First and Ninth Armies.
2. Joint MacArthur-Nimitz command of all Pacific forces announced for invasion of Japan.
3. President Roosevelt dies.
4. Russians capture Vienna.
5. Germans surrender.
533D EB&SR

JUNE

**Assault landing at Luayon Point, Davao Gulf.**
**Assault landing on Balut Island, Davao Gulf.**
**Assault landing at Cape St. Augustin.**

B Company platoon leaves Talomo for run up east coast of Mindanao to Agusan River.

Regimental Headquarters Company moves from Parang to Bugo overland and by LSMs.

Jap resistance ceases on Okinawa.

Regiment less Boat Battalion alerted to move to Oahu to stage for invasion of Japan.

Using A and B Company boats, 155th RCT is moved 100 miles up Agusan River to trap last Japs in northern Mindanao.

JULY

**Headquarters Company Shore Battalion and Company D leave Parang for Bugo.**

Company F departs Talomo for Leyte.

B Company boats with 21st RCT make final amphibious assault of the War at head of Sarangani Bay.

Regiment less Boat Battalion moves from Bugo to Leyte.

Colonel Moore takes command of 3d ESB and is succeeded in 533d by Lt. Col. Amory.

Regimental Headquarters Company sails from Leyte for Oahu.

AUGUST

Shore Battalion sails for Oahu from Leyte.

Regimental Headquarters Company arrives at Oahu.

Regiment alerted for occupation duty in Japan.

Shore Battalion arrives at Oahu.

Loading out commences at Oahu.

Convoys sail from Oahu for Japan.

**Capture of Balete Pass after bitter struggle seals fate of Japs on Luzon.**

**31st Division and 108th RCT meet on Sayre Highway.**

**Australians land at Brunei Bay, Borneo.**

**MacArthur announces Philippine campaign completed.**

**Russians enter War against Japan.**

**Japs sue for peace, but announce certain reservations to Potsdam terms.**

**Japs accept President Truman’s terms; War over.**

**First atomic bomb dropped on Hiroshima.**

**First American troops under Colonel Tench land in Japan at Atsugi.**
<table>
<thead>
<tr>
<th><strong>SEPTEMBER</strong></th>
<th><strong>WORLD WAR II</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Japs sign surrender in Tokyo Bay.</td>
</tr>
<tr>
<td>2</td>
<td>V-J Day.</td>
</tr>
<tr>
<td>13</td>
<td></td>
</tr>
<tr>
<td>17–21</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Convoy with Boat Battalion less B Company leaves Mindanao after picking up X Corps, Company A and Headquarters Company at Bugo.</td>
</tr>
<tr>
<td>27</td>
<td>Regiment less Boat Battalion lands with 98th Division at Wakayama.</td>
</tr>
<tr>
<td>29–30</td>
<td>Regiment less Boat Battalion re-embarks for Hiro.</td>
</tr>
</tbody>
</table>

**OCTOBER**

| 1–3           | Convoy from Mindanao rides out typhoon off Okinawa. |
| 6             | Landing with 41st Division at Hiro-Kure. |
| 15            | Regiment less B Company concentrated at Kure Naval Base; B Company departs from Talomo for Japan with 24th Division. |
| 22            | B Company lands at Mitsuhama, Shikoku. |
| 25            | 100 point officers and 83 point men entrain for Nagoya. |
| 27            | Boats turned over to harbor craft companies and Boat Battalion becomes inactive. |

**NOVEMBER**

| 4             | Regiment relieved from X Corps and attached to Kure Base. |
| 5             | 80-81 point men leave for Nagoya. |
| 6             | All men with less than 60 points transferred to other units except for small selected caretaker detachment. |
| 13–19         | Final turning in of equipment of all types; Regiment becomes virtually inactive. |
| 14            | 71 point men and 90 point officers leave for Nagoya reducing Regiment’s strength to 40 officers and 400 men. |
| 24            | Remainder of Regiment moves from Kure to Koyama, halfway to Hiroshima. |
| 29–Dec. 5     | 60-70 point men and 73-89 point officers leave for Nagoya. |

**DECEMBER**

| 4             | “Regiment” reduced to 40 men, attached to 187th Engineer Aviation Battalion, moves back to Kure. |
| 31            | Regiment inactivated. |
PART THREE
Summary of Personnel according to modified T/O adopted by 533d EB&SR 6 December 1944

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Colonel</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>Lt. Colonel</td>
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<td>1</td>
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</tr>
<tr>
<td>Major</td>
<td>2</td>
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<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>Captain</td>
<td>6</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>7</td>
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<td>7</td>
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<td>11</td>
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<tr>
<td>Lieutenant</td>
<td>4</td>
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<td>4</td>
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</tr>
<tr>
<td>Warrant Officer</td>
<td>2</td>
<td>2</td>
<td>2</td>
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<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td><strong>Sub Total Officer</strong></td>
<td><strong>16</strong></td>
<td><strong>11</strong></td>
<td><strong>7</strong></td>
<td><strong>49</strong></td>
<td><strong>11</strong></td>
<td><strong>7</strong></td>
<td><strong>6</strong></td>
<td><strong>1</strong></td>
<td><strong>104</strong></td>
</tr>
<tr>
<td>Master Sergeant</td>
<td>5</td>
<td>1</td>
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<td>1</td>
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<tr>
<td>First Sergeant</td>
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<td>1</td>
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</tr>
<tr>
<td>Technical Sergeant</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>17</td>
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<td>1</td>
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</tr>
<tr>
<td>Staff Sergeant</td>
<td>7</td>
<td>4</td>
<td>13</td>
<td>5</td>
<td>48</td>
<td>2</td>
<td>2</td>
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</tr>
<tr>
<td>Technician Third Grade</td>
<td>7</td>
<td>6</td>
<td>2</td>
<td>12</td>
<td>24</td>
<td>8</td>
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</tr>
<tr>
<td>Sergeant</td>
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<td>1</td>
<td>3</td>
<td>4</td>
<td>14</td>
<td>4</td>
<td>4</td>
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</tr>
<tr>
<td>Technician Fourth Grade</td>
<td>23</td>
<td>20</td>
<td>63</td>
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<td>16</td>
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<tr>
<td>Corporal</td>
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<td>4</td>
<td>9</td>
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<td>1</td>
<td>3</td>
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<td>Technician Fifth Grade</td>
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<td>68</td>
<td>402</td>
<td>45</td>
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<td>Private and Private First Class</td>
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<td>26</td>
<td>105</td>
<td>48</td>
<td>389</td>
<td>94</td>
<td>98</td>
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<td><strong>Sub Total enlisted</strong></td>
<td><strong>147</strong></td>
<td><strong>89</strong></td>
<td><strong>294</strong></td>
<td><strong>185</strong></td>
<td><strong>1156</strong></td>
<td><strong>169</strong></td>
<td><strong>174</strong></td>
<td><strong>691</strong></td>
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<tr>
<td><strong>Aggregate</strong></td>
<td><strong>163</strong></td>
<td><strong>98</strong></td>
<td><strong>305</strong></td>
<td><strong>192</strong></td>
<td><strong>1205</strong></td>
<td><strong>180</strong></td>
<td><strong>181</strong></td>
<td><strong>723</strong></td>
<td><strong>63</strong></td>
</tr>
</tbody>
</table>

**Aggregate** 2171
PRINCIPAL EQUIPMENT OF 533d EB&SR

Note: The following table does not accord with War Department Tables of Equipment as modified by officially approved Supplementary Lists of Equipment because at no time did the Regiment operate under these nor could it have. The summary set forth below shows certain major items of equipment as actually employed by the unit toward the end of the War.

<table>
<thead>
<tr>
<th>Unit</th>
<th>Regt'l Hq. Co.</th>
<th>Shore Bn Hq. Co. A</th>
<th>B</th>
<th>C</th>
<th>1461st</th>
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<th>F</th>
<th>Total</th>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td>63' Crash</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
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<td>LCM Salvage</td>
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<td>16' Utility</td>
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<td>Dozer D-8</td>
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<tr>
<td>Grader Motorized</td>
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<tr>
<td>Water Purif. Unit</td>
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<td>1</td>
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<td>3</td>
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</tr>
<tr>
<td>Trailer 16-20-ton Flat Bed</td>
<td>3</td>
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<tr>
<td>Pump Trailer Mounted</td>
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<td>1</td>
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<td>3</td>
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<tr>
<td><strong>Vehicles</strong></td>
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<td></td>
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<td>12</td>
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<tr>
<td>1/2-ton Jeep</td>
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<tr>
<td>3/4-ton Weapons Carrier</td>
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<td></td>
</tr>
<tr>
<td>1 1/2-ton Truck</td>
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<td>1</td>
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<tr>
<td>2 1/2-ton Truck</td>
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<td>6</td>
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<tr>
<td>2 1/2-ton Dumptruck</td>
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</tr>
<tr>
<td>2 1/2-ton DUKW</td>
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<td></td>
<td>1</td>
<td>12</td>
<td></td>
<td>13</td>
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<tr>
<td>6-ton Prime Mover</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>Tank Truck 2 1/2-4 Ton</td>
<td>1</td>
<td>4</td>
<td>6</td>
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</tbody>
</table>


### TABLES OF ORGANIZATION AND EQUIPMENT

**TABLE 1: VEHICLES**

<table>
<thead>
<tr>
<th>Unit</th>
<th>Shop Truck</th>
<th>Cargo Trailer</th>
<th>Water Trailer</th>
<th>Miscel. Vehicles</th>
<th>Total Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3</td>
<td>9</td>
<td>1</td>
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<td><strong>Total Vehicles</strong></td>
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**TABLE 2: HEAVY WEAPONS**

<table>
<thead>
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<th>Cargo Trailer</th>
<th>Water Trailer</th>
<th>Miscel. Vehicles</th>
<th>Total Vehicles</th>
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</thead>
<tbody>
<tr>
<td>40 mm AA Gun</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>37 mm Automatic</td>
<td>2</td>
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<td>2</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>37 mm AT Gun</td>
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<td></td>
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<td></td>
<td>6</td>
</tr>
<tr>
<td>25 mm or 20 mm AA</td>
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<td>4</td>
<td>4</td>
<td>4</td>
<td>16</td>
</tr>
<tr>
<td>.50 Cal. Machine Gun</td>
<td>12</td>
<td>174</td>
<td>174</td>
<td>174</td>
<td>569</td>
</tr>
<tr>
<td>.50 Cal. Machine Gun</td>
<td>14</td>
<td>27</td>
<td>27</td>
<td>27</td>
<td>107</td>
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<tr>
<td>4.5 inch Barrage Rocket Launcher</td>
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**TABLE 3: RADIO EQUIPMENT**

<table>
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<th>Cargo Trailer</th>
<th>Water Trailer</th>
<th>Miscel. Vehicles</th>
<th>Total Vehicles</th>
</tr>
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<tbody>
<tr>
<td>SCR 399 (300 Watt)</td>
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<tr>
<td>SCR 193 (75 Watt)</td>
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<td>3</td>
</tr>
<tr>
<td>SCR 177 (75 Watt)</td>
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<td>5</td>
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<tr>
<td>TCS 8 (40 Watt)</td>
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<td>5</td>
</tr>
<tr>
<td>SCR 284 or 694 (25 Watt)</td>
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<td>7</td>
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<td>2</td>
<td>20</td>
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<tr>
<td>SCR 610 FM</td>
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<td>1</td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>SCR 300 FM</td>
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<td></td>
<td></td>
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</table>

The regimental supply organization outside its office on Luzon.
Boats

Small Wooden Landing Craft

THE first type of landing craft used by the Engineer Amphibian Command was the old 36-foot LCPL (Landing Craft Personnel—Large), often called the Higgins "Eureka." This boat was developed by Higgins to run in shoal water, travel through heavy seaweed, and land and retract from beaches. It was the father of all landing boats and the only one with a pointed bow. The original design was never changed, and the Navy still uses LCPLs as control and salvage boats on attack transports and also fixes them up as admirals’ barges. The LCPL has a spoon bow and is powered with either a 250-horsepower Hall-Scott gasoline engine or a Gray Marine Diesel. With a good propeller the boat could make 20 knots with a light load. It is an open cockpit type boat divided into two compartments by a transverse bulkhead. The craft is manned by a crew of three, has two .30 calibre machine guns mounted in two scarf rings forward, and carries only 16 fully armed troops or 6000 lbs. of cargo. The LCPL, as such, was never used overseas in the Pacific by the Engineer Special Brigades, but in training in the United States it was used as a troop carrier, wave leader, patrol boat, and command ship. This craft has wonderful seagoing abilities as proved by its performance during the Carrabelle hurricane, the long trip off the coast of California, and in repeated beachings in the very heavy surf at Monterey.

The second type of landing craft used by the Engineer Amphibian Command was the LCPR (Landing Craft Personnel—Ramp). It is very similar to the LCPL except that it has a small ramp, 3'5½" wide, through which an ammunition cart can pass.

LCPL with troops debarking over the side.
All the LCPRs used by the EAC were originally powered by Buda Diesels which with only 105 horsepower proved inadequate, so Hall-Scott 250-horsepower Invaders replaced them giving the LCPR nearly the same speed as the LCPL. This boat, like the LCPL, weighs 12,500 lbs. but carries 29 troops or 6000 lbs. of cargo. It is also 36’ long, 10’9” beam, 3’0” draft, has two .30 calibre machine guns, and carries a crew of three. It has one large open cockpit divided in half by a transverse bulkhead and a ¾” armored steel door across the ramp passage-way. The Navy used LCPRs on the older converted APDs, because their small ramps permitted troops to be unloaded much more easily than from LCPLs. But once APDs were designed to carry the heavier LCVP, the LCPR saw no further combat service. The amphibian engineers, though using them extensively in training, had none overseas.

The third type of landing barge used only in the United States by the EAC was the LCV (Landing Craft Vehicle). This boat is also 36’ long, 10’9” beam, 3’0” draft, weight 13,000 lbs., unarmored, and has a capacity of 38 troops or 6000 lbs. cargo or one jeep, which its square ramp across the bow 6’1½” wide enables it to load. While the LCPL and the LCPR have somewhat of a pointed bow, the LCV was the first landing barge that really pushed the water with its square bow. The ramp on the LCV was in most cases made of steel, raised and lowered by a ramp winch aft which two of the crew of three operated. The engine was installed in one of two positions, either way aft in the stern with a V-drive gear box, or about two-thirds of the way aft. The coxswain’s steering wheel and controls were on the after deck, where he had no protection from enemy gunfire and presented a wonderful target for
snipers. The LCV had a large cargo hold 18 feet long, 6 feet wide at the deck, and 7 feet 4 inches wide at the top of the gunwale. Though the original LCV with no armor and a 250-horsepower engine could make up to 16 knots empty, when loaded it did not perform too well, lost its seaworthy qualities, had a decided tendency to be bow heavy, and took a lot of solid water over its ramp. This craft was used by the EAC on the Atlantic coast both as a troop carrier and to haul jeeps, small guns, and ammunition, but none was sent to the west coast or New Guinea.

The LCVP (Landing Craft Vehicle—Personnel) was the standard small landing barge used by both the Engineer Special Brigades and the Navy overseas. It is 36'6" long, 11'10" beam, 3'2" draft, weighs 17,850 lbs., carries a crew of three, and has 1/4" armor on its sides extending from the ramp back two-thirds of the way aft and a ramp of armor plate. This boat is powered with a 250-horsepower Gray Marine Diesel and has a fuel capacity of 290 gallons. Two .30 calibre machine guns aft in two scarf ring mounts give it some self-protection. These improvements over the LCV reduce the speed down to 10 knots empty, 8 3/4 knots loaded. But now the craft can carry under most conditions 36-38 fully armed infantry, or a 3/4-ton weapons carrier, or four tons of bulk cargo. While the LCVP is nothing more than a high powered square shoe box, she still can take a lot of punishment on long open water voyages as shown by hundreds of trips all the way from Milne Bay to Morotai in the New Guinea area and voyages up and down the full length of the Philippine Islands. The LCVPs were used throughout the Pacific for their intended primary
LCVPs with a full load of 36-40 men wallowed low.

purpose of carrying infantry on the assault waves. They were also employed as harbor taxis, standby boats off the unloading beaches, and were decked over and used as command and navigation boats in LCM coastwise convoys.

Another type of small wood landing craft supplied to the Engineer Special Brigades overseas was the 37-foot J-Boat built from the plans of the Transportation Corps. While the other landing craft of the ESBs were from U.S. Navy Bureau of Ships plans, the J-Boat was an Army design. It has the same hull form and lines as the original Higgins “Eureka” except that it is 37' long. It is decked over aft and in place of the open cockpit forward has a trunk cabin with three built-in berths, a head, seat, and steering wheel for the coxswain. On the top of the cabin is a scarf ring with a twin .50 calibre machine gun mount. This boat also has a mast with twin searchlights. The power plant is a Hudson Invader giving a speed up to 17 knots plus a fair cruising radius from 300 gallons of fuel, but a Gray Marine Diesel would be preferable. All in all, it is a very good adaptation of the LCPL and served its purpose as a standby boat off unloading beaches, dispatch boat, convoy control boat, and navigation boat.

The Landing Craft Support—Small (LCSS), first introduced to the Battalion at Aitape, was probably the first small combat craft developed by the Navy in this war. It first saw action in the North African landings. The hulls of these craft are actually

LCS(S) firing 4.5 inch rockets from its MK VIII launchers.
Turret of LCS(S) tied up alongside LCMG. Rockets on latter's MK VII launcher (magazine type) are being fused.

The same as the LCPL. They are decked over, both fore and aft, with an armored turret amidships housing the helmsman and containing a twin .50 calibre machine gun in the top of the turret. Aft of the turret is a small sunken cockpit containing three .30 calibre machine guns. The sides of the boat are armored with ¹₄-inch plate extending alongside the midship sections of the boat. On the deck itself alongside of the turret two twelve-rail rocket launchers are installed. These little boats are quite formidable considering their scant thirty-six foot length, but, on the whole, were unadaptable to the needs of the Battalion because they were the slowest boats in the unit and were unable to keep up with the convoys at anything but very nominal speeds. They came into their own on the Bued, Mindanao, and Agusan Rivers, where their low silhouettes and effective armor made them excellent for reconnaissance work.

*Landing Craft Mechanized — LCMs*

The Landing Craft Mechanized Mark 3—LCM(3)—was the workhorse of the Engineer Special Brigades. This 50-foot Higgins designed tank lighter, intended for ship-to-shore unloading of vehicles and bulk stores, accomplished more work and completed more coastwise missions than anybody ever thought possible. Its dimensions are 50'6" long, 14'0" beam, 3'6" draft, weight 56,000 lbs., load 30 tons, one medium tank, or 77 troops. The barge is powered with two 250-horsepower Gray Marine Diesels; its speed is 7 knots cruising with ¾ load, flank speed 9 knots empty. The fuel capacity on the original LCMs was 450 gallons, giving a cruising range of 280 nautical miles. This boat in contrast to the plywood 36-foot barges is made of
light steel, has a square bow with a high ramp to facilitate the unloading of vehicles. The forward two-thirds of the craft is an open cargo space 31'6" long, 6'4" deep at the after bulkhead, 10' 7" wide at the gunwale, and 9' 8" wide at the bottom. The after third of the barge is given over to the engine room with fuel tanks enclosed and a lazarette for storage space. Above the engine is the coxswain’s stand protected by 3/4" armor. For armament the LCMs carry either single or twin .50 calibre machine guns in Heintz mounts located on the fantail and forward of the conning tower. These boats carry a crew of four, and a removable wooden frame house covered with canvas was customarily erected over the after end of the cargo well so that the crew could live aboard. The ramp is raised and lowered by a power take-off winch from the port engine. The sides and bottom of the LCM are divided into watertight compartments, the two after compartments being sometimes connected with fuel lines giving the boats sufficient fuel capacity to have an endurance of well over 1000 miles. Each boat has pad eyes to which cable slings can be attached so that they can be lifted aboard an attack transport or Liberty ship. In order that the LCM(3) could carry its 30-ton load the deck of the cargo hold had to be kept low and as a result is not self-bailing, so to remove the water special powerful bilge pumps driven by the main engines are installed. In addition to a medium tank, it can transport any number of combinations of vehicles such as a 2 1/2-ton truck and two jeeps, 4 jeeps, a 155 mm howitzer and its prime mover, or a D-7 or D-8 bulldozer. The LCMs proved to be very seaworthy not only in heavy weather off shore but also in beaching and retracting amidst high surf.

Late in 1944 the new improved LCM(6) made its appearance. It is 56' long with the extra 6 feet all added to the cargo hold. In addition water tanks were added as well as fuel tanks in the lazarette so that the fuel capacity was doubled. This new
type is a better seaboot than the LCM(3) and can take a heavier load—35 tons; also with the added space a better combination of vehicles can be carried. The LCM(6) is also about a knot faster than its predecessor, due to the increased waterline. Except for the fact that many navy transports cannot stow this larger tank lighter, it would have immediately rendered the LCM(3) obsolete.

The tank lighter in which the boat crews of the EAC received their first training was the LCM designed by the U.S. Navy Bureau of Ships. This craft, designed to carry a 30-ton medium tank like the Higgins LCM(3), was 50 feet long and had the same shoe-box shape as the Higgins lighter with a square bow and ramp forward. It had also the same power plant as the LCM(3) and the same speed. The engines were located in the middle of the boat under the tank deck with coxswain aft on the starboard side in an armored wheelhouse. The main difference was that the whole boat was one big cargo space or hold, but the deck of this hold was above the top of the engines so that the center of gravity was raised. Though the cargo hold was self-bailing, the craft once loaded to her specified capacity was top heavy and in tests off Norfolk capsized; so the model was reluctantly discontinued by the Navy in favor of the Higgins design discussed above.

**Landing Craft Conversions — The LCMGs**

The question of the most suitable design for command and control craft has been debated among the amphibs ever since the days at Camp Edwards. In the 533d the consensus was that the craft must be capable of beaching, and this ruled out the fancy cabin craft, hereinafter discussed, which higher authority normally specified for this purpose. In the United States LCPLs or LCPRs had been decked over and fitted with navigation and radio cabins, and when the 533d arrived overseas and received its first boats, LCVPs and LCMs, battalion and company commanders set aside LCVPs for command, control, and salvage boats. LCMs were too scarce and seemed unnecessarily large for this assignment. The LCVPs were decked over and outfitted with radio and navigation compartments and accommodations for six or eight men.

The Talasea and Yalau operations early in March 1944 proved that these converted LCVPs were dangerously inadequate for their intended duties. The failure of
the single engine in one nearly took the flotilla commander out of the Talasea attack; their inability to keep up with LCMs made them useless in convoy control; their limited power and lack of control when straining on a tow line made them ineffective salvage boats; and finally they were just too small to accommodate the personnel of the amphibian headquarters afloat and at the same time provide space for the assault force officers who insisted on riding in the command boat. After these landings it was also quite apparent that some type of offensive craft was needed by the Battalion. During the assault there was no effective method employed to protect the landing craft between the time the naval barrage let up and the moment the boats actually hit the beach. While the landing craft were equipped with machine guns—.50 calibre in the case of the LCMs, and .30 calibre aboard the LCVPs—these weapons were primarily for defense against air attack and almost totally useless for placing direct fire upon the beach because of their position aboard the boats.

To meet these needs there was nothing to do but convert LCMs into combination gun and command and navigation boats. Though the 2d Brigade had months before constructed heavily armed LCM "Flak" boats, they had limited missions and with the Allied airforces achieving nearly complete supremacy, their design was not appropriate for what the 533d wanted.

To serve the purpose as a command craft it was necessary to provide space below decks for communication and navigational facilities as well as living quarters for a relatively large crew. In addition, to meet the needs of a combat craft, capable of engaging enemy landing barges and strafing beach defenses, adequate deck space was essential to man the guns properly and for storage of ready ammunition. Needless to say, the space for these purposes aboard a fifty-foot boat was limited.

There was no time to waste waiting for a 'perfect' design that could be prescribed for the entire Battalion. Each unit commander and the battalion executive put his ideas into effect almost simultaneously. Eleven LCMGs in all were constructed—three by each boat company and two by battalion headquarters personnel. Seven of these were built in New Guinea before the 56-foot LCM was available; the others took advantage of the longer hull. In the early class, three distinct deck plans were tried out: the flush deck (M11, MA3 and MB3), the dog house with a raised navigation cabin (M12, MA7, and the first MB1), and the well deck with a sunken cockpit amidships (MC3 and MC5). Though M11 was actually the first in commission, the well deck design ultimately proved to have the most merit, so the prototype of that class, MC3, which was begun at Saidor in March 1944 will be considered first.

Below decks MC3 was divided into two cabins with an ammunition and general storage space separating the two. The after cabin contained the radio and navigating compartments as well as the galley and two bunks for command personnel. The forward cabin, extending to the bow of the boat, provided living quarters for six crew members. Almost full headroom was obtained in the cabin aft, but because of the rise in the well deck forward the headroom there was limited to four and a half feet.

LCMG MG3 showing, forward to aft, 37 mm automatic cannon, 25 mm automatic cannon, 2 twin .30 calibre aircraft-type machine guns, radar antenna and rocket launcher.
This was to be one of the greatest disadvantages in all later craft although some improvements were incorporated in following designs. The silhouette of the craft remained much the same, as the cabin tops were constructed even with the coamings. The ramp, however, was cut down to the level of the fore deck.

The materials used in the converting of the boat were, of necessity, the simplest imaginable. The framing, decking, and bulkheading were of scrap lumber, and the decks themselves were covered with salvaged tentage. To increase the cruising range of the boat the wing tanks in the hull were tapped, making it possible to carry an additional fuel supply of 600 gallons. Extra storage space for water was also obtained in this manner. In the galley a regulation gasoline fire unit was installed to serve as a stove. The sink consisted of the lower half of a 40 mm ammunition can, and the running water installation was a converted LCVP bilge pump. Bunks were made by installing cots, less legs, on wooden frames. The communication equipment aboard included a Navy TCS 5, an Army SCR 284, and two SCR 300s for intra-convoy communication. Navigational equipment was crude but adequate. Mounted on the deck of the after cabin was a 7-inch Navy magnetic compass, which served as the master, and, in the chartroom and wheelhouse, two repeaters from the magnesium which was installed in the after companionway. Other equipment was carried such as taffrail logs, sextants, charts, and necessary Hydrographic Office publications.

Though the conversion of the hull itself was beset by many difficulties, by far the greatest problem of all was found in the attempts to locate the proper guns for the boat. In the organization were to be found machine guns ad infinitum, but there the supply of suitable guns ended. After much haggling two 20 mm and one 37 mm guns were wheedled from the Navy PT base at Saidor. These weapons formed the backbone of the armament of this first gunboat. The 37 mm was mounted on the foredeck, the barrel projecting slightly over the bow. The two 20 mm's were placed forward of the wheelhouse, one on each side of the main deck. As auxiliary weapons two .50 calibre guns were mounted, one on each cabin top. In the year that followed the armament of this boat was to undergo many changes. The original single shot 37 mm antitank gun was discarded at Aitape in favor of an automatic 37 salvaged from a wrecked P-39 plane. In the end she was to become the most heavily gunned of all, with five automatic cannon and four machine guns.

At Aitape four 4.5" rocket launchers were installed on the boat. Two were placed on the after deck firing aft and two on the waterways alongside the forward cabin firing forward. These rockets greatly augmented the firepower of the boat and were the first heavy weapons actually authorized the organization. More launchers undoubtedly would have been put aboard if it had not been for the lack of space available for extra rockets. Whenever it was anticipated that an unusually large number of these projectiles were to be used, it was necessary to carry the additional ammunition in a cargo LCM.

One of the greatest drawbacks encountered in using navy and airforce weapons aboard the gunboats of the Battalion was the difficulty in obtaining ammunition for the guns. Sufficient supplies of either 40 mm or 37 mm automatic ammunition were almost never on hand. Consequently, it was with great pleasure and anticipation
that the gunboat personnel viewed the vast stores of captured Japanese guns and ammunition to be found in the vicinity of the regimental encampment at San Fabian. Foraging parties were sent out to obtain the best possible of the lighter calibre guns and to bring back as much ammunition for them as was practicable. Two types of gun were found that admirably suited the needs of the gunboats—the Japanese 20 and 25 mm naval AA guns. Although extremely crude in external appearance these guns were, nevertheless, well and simply manufactured. The 25 mm gun was mounted aboard MC3 as an experiment and found to be markedly superior in performance and reliability to the standard American 20's of Swiss design. The gun was placed in the cockpit amidships. This mounting was later changed to include a 25 mm gun on each coaming in the midship section of the boat. With this latter plan it was possible to obtain almost 180 degree traverse on each gun without danger of firing into the other gun positions. The 20 and 25 mm guns were also used satisfactorily on other boats, as will be mentioned later.

LCMG MII with only her initial New Britain armament.

LCMG "M11" August 1944

deck plan

60 mm MlB3r
30 cal. LMG
37 mm Antitank gun
4.5 inch rocket launchers
Two 20 cal. machine guns
37 mm automation
50 cal. M1 and twin 30 cal. M1Bs
1.5 inch Prior salvage
M11, the Battalion’s flagship, differed radically from the boat just discussed. Her high flush deck permitted room below for spacious living quarters and also for a jeep, and the ventilation made her a pleasant craft in the tropics. Her armament, as shown in the accompanying sketch, was staggered so as to take maximum advantage of the deck space and bring the maximum fire power to bear on either broadside. The 60 mm mortar was valuable not only for normal offensive purposes but also with its illuminating shells was handy to have around at night.

M12, designed and skippered by the battalion ‘exec’, was more akin to M11 than to MC3 but with her large raised “dog house” over the after part of the cargo well she represented a distinct design. This dog house contained the radio shack and chart room and was much the most convenient arrangement for nontactical operations such as leading long distance convoys, but it sacrificed some of the deck space available for gun mounts. This craft originally carried a borrowed 57 mm antitank gun as her “main battery” giving her a weapon with a range of over 10,000 yards and terrific hitting power, but late in 1944 this was exchanged for a 40 mm antiaircraft cannon which was placed on the foredeck, the muzzle extending slightly over the cut-down ramp. No additional bracing was found to be necessary under the deck and, surprising as it may seem, the gun actually transmitted less shock through the hull than a 37 mm. In all operations the gun proved itself to be very good, both on this and other craft, and the sole objection that might be offered is that to serve the gun efficiently required too many men for so small a boat. But for this single fact, the gun was unsurpassed. M12 also carried an automatic 37 mm gun and the usual assortment of machine guns and rocket launchers.

MA7 and the first MB1 were similar to M12 in general design. The first was distinguished by a twin 25 mm Jap automatic cannon—an extremely potent weapon, and the B Company flagship by a flying bridge over the conning tower with a 20 mm cannon mounted thereon. MA3 and MB3 were flush deckers, the latter the first
LCMG with a 56' hull. The added six feet in the length of the well greatly improved the accommodations below both as to comfort and operational efficiency. Also, in rough weather it was found that the boat handled much more effectively than the 50' models, thus making this hull type more desirable for navigation work.

After the completion of these craft no new boats were built until late in February, 1945, when the Battalion became well established along the Bued River, Lingayen Gulf, where it was possible to act on lessons previously learned and to do a thorough construction job on this type of boat. Three boats were built simultaneously, one for each of the letter companies. These were: MAI, MBI, and MCI. All were conversions of the fifty-six-foot hull, and all were very well built considering the materials at hand. MC3 was indeed a crude affair alongside her newer sisters with their welded frames and composite decks. All three boasted almost identical deck layouts with a well amidships protected with armor plate. The fore deck of MCI differed slightly from the others in that the deck was dropped a foot from the ramp for a distance of about five feet. This was done to give a more stable mount to the forward gun, as well as a better firing platform. The three differed considerably, however, as to the

The last LCMGs:

Upper right: MAI with 25 mm forward and 40 mm amidships. Lower right: MBI with opposite arrangement.

Lower left: MCI showing Jap 25 mm cannon which proved to be an extremely effective weapon.
positions and types of guns they carried. *MA* mounted a 40 mm in the cockpit amidships and a Japanese 25 mm on the foredeck. These were supplemented by three .50 calibre machine guns. *MB*, on the other hand, had her 40 mm on the foredeck and a Japanese 25 mm in the cockpit. Initially *MC* carried an automatic 37 mm in the forward cockpit, but this was changed within a few weeks in favor of the 40 mm gun. In the amidships cockpit a Jap 25 mm was mounted. All three boats had numerous .50 and .30 calibre machine guns ranged along their decks, as well as 4.5-inch rocket launchers. These were the last of the gunboats converted by the Battalion, and were completed barely in time to see action in the Mindanao campaign, where they proved to be ideally suited to the tasks they were required to perform in the southernmost of the Philippine Islands.

The two river campaigns in which the Battalion participated, those of the Mindanao and Agusan Rivers, proved the merit beyond all possible doubt of this type of craft. Because of their shallow draft the boats were able to operate in all but the lowest water, and were able to clear themselves from sandbars and snags that would have been impossible for craft of any other design. Their guns were mounted at a perfect height for firing over river banks while still giving some measure of protection to the crews. While the story of these campaigns is told elsewhere, it must be said that in a large part it was the *LCMGs* of the Boat Battalion that made possible the rapid conquest of these two great rivers and the land that lay between.

Had not this type of craft been developed, it is extremely doubtful that many of the operations of the organization would have been at all possible. It is regrettable that such a boat was not actually designed and built by the Navy for this kind of work as its uses were almost without limit in the campaigns all over the Pacific.
Other craft were projected by the Battalion but never actually constructed as the War ended while they were being designed. They were to mount 40 mm guns on their sterns as well as on their foredecks. To accomplish this it would have been necessary to move the wheelhouses forward over the engine room, but this would have increased the field of fire by almost fifty per cent. In addition, Jap 25s or U.S. 20s were to have been carried amidships, as had been done aboard MC3. Had these boats ever been completed they would have boasted almost triple the firepower of the original LCMGs.

It might be well to note here that radar equipment was tried aboard one of the boats, MC3, but was anything but a success. In the first place, the only set available for the experiment was one of the type used on the B-24 bombers. As this equipment was in no way constructed for marine use, and had already seen six months service aboard one of the picket boats, it was never very reliable. An NK-2 fathometer was installed on one of the gunboats, but lack of replacement parts gave little opportunity to test its worth. Throughout the War efforts were made to obtain appropriate radar sets such as the SO on the PTs and also to acquire IFF equipment to prevent unnecessary clashes with friendly planes and vessels. GHQ approved these at last, and the gunboat flotilla would have been so equipped for the invasion of Japan.

**Other Converted Landing Craft**

The LCM Rocket Boat was one of the last additions to the Battalion’s combat flotilla. The rocket boat as a distinct type did not come into being until 1945, during the Philippine Campaign, though rockets had been employed for many months on the gunboats as auxiliary weapons. The necessity of concentrating the blasts of many rockets for maximum effect made it advisable to construct special craft whose sole mission would be laying down a barrage of these high capacity rockets. The rocket boats were nothing more than LCM(3)s or LCM(6)s converted to hold as many rocket launchers as possible in the well. The launchers were of the same design as carried on the gunboats, the standard navy Mark VII launcher. Thirty of these were placed in the well of the LCM(6)s in three rows, giving a total of 360 rockets. The boat was aimed by the coxswain using ring sights and range was adjusted by firing single rockets as the boat approached the target. Fire for effect could be delivered a row at a time or simultaneously in which latter case the effect in the target area 1100 yards away was the same as if thirty battalions of 105 mm howitzers let go at the target at once. While the DUKW type 120-rail launcher was capable of a more rapid rate of fire, the difficulty encountered in loading and in removing misfired rockets more than offset its advantages as to rate of fire. The effectiveness of the rocket boat as an offensive weapon cannot be overemphasized. The destructive power of these craft, taking into consideration their size, was tremendous. Wherever a highly concentrated and saturating fire was required, these boats were without equal whether for laying down a pre-landing barrage, clearing blocks in river operations, or covering a withdrawal. Had it not been for the difficulty in obtaining launch-
ers from army supply sources it goes without saying that this type of boat would have been put into use long before it actually was.

The need for some type of boat capable of assisting broached landing craft off the beaches was realized even before the organization ever put to sea. While in training in the United States LCPLs and LCVs were utilized for this purpose. The maintenance boat in those early days usually consisted of nothing more than one or the other of these boats with an extra bitt or two, a crew with strong backs, and a good supply of heavy line. In the first few months of the Battalion's tour of duty overseas the LCVPs performed much the same function, and in a like manner. It was soon apparent, however, that with the increasingly long runs the craft of the organization were required to make combined with the immense difficulty of obtaining new parts once the old ones were damaged beyond repair, some practical system had to be devised whereby almost instant repairs could be made at sea. To perform this function as well as to salvage boats broached in the surf, the LCM maintenance boat was developed.

One maintenance boat was allotted to each company, and one to each platoon of the 1461st Maintenance Company. There was no set design, all boats being decked over and many having a large winch salvaged from a Jap landing barge welded on the after deck on which the steel towing cable was wound. Some had steel flying bridges over the conning tower from which search lights could illuminate night salvage jobs and maintenance officers could keep better watch over the flotillas entrusted to their care. One of the 1461st's craft had an ingenious crane installed on the mount of a Jap 75 mm antiaircraft gun. This rig was invaluable in salvaging engines from hulls that were sunk in shallow water or hopelessly wrecked.

Below decks the boats presented quite an unusual picture. In some of the later models a complete machine shop was set up. Parts and tools were carried to perform almost any conceivable repair that could be accomplished without actually lifting the boat from the water, including welding equipment and complete engines ready for immediate replacement should they be needed in some out-of-the-way stop.

**Auxiliary Craft**

The largest, fastest, and most luxurious craft of the Regiment were the 63-foot Aircraft Rescue Boats built to specifications of the U.S. Navy Bureau of Ships and used primarily as "crash" boats by both army and navy airforces. They are 15½ feet wide, draw 4½ feet and have double planked hulls. They have flush decks, a large self-bailing cockpit aft, wide flaring bows to throw the water aside, and a high speed V-bottom. Armament consists of two twin .50 calibre machine guns mounted in two turrets with 360° traverse. As delivered to the Army there were two types of engine installations: one with twin Hall-Scott Defenders—660 horsepower each—and the other twin Hall-Scott Invaders—250 horsepower each. With the Defenders the boats cruise at 21½ knots at 1600 R.P.M. and can make 28 knots at top speed; with the smaller Invaders the cruising speed is 12 knots, flank speed 16 knots. The cruising range of the fast crash boat is 400 miles with full load of 100 octane gasoline
63-foot command and navigation boat doing 25 knots.

aboard—2350 gallons. The slower model only carries 1600 gallons of 80 octane gas on which she can cruise for 700 miles. Down below these craft have a forecastle forward with four berths, then two small single staterooms, then the inside bridge with duplicate operating controls, next the galley and a separate compartment for the radio; opposite the galley is a double stateroom, then comes the engine room with water tight bulkheads at either end, and the after compartment is the dispensary with two wide berths with the main gas tanks underneath. These boats are manned by a crew of six and except in bad weather are run from the flying bridge. The Regiment had two of these—one fast and one slow and employed them as floating command posts and for emergency trips to conferences or to procure small but critical supplies.

The only other cabin craft used by the Regiment was the 45-foot Picket Boat—Mark II which was used in New Guinea as a navigation boat. This boat was designed for harbor patrol work in the United States and not as a coastwise cruiser in the South Pacific, and for the latter purpose it was strictly no good. It was poorly designed from every angle having very low speed considering its twin 165-horsepower Continental Commando engines and even with two Gray Diesels was incapable of doing 15 knots in calm weather. In a sea its bow buried itself and cut the effective speed to about that of an LCM. Its interior arrangements were wasteful of space and its lack of controls on deck made it a nuisance to conn. Once the LCMGs were completed these craft were little used, and none were moved forward to the Philippines with the Regiment.
In 1942 the Engineer Amphibian Command had designed a 42' command and navigation boat—the AC. These craft were not a success because the proper power plants were never installed. They came with 500-horsepower Liberty engines converted by Gar Wood, which gave them a top speed of over 30 knots. They had a large cabin forward as well as another one aft plus a well protected bridge deck. Overseas they would have made excellent navigation boats if powered with Gray Marine Diesels.

At the very end of the War the Boat Battalion finally was issued the standard Landing Craft Control developed by the Navy to lead assault waves to the line of departure off a beachhead. It is a twin screw steel craft 56 feet in length powered with twin Gray Marine Diesels with a speed of 13 knots. The Navy equipped them with radar, gyro compass, fathometers, and army and navy radios so that the officers on board could keep in constant contact with the wave leaders, the navy flagship, army and navy air support, the beachmaster, and fire control parties. When the 3d Brigade, after a long struggle, received the LCCs in August 1945, the War not only was over, but the Navy had removed all the radios, radar, etc. from them! This type of navigation boat would have been very useful in leading LCM missions up and down the coasts of New Guinea and the Philippine Islands, but inter-service jealousy kept dozens of them idle in navy boat pools while the Army had to improvise its own.

A normal 26-foot open wooden launch of heavy wood construction, designated MT, was found extremely useful in and around the anchorage. It was powered with a 60-horsepower Buda Diesel giving it a top speed of 9 knots. It has a large open cockpit with the engine box in the middle and can carry about twenty men. It was employed both as a harbor taxi and a harbor tug and was operated by one man. With its heavy planking it withstood a lot of punishment, and proved itself a very good sea boat.

The smallest power boat used overseas by the amphibian engineers was the 18-foot open cockpit Engineer utility boat powered by a 4-cylinder, 50-horsepower Gray gasoline engine. This small power boat has a tunnel stern so that it can beach and retract like the larger landing craft. The hull is built of moulded plywood in one piece. Because of this plywood construction the skin can take much more punishment than the ordinary planked boat which was fortunate because of the abuse they received. As water taxis they could carry ten men, were easily handled by a single
operator, and in smooth water had a good turn of speed. They were designed by the Corps of Engineers to work on rivers with light and heavy pontoon companies, and so were very light in weight and capable of being transported on a trailer. For long water trips they and the MTs were transported in the cargo well of LCMs.

Large Landing Craft and Ships

Though the larger landing craft and ships were manned exclusively by the Navy, a brief catalog of them is given here as the Regiment either assisted them on and off various beaches or enjoyed their hospitality on long trips.

The LCT—Landing Craft Tank—108 feet in length was the next size larger than the LCM and was the smallest amphibious vessel on which the crew was intended to live. It could carry five medium tanks or 100 tons of bulk cargo, but on account of its slow speed, 5-6 knots, it was used primarily as a ship-to-shore lighter for bulk stores.

The LCI—Landing Craft Infantry—158 feet long was designed to carry no vehicles or cargo, just one company of assault troops. Various conversions of these were made by the Navy to give it shoal draft gunboats and rocket boats.

LCIs on the beach at Parang.
The LSM—Landing Ship Medium—210 feet long was designed to fill the gap between the LCT and the LST (see below) and to keep up with the medium speed convoys of LCIs and transports. It carried a pay load of 300 tons on its single well deck.

The LST—Landing Ship Tank—328 feet in length was the most important vehicle carrying craft of the War. Scores of vehicles, up to 1000 tons of bulk stores, and hundreds of troops could be crowded on its two large decks. The ramp led directly to the “tank” deck which was completely enclosed, and an elevator, later replaced by an internal ramp, permitted the “weather” or upper deck to be loaded with vehicles.
The LSD—Landing Ship Dock—was not strictly speaking a landing ship. It was rather a large sea-going self-propelled dry dock into which were floated through gates in its stern three LCTs or twenty LCMs fully loaded. The water was then pumped out and the smaller craft given a dry ride to the objective area where they were launched by again flooding the LSD's main compartment. Three C Company LCMs aboard the LSD Shadwell received an extra fast launching when she was torpedoeed east of Leyte in February 1945.

The transports that carried small landing craft, LCVPs and LCMs, ranged from APDs, converted destroyers or destroyer escorts, capable of carrying 150-200 assault troops which were landed by four LCVPs or LCPRs, to the large 5000-17000 ton APAs (Attack Transports—Personnel) with accommodations for 600-1500 troops and hold space for 500-1000 tons of stores which were landed by the ship's two dozen LCVPs and two to four LCMs and the equally large AKAs (Attack Transports-Cargo) which carried up to 4000 tons of vehicles and stores and set them ashore by means of eight LCMs and about a dozen LCVPs.

LSD — a high speed floating drydock for LCTs and LCMs.
Engineer Equipment

At one time or another throughout its history, the Shore Battalion possessed a vast assortment of engineer equipment items. The constant development of new equipment during the War contributed to this turnover, but more important was the never ending controversy as to the true function of an engineer shore battalion when not engaged in amphibian assault operations. The initial table of basic allowances gave a shore company little more than an engineer combat company, on the theory that its operations would be exclusively those of controlling and improving a beach. Special lists of equipment and new tables of equipment brought the total engineer items to many times those initially allotted, with the idea that once the first stages of a landing were successfully completed, the shore battalion would engage in general construction activities, including particularly airfields and roads. Although lip service was constantly paid to this latter idea, the actual pressure from task force headquarters to get supplies ashore during the later stages of an amphibian operation and the failure of higher headquarters to allot enough port companies kept the Shore Battalion's nose to the unloading grindstone through most of its overseas career. The result was that many pieces of equipment such as road rollers, asphalt distributors, and saw mills, being rarely if ever employed, were turned over to other engineer units. This article, therefore, is confined to machinery regularly employed during the 533d's campaigns.

Dozers

The workhorse in the Battalion's stable was without question the D-8 dozer officially designated "Tractor, crawler type, deisel, with angle dozer, 113 draw bar horsepower." This powerful machine, weighing over 21 tons, was first issued to the Battalion upon its arrival in New Guinea. Operators who had been trained only on its smaller counterparts, the D-4s and D-6s, had to develop their skills during actual critical operations. On the beach this dozer, normally landed from LSTs or LSMs,
was used for initial road and dump construction and for clearing major obstructions, such as demolished buildings, wrecked planes, and fallen timber. In moderate and heavy surf it served to hold LCTs firmly on the beach, and in an emergency was capable of pushing stranded LCMs and LCTs back into water deep enough to float them. When LSTs and LSMs grounded far enough off shore so that vehicles could not reach dry sand under their own power, and yet not far enough to warrant employment of pontoon cube causeways, the Shore Battalion used its large dozers to push out ramps of sand, reveted by sand bags, to the ramps of the landing ships. The powerful Hyster winch with its 50-ton capacity proved a life saver in many emergencies, including extricating the dozer itself from deep sink holes.

Inland the D-8 was equally in prime demand. Almost every construction job assigned to the Battalion required the use of one or more D-8s at the outset, and frequently the entire job could be accomplished by these versatile machines. With either jungle or Kunai grass or occasionally ruins occupying the site of the projects, grubbing and clearing was the first order of business once the survey party had completed its task. Trees, many scores of feet in height were uprooted and pushed or dragged out of the way. Rough grading and evening were invariably jobs of the dozer, and often final leveling and smoothing were adequately performed by “back blading.”

The D-7 dozer, considerably smaller than the D-8, with an 80-horsepower engine

The terrain for road building was never easy. D-8s were always the first to go through.
and a gross weight of slightly over 16 tons, performed much the same functions. Its use was not confined to the Shore Battalion. The Boat Battalion and 1461st Maintenance Company had a total of six which were engaged primarily in furnishing the motive power for 20-ton cranes (see below). The standard 120-inch blade was replaced toward the end of the War by the special 100-inch blade, which enabled the D-7 completely assembled to move in and out of an LCM. This greatly increased its convenience for both Boat Battalion and Shore Battalion usage as it could then land in earlier waves ready to go to work.

The smaller tractors, principally the D-4 and D-6, with 35 to 65 horsepower motors, were originally the only tractors assigned to the Regiment. Once the major load could be assumed by the larger machines, the little ones were restricted to preliminary beach clearing and towing stranded vehicles out of the surf. Many times when the larger landing ships were delayed several hours in discharging of vehicles, these D-4s and D-6s saved the day, particularly at Green Beach, Parang, where two D-4s and a D-6 were solely responsible for enabling the bulk of the assault vehicles to move inland during the first day of the landing.

All the Regiment’s dozers were cable operated, and though there were some supporters for the hydraulic machines favored by the Seabees, the consensus of opinion was that the ease in replacing broken wire rope made the cable operated machines safer bets on the beaches subject to enemy shell fire.

At one time or another tractors such as the International TD14 and the Allis Chalmers HD 9 found their way into the 533d’s equipment pools, but their performance never inspired the confidence of the Caterpillar 8s, 7s, 6s and 4s.

_Left: D-4 dozer; right: TD 14 dozer._
Cranes and Shovels

Rivaling the D-8 dozer in importance for the operation of the Regiment was the half-yard Bucyrus Erie power shovel. Its principal use was as a crane operating at the water's edge to unload LCMs and LCTs. For this purpose it was equipped with a truss boom and such cargo lifting equipment as rope or wire slings, barrel chines and box hooks. Though slow and ponderous in movement, its treads enabled it to move about the beach from boat to boat. Twenty-four hours a day for days on end it would pick up its miscellaneous loads of box cargo, oil drums, ammunition, or crates and swing them to trucks, saving many thousands of man hours. Fueling and emergency maintenance were performed with minimum interruption of work, and so long as the clutch surfaces could be kept dry, the cranes rarely quit.

The flexibility of this machine was well utilized during all operations. A few hours in the motor pool were enough to remove its crane boom and substitute a dipper stick so that it could operate in a borrow pit and fill dump trucks with much needed materials for fills or road surfacing, or again with its crane boom in place the clam

Left to right, top to bottom: 1/2-yd. power shovel with dragline bucket rigged; same with simple crane boom; same with dipper stick in action; 11/2 yd. shovel pinch hitting as a crane.
shell or dragline bucket could be employed for minor dredging, ditch cutting, or for obtaining materials not available in side-hill cuts. Finally each company possessed a set of pile driver leads, equipped with which the crane was used to build bridges, jetties or to install piles to anchor landing craft or ponton causeways. The construction of the dock at Parang could never have been performed so rapidly or with such permanence had it not been for the pile-driving technique developed by the Shore Battalion’s operators on less critical construction in previous campaigns.

Though many makes of shovel were used at one time or another by the Regiment, it was generally agreed that the Bucyrus Erie was the most reliable and that the Buckeye and Osgood were the least desirable.

Truck mounted cranes were part of each shore company’s equipment at all times. The Quickway, mounted on a 4-wheel chassis, was a convenient machine, provided it could be operated on a level, hard surface, but was incapable of movement by itself in sand and subject to capsizing when used on a sloping surface. It, therefore, was confined in general to operation in dumps and to lifts of not over 1 or 2 tons. At the end of the War new Quickway cranes were issued on Coleman chassis, which had a total of 10 tires, of which 8 were powered. These were a great improvement and would possibly have rivaled the crawler cranes in usefulness. The 4-wheel General crane used in Luzon was absolutely ineffective except on the level and was inappropriate as permanent equipment of an engineer shore battalion. Though these machines had clam shell and drag line attachments, little use of them was made by the 533d.

The 20-ton LeTourneau tractor-crane played a vital roll in the operations of the Regiment. Employed in conjunction with a D-8 or more generally a D-7 tractor, this machine was used by the Shore Battalion for moving crated vehicles and other
similar loads too heavy for the 5-ton Bucyrus Erie. Its ability to pick up a substantial load and move with it expeditiously through soft sand provided the answer to many otherwise unsolvable problems in cargo handling on the beach.

The critical importance of the LeTourneau crane was demonstrated daily on the maintenance beaches of the Boat Battalion. Without these cranes there would have been no possibility of hauling out and repairing the thousands of LCMs with damaged propellers, shafts and rudders. Though these cranes were not designed with this specific purpose in mind, they were ideally suited for it, being capable of reaching far out into the water, lifting the whole after half of an LCM and bringing it well up on to dry land and depositing it gently within an inch of the spot desired. Smaller boats, such as LCVPs or LCS(S)s could be lifted bodily from the water and taken anywhere on land that a tractor could go. To insure increased stability, two additional wheels were added to some of the cranes used by the 1461st. The skill developed by the tractor-crane operators was possibly best demonstrated in the way they handled removal and installation of engines from all types of boats despite extremely narrow clearances.

Certain other lighter cranes, including crane attachments on tractors, were employed from time to time. However, not until nearly the end of the War was the Regiment authorized the new 4-ton crane attachment for the D-8 tractor. These machines, which would have been extremely valuable, were never actually put into use.

**Scrapers and Graders**

For moving earth relatively short distances — not over a few hundred yards — by far the most efficient tool was the 12-yard carryall, otherwise known as a pan or scraper. This solidly constructed, rubber tired machine behind a D-8 dozer was capable of picking up at a bite between 12 and 15 cubic yards of sand or earth, moving it at 6 or 8 miles an hour, and depositing it with surprising evenness where desired. As compared to dump trucks, with at best 2 1/2 to 4-yard capacity, requiring a power shovel for loading, these carryalls were extremely efficient. Typical examples of their work included the construction of artificial beaches over the coral shelf on Seleo Island, and raising the level of the whole Green Beach by several feet at Parang.
Smaller scrapers, $3\frac{1}{2}$, 6 and 8-yard capacities, were also allotted to the Shore Battalion, but were little used as most of its jobs justified the use of the 12-yard pan.

For ditching and smooth grading of dump areas and roads the D-12 self-powered graders with 12-foot mold board and the towed graders were used. The latter were employed in cutting reasonably deep ditches or levelling extremely bumpy surfaces. Experience proved that one of these was sufficient for the needs of the entire Battalion. The caterpillar D-12 powered grader was in almost daily use either on its prime mission of maintaining road surfaces, or in finishing the work in dump sites and beach assembly areas initiated by the big dozers.
Engineer Equipment

Miscellaneous

One of the most versatile and man-hour saving machines possessed by the Shore Battalion was the motorized air compressor mounted on a 2½-ton truck. This machine, capable of furnishing 105 cubic feet a minute of compressed air up to 100 pounds per square inch, provided power to operate chain saws, clay spades and various forms of drills. Rarely was a construction job on a bridge or a building undertaken without employing these pneumatic handymen.

Air compressor truck with auxiliary tools laid out for inspection.

Typical trestle-bent bridge using a minimum of non-local materials.
Driving pile as trestle-bent bridge nears the far bank.
Midway in 1944 the Regiment was equipped with several 500-gallons-a-minute, trailer mounted, gasoline powered fire pumps, the primary purpose of which was furnishing a rapid stream of water for emergency fire fighting. Fortunately they were rarely needed for this purpose, but they did come in handy for pumping out swamped craft. The Shore Battalion developed its own jetting implements to go with these pumps and found that under most circumstances driving pile could be accomplished as satisfactorily and more rapidly by jetting the pile almost to its final level than by driving it all the way. Several rapidly erected bridges in Mindanao and a series of jetties on Luzon testify to the effectiveness of this method. Some piles were satisfactorily set with no pile driver at all merely using an A frame on a truck to hold the pile in position and getting it down to the proper depth exclusively with the water jet assisted by the pile's own weight.

A well drilling rig of standard oil field exploration type was carried by the Battalion for many months. Its only practical use came on Luzon, where in an appropriate geological area artesian wells were drilled to a depth of more than 125 feet, and a fine supply of fresh water not requiring chemical purification was obtained.

A complete saw mill was part of the equipment issued to the Regiment upon its arrival in New Guinea. This was put in operation at Cape Cretin and furnished
valuable supplies of lumber for the construction of the base at Finschhafen, but was not subsequently used because the supply of lumber shipped directly from the United States was adequate for the task forces with which the Regiment operated.

All of this equipment required extensive maintenance and repair work largely because it frequently had to be operated beyond its capacity or under conditions extremely detrimental to any mechanical equipment. The maintenance section of each shore company and the repair section of Shore Battalion Headquarters Company was well equipped with shop trucks, welding and other equipment, and performed maintenance far beyond the normally authorized jobs. Improvisation and substitution were the order of the day throughout their tour in the Southwest Pacific, and the ingenuity developed by master mechanics in the motor pools contributed largely to the prodigious amount of work accomplished by the engineer equipment of the Battalion.

Shore Battalion's 3d echelon shop at Parang.
The 1461st Engineer Maintenance Company

The 563d Boat Maintenance Company, forerunner of the 1461st Engineer Maintenance Company, was activated on August 8, 1942 at Camp Edwards, Massachusetts. From this date until November 16, 1942, the Company began to accumulate the necessary machinery and tools to repair and maintain landing boats of the 3d Engineer Special Brigade.

On November 16, 1942, fourteen officers and two hundred and two enlisted men arrived at Camp Belle, Carrabelle, Florida, to undertake the maintenance of landing craft then being used by the Brigade to train infantry divisions in amphibious warfare. The personnel that made up the company were from all walks of life, and many of the skills required in this type of work had to be taught from the ground up. Work included ship fitting, welding, propeller repair and rebuilding, shaft straightening and brazing, ignition and other electrical work, engine overhaul for both Diesel and gasoline engines, blacksmith trades, and methods of quickly repairing damaged hulls of both steel and wood. The training while at Camp Belle was long, hard and tedious even though the facilities afforded the maintenance companies were ideal.

By early December damage to landing craft had become so heavy that it was necessary to institute two twelve-hour shifts in both hull and engine shops. About this time the maintenance section of the 593d Engineer Amphibian Regiment joined with the 563d Engineer Boat Maintenance Company to make a provisional battalion known as the 563d Engineer Boat Maintenance Battalion under the command of 1st Lt. Richard Stewart. From the personnel of these two units Company A, Company B and Company C of the provisional battalion were formed.

Because of the many types of engines, and the fact that they were being run day
Preparing to float a command boat after the big storm.

and night in amphibious training, the Battalion could not repair engines anywhere near as rapidly as they were breaking down. In fact, the production of the entire engine shop was but one engine per day. This gives an idea of the strides yet to be taken before the maintenance unit would be able to accomplish its mission overseas. But constant practice and intensive on-the-job training broke the bottleneck, and by March the engine shop was producing eleven rebuilt engines each day.

On the night of March 5, 1943 when the severe storm struck the Gulf coast of Florida in the midst of large scale maneuvers, all personnel of the 533d were called out. After a hectic night of rescue work around G Beach and the Carrabelle River, groups of men with tractors and A frames, set out on salvaging missions to islands and strange beaches on the task of refloating a total of ninety-one boats that had been washed from one hundred to two hundred yards up on shore by the strong winds and extraordinary tides accompanying the storm. For sixty-five straight hours many of
the men and officers received no sleep or rest of any kind. It was a huge undertaking but within seventy-two hours after the storm broke, all boats that had been damaged and lifted out of the water by the storm, were again in operating condition.

In April 1943 the Battalion along with the entire 3d Brigade moved by rail to Fort Ord, California. The 563d Engineer Boat Maintenance Battalion was assigned an open space with only mess halls and latrines already constructed in the military reservation of Fort Ord. The first three weeks at this base were spent pouring concrete for tents in which the Battalion lived, and in setting up working areas and maintenance shops on the beach at Monterey. Beginning in the early part of May 1943, each company of the Battalion spent ten days of each month on the beach at Monterey carrying on normal third and fourth echelon maintenance of boats being used in surf training, while the other two companies proceeded with the necessary combat training in preparation for service in the Southwest Pacific in the near future. The training received by these mechanics, welders, carpenters and other skilled men of the maintenance organization included two-week courses of machine gun firing on the desert, rifle marksmanship, bayonet fighting, scouting and reconnaissance work. This training along with the army infiltration training, training in street fighting and on the way to live in the tropics, rounded out a very versatile group of men, who could be used for repairing wrecked and worn-out equipment and who could protect themselves against the enemy if the occasion arose.

During a trip to Australia and New Guinea in July, General Ogden was impressed with the tremendous problem of boat maintenance facing the 2d Brigade and offered his battalion to help out while the rest of the 3d Brigade awaited shipping. After a hectic ten days of packing, crating and car loading, the Battalion arrived at Camp Stoneman on August 16, 1943, where it received a complete outfitting and underwent strenuous last minute training. On August 27, 1943 the Maintenance Battalion boarded the S.S. President Johnson at Oakland, California. Trouble developed in the engines of the ship, and the actual departure date from San Francisco harbour was September 7, 1943. The ship was large and old and very slow, and before it was at sea a full twenty-four hours, eight machinists and mechanics of Company A of the 563d had taken over important positions in the decrepit engine room. Thus the 563d Engineer Boat Maintenance Battalion spearheaded the entire 3d Engineer Special Brigade on its move overseas.

After a long, uncomfortable and crowded trip, the Battalion was unloaded at Milne Bay, New Guinea, on October 14, 1943. These were the first troops to be brought directly from the States to Milne Bay.

Plans had been made for half of the Battalion to unload the President Johnson, while the other half built a camp including roads, mess halls, etc., out of an area of jungle that was actually a sea of mud. The place picked for the camp was approximately six miles from what was then Base A, and was not connected by road, but accessible only by small boats. This was the first taste of the tropics that these men had, and it turned out to be a little more than bargained for. In order to get things built in record time, men and officers were working fourteen- to sixteen-hour days, when they should have been working not more than six-hour days until acclimated.
Part of the assembly line of the 5211th Steel Hull Battalion at Milne Bay as the sections of an LCM are welded together.
After thirty-eight days of rain and living in the mud, it was finally possible to get the men on makeshift floors and tents, and things were a little more comfortable.

Then came the job of building warehouses and the LCM assembly plant in a nearby area. This task was given to Company A of the 563d, and with all the problems and difficulties that were faced, a remarkable job was done. All concerned knew that the plant was to produce the LCMs that were to be used in future landing operations in the Pacific, and they also knew that in order to meet the schedule of operations as set up by GHQ, extra efforts would have to be freely expended. Deadlines were met, and by December the boats that arrived carved up into eleven sections were being erected, welded together and launched off the assembly line.

Late in November 1943, changes were made in the officer personnel of the Company whereby 1st Lt. John R. Nunn was appointed company commander, 1st Lt. John F. Hamel was made Executive Officer, and 1st Lt. Robert D. Crawford was added to the officer roster. The strength of the Company at this time was one hundred and thirty-one enlisted men and seven officers.

In the latter part of December, Company A, 563d was alerted to move to Finschhafen to support the 2d Engineer Special Brigade. A Company finally departed Milne Bay for Finschhafen on January 3, 1944 aboard the Liberty Ship Joel S. Palmer and arrived at Finschhafen January 7. The Company disembarked and while a detail operated the winches and unloaded ship, the rest of the Company cut a road through almost impassable jungle with bulldozers to the area in which the camp and shops were to be set up. This final location was on Langamak Bay at the mouth of the Mapes River.

Work at this spot proceeded with a high rate of efficiency on boats of the 2d Engineer Special Brigade and on many pieces of damaged equipment that were brought to the Company by other engineer and ordnance units in the area. Nights were never quiet, and little sleep or rest was obtained by the men due to almost constant Japanese bombing. This bombing and the occasional landing of Japanese paratroopers in the area made the men realize more than ever that they were really at war and tended to raise the morale and efforts to very high levels. Finschhafen also gave the men the first taste of what they could expect if they did not control the flies and mosquitoes that infested the tropics. In the old Japanese bivouacs which were very unsanitary, mosquitoes bred in great numbers and at one time over forty-five percent of the Company was put out of commission by Dengue fever. However, this condition was soon overcome.

On February 10, 1944 Company A, 563d was officially attached to the 533d Engineer Boat and Shore Regiment and was alerted to proceed to two new combat points, namely Saidor and Borgen Bay, Cape Gloucester, New Britain. The strength of the Company at this time was six officers, one warrant officer and one hundred and twenty-one enlisted men.

On February 26, 1944 Lt. Cawley, Lt. Frankenhauser with T/Sgt. Michels and T/Sgt. Boswell and thirty-nine other enlisted men departed Finschhafen with equipment for Saidor, aboard LST 996 to carry out the maintenance work on the boats of Company C, 533d EB&SR. Operating conditions at Saidor were very difficult,
with heavy surf and long sloping beaches composed of boulders and heavy rock formations. Damage to boats and engines was very heavy. Marine supplies were not available, and it was here that the enlisted men and officers showed what American ingenuity could do by substituting wood for metals, lead for bronze, and changing other pieces of equipment in order to keep C Company’s boats running throughout the entire Saidor campaign.

On February 24 Lt. Crawford, M/Sgt. Molner and twenty enlisted men departed Finschhafen for Cape Gloucester, New Britain, aboard 533d LCMs, as an advance party for Company A, 563d. Their mission was to select a suitable beach for maintenance operations and a nearby bivouac area in which to set up the rest of the Company. On February 28 the balance of the organization departed Finschhafen for Cape Gloucester on two LCTs, with all remaining company equipment. All maintenance operations were finally located on a small strip of beach in Borgen Bay, Cape Gloucester, that proved to be fairly treacherous for the purpose of lifting out thirty-ton LCMs for repair and overhauling. A bivouac area was set up adjacent to the beach in what was at one time a dense forest of mahogany trees. However, pre-invasion bombing and shelling by the Air Corps and Navy had reduced the area to a number of deep shell holes, mud and ruined tree stumps, with a tremendous tangle of foliage lying about.

Upon arriving at this base, it was found that thirty of the thirty-one LCM landing craft belonging to Company A of the 533d had been damaged by the long trip from the assembly plant and by contact with floating logs and coral formations. It was also discovered that the maintenance company had but four days to put these boats into combat condition to make a one hundred and twenty-mile run up the
coast of New Britain to land elements of the 1st Marine Division in a combat landing at Talasea, New Britain. Under this emergency condition boats were repaired and dispatched before any living area was set up for the maintenance personnel, outside of a fly-proof kitchen. It is a credit to the will and ingenuity of the maintenance men that the job of repairing these boats in the given four days was completed on time, and all craft successfully made the run to Talasea on schedule.

Borgen Bay and New Britain will always be remembered by this organization as a rough deal and will also be linked up with any thoughts they might have of canned bully beef and canned carrots. This constituted the daily diet for many, many weeks. It was also on this operation that first blood was drawn by a member of the 3rd Engineer Special Brigade when Sgt. Beckner shot a Japanese sniper from the seat of his bulldozer as he was put ashore at Talasea.

On July 1, 1944 Company A of the 563d Engineer Boat Maintenance Battalion was redesignated the 1461st Engineer Maintenance Company by the War Department. A new Table of Organization and Equipment raised the authorized strength of the Company from one hundred and twenty-one to one hundred and ninety-four enlisted men, and changed the organization from a company of two platoons, to a company of three fully equipped platoons, each platoon to support a boat company of the 533d Engineer Boat and Shore Regiment. Lt. Crawford, T/Sgt. Boswell and forty-five other enlisted men proceeded to Aitape, New Guinea with Company C which was attached to the 32d Infantry Division in that area. The 2d platoon under WO(jg) Joseph Latanzio remained on New Britain attached to Company A of the 533d, which in turn was attached to the 40th Infantry Division. Captain Nunn and W0 (jg) Joseph Williamson took nineteen men under the direction of T/Sgt. James Parrell, and returned to Finschhafen to acquire additional men and equipment to fill out the 1st platoon of the Company. While at Finschhafen, the 1st platoon joined B Company of the 533d Engineer Boat and Shore Regiment and together they moved from Finschhafen to Seleo Island, Aitape, New Guinea during the latter part of August 1944.

The 2d platoon continued on at Borgen Bay, Cape Gloucester, New Britain with A Company in support of the 40th Division, until November 14, 1944 at which time it departed Cape Gloucester to proceed to Seleo Island to join the 1st and 3rd platoons. During its stay at Cape Gloucester it had kept an exceptionally high percentage of the boats in operation, besides making parts for dental departments of the hospital, and many other exceptional items in the machine shops to help out other organizations.

Upon arrival at Seleo Island, the men of the 2d platoon immediately set up camp, but within seventy-two hours were again breaking camp and loading men and equipment on LCMs to proceed to Finschhafen to re-load on navy transports for the attack on Luzon. During their stay at Seleo Island, the platoon acquired a new platoon commander in the person of Lt. Richard G. Gall. Other than this one change in officer personnel, the roster of the platoon remained about as it had been when it was originally organized.

The 1st and 3rd platoons continued to operate on Seleo Island at Aitape, New
Guinea where operations for the boats were exceptionally difficult and maintenance work ran very high. While there shortages of marine parts necessitated many improvisations in order to keep the boats running. A new idea of sleevng worn shafts with iron water pipe was tried and found to be successful. Wooden cutless bearings were made out of hard woods found in the area, and after many tests under actual conditions, were found to be impractical due to the grinding action of the fine volcanic silt found around the beaches of this area. While at this base, a new type army kitchen was developed by S/Sgt. McBride. It consisted of a 9’ x 12’ hut built on wooden runners, screened with 2” mesh sand screening covered with regular insect screen. It was equipped with two army field ranges for cooking, plus screened-in bread and pastry boxes, kerosene refrigeration, work tables and electric compressors and ventilating systems. It was also equipped with lifting eyes which allowed it to be picked up by the M-20 crane and placed anywhere on the beach, or lifted aboard any boat or ship. This type kitchen was so successful that the other two platoons constructed similar ones and all of them gained wide notoriety. The men of this organization were served hot meals usually within two hours after the kitchen was placed on the beach during an operation.

Also, while at this base, a salvaged 30 KW Japanese generator was attached to a Gray Marine Diesel engine and afforded power in later operations to the entire Boat Battalion as well as to the automatic machinery used by the Maintenance Company. This particular project enabled the technicians of the Maintenance Company to study the wear on different parts of the Gray Marine Diesel engine after hundreds of hours of continuous high speed operation.

About December 20, 1944 all preparations had been completed by the Maintenance Company for the Mike I operation on Luzon, and the loading of navy transports and Liberty ships began. By December 25 all loading was completed and on the morning of December 26 all personnel of the 1st and 3d platoons except a few left to bring up rear echelon equipment, were loaded aboard navy transports and
cargo ships for the start of one of the largest attack operations in the Pacific. After an uneventful but dangerous voyage in which many men in the Company witnessed attempts of hurrying suicide planes and submarines to stop the convoy, the attack on the main island of Luzon at Lingayen Gulf was made. Particulars of this attack are covered in Part One, so will not be dwelt upon in this chapter.

The 1st and 3d platoons of the Maintenance Company finally set up operations for boat maintenance on the banks of the Bued River near San Fabian. Here emergency operations were carried out with the few available tools until 5 plus 4 day when shop equipment and shop trucks were put ashore. Within eight hours after arrival of this equipment, all shops were up and in complete operation on rebuilding motors and the boats with all their component parts. Work during the first few weeks was exceptionally heavy, but once the initial backlog of boats damaged in the earlier days of the assault was whittled down, 90% of the entire fleet of landing craft was kept in operating condition. In this place the men also went through some bombing and a few nights of watchfulness due to attempted Japanese infiltration.

In the meantime, the 2d platoon was having considerable trouble in maintaining boats without any tools or equipment whatsoever. Because of the failure of the 544th EB&SR to allot any space on the transports from Bougainville, the equipment of the 2d platoon had to be left behind. Its men fixed boats by pulling them into shallow water at high tide and repairing them as best they could with equipment borrowed from the 1462d between tides. About February 10 the 2d platoon moved from the Dagupan area and set up its shops and equipment, which arrived on that date, on the Bued River Bank with the 1st and 3d platoons. This was the first time in seven months that the Company was together. While there men were able to visit Manila in the very early days after its liberation and observe at first hand what the Japanese could and did do to what was once a beautiful and highly civilized city.

Operations continued on the Bued until March 26, 1944, when all three platoons were loaded aboard LCMs and LSTs to start the trip to the Malabang and Parang areas on the Island of Mindanao. A stop of approximately five days was made on the Island of Mindoro where equipment was regrouped in echelons. On April 12 reloading was again the order of the day on both LCMs and LSTs, and the final
One of the Navy-designed mobile repair units specifically intended for employment in a shore based landing craft pool.

leg of the trip to Mindanao was begun. Lt. Carroll, platoon leader of the 1st platoon, T/Sgt. Parrell and fourteen other enlisted men joined fifteen enlisted men and one officer from Company B in furnishing a platoon of riflemen to reconnoiter Ibus Island just one quarter mile off the coast of Malabang, and to destroy if necessary any Japanese installations there. This was to take place thirty minutes before the main attack on the mainland of Malabang. During the evening of April 16, while all ships and small boats were sailing under blackout, a message was received changing the order of the operation so that half of the ships landed at Malabang and the remaining half at Parang. The small patrol mentioned above went ashore at Ibus Island as scheduled and discovered no enemy fortifications or personnel, and the landing was made at both places on schedule and without opposition. The sudden last minute splitting of the fleet created considerable confusion in proper distribution to the two points of operation, and it was approximately forty-eight hours after the original landing before this situation could be corrected and maintenance operations could proceed.

The 1st platoon was initially stationed at Ibus Island in the Malabang area, the 2d platoon in Quidama Bay in the Parang area, and the 3d platoon at Cotabato, which is approximately five miles up the Mindanao River. Here again very difficult beaching conditions were encountered and work was exceptionally hard and heavy.

Late in April the 1st platoon moved from Ibus Island to Cotabato and set up temporarily before proceeding on to Davao with Company B. On May 6 M/Sgt. Molner and ten enlisted men proceeded to Talomo as an advance echelon and were later joined by Lt. Carroll and the balance of the forty-seven men in the 1st platoon. In the Davao area Japanese infiltration was very heavy and included attempts to mine or otherwise destroy the maintenance equipment. On one occasion T/4 Ralph W. Davidson, a welder with the organization, was sleeping in his welding truck, when a Jap threw a hand grenade into the truck. Fortunately it failed to explode. While at Talomo the 1st platoon not only kept a high percentage of the boats in operating condition, but also did numerous other valuable services for elements of the 24th Division including building an adjustable operating table out of welded pipe for a hospital unit at Davao which had had its equipment demolished by shellfire.

In June, the 2d platoon moved with A Company to Bugo on the north shore of Mindanao. Operations on the Agusan River with its snags and ledges made it prac-
Checking shafts and propellers after a boat is hauled. Right: the 28-ton LCMs frequently bounced the 15-ton D-7 dozers around plenty before being maneuvered into the desired spot.

tically necessary to rebuild entire under water units of the biggest percentage of the boats on river runs.

The 3d platoon continued to operate at the town of Cotabato until the latter part of July 1945, during which time they not only continued to maintain the landing craft that were delivering troops and equipment far up the Mindanao River, but also became civic minded and made church bells for the missionaries at Cotabato, and helped to construct some of the civil buildings and churches for the returning population.

During this time the entire Company was under close observation and received many minute inspections. The Company was eventually awarded the Meritorious Service Plaque in recognition of its accomplishments and military record throughout its entire tour of duty overseas.

In the early part of August when the 2d and 3d platoons had combined forces in Bugo, a model camp was established and living conditions were the highest that had been known by the organization since its arrival overseas. Here the great homeward exodus of the men began. The resulting holes in the ranks of the organization were filled by replacements freshly arrived from the States who, although not experienced in this type of work, immediately caught the spirit of the Company and put forth their best efforts.

On the night the proposal of peace by the Japanese was broadcast to the world, it was received by the members of the organization with calmness and silent thanks that this trouble was over, even though the men knew that their job would not be completed until all troops had been moved out of the interior and substitute crews and maintenance men could be trained for the continued unloading of supplies.

On September 9, 1945 the 3d platoon departed for Zamboanga, Mindanao with Company C, to reload on navy transports for the long but final trip to the Japanese mainland. The 2d platoon loaded directly from Bugo and the 1st platoon directly from Talomo. The 2d and 3d platoons arrived at Kure, Japan October 7, 1945, and immediately set up shops in the small boat basins of the Japanese naval base. Here the job was to continue to maintain the boats that would supply the troops ashore
until such time as the harbors could be cleared of mines and docks could be conditioned to receive cargo vessels. The 1st platoon proceeded directly to the Island of Shikoku to a spot approximately twenty-five miles from Kure, to do the same kind of work.

Immediately upon arrival of the organization in Japan, the demobilization system as set up by the Army reduced the personnel of the Company to a point where operating was extremely difficult. On November 12, all men with less than sixty points, which meant that all men who were replacements in the Company, were transferred to harbor craft organizations which had taken over the boats from the 533d. These organizations also took all of the Company's equipment.

In this way the 1461st Engineer Maintenance Company ended the job it had begun twenty-five months before at Milne Bay, New Guinea. The remnant of the Company was merged with the caretaker detachment of the 533d and was inactivated early in 1946.

During twenty-two months of participation in all kinds of operations in combat areas, not a man was lost or seriously wounded. The Company lifted from the water and repaired a total of over seventy-five hundred landing craft. Without its expert and tireless efforts the Boat Battalion of the 533d would have been helpless; and without the latter four major task forces might have failed.
Communications

The nerve system of any military unit is its communications section. Without the ability to transmit information from lower units to headquarters, or decisions from headquarters down to the fighting or working elements, all its potential power would be wasted. An engineer boat and shore regiment is dependent on its communicators to a unique degree. Its own elements are apt to be widely scattered, partly afloat and partly ashore; furthermore, it must provide communications facilities for many other units during the hectic early stages of securing the beachhead. The 533d’s tour of duty in the Southwest Pacific required its units to operate most of the time separated by many hundreds of miles, and presented many problems in communication that were exceptional even for an amphibian engineer outfit.

The primary duty of nearly one man out of every ten in the Regiment was either setting up, servicing, or operating instruments of communication. Had all these men been grouped together in one company, that company would have had a greater strength than any except the three boat companies. In Regimental Headquarters Company the communications platoon had a strength of 58 men, of whom 30 were radio operators. Boat Battalion Headquarters Company had a communications section of 29 men, 19 of them assigned to radio, and each boat company had a radio section of 13 men. The Shore Battalion Headquarters Company’s communications platoon, which handled all communications for the Battalion, numbered 57, with 26 assigned to radio and 31 to wire and message center work. The equipment employed by these sections, some of the problems they faced, and the manner in which they achieved their mission of tying the Regiment into an effectively functioning unit despite phenomenal handicaps of distance is the subject of this chapter.

Radio

Linking regimental headquarters with the command post of the 3d Engineer Special Brigade and with the other major amphibian units was the powerful SCR 299. This highly effective instrument, with its 300-watt power and its range of thousands of miles, was mounted for convenience and protection in a DUKW. During early 1945 this set enabled the 533d, from its station on Luzon, to communicate at will with brigade headquarters at Biak and the 543d at Zamboanga, and late in the war facilitated redeployment and the handling of pressing administrative matters when the Regiment at Kure was 700 miles from the Brigade’s advance CP on Hokkaido and 1600 miles from the Brigade’s rear echelon at Batangas, Luzon.

DUKW-mounted SCR 299 radio debarking from LSM at Hiro seaplane base, Japan.
Ranking just below the SCR 299 were the radio sets designated as SCR 177 and 193. These sets with a transmitting power of 75 watts differed primarily in their power units, the former using a 110-volt generator and the latter operating from low voltage storage batteries. During the first few months of the Regiment's overseas duty these sets had to do the work later accomplished by the 299, maintaining contact over distances of half a thousand miles by virtue of extremely careful operation and net discipline. The major use to which they were put, however, was linking the Regiment with its subordinate units when, as was normal, they were widely separated. Not only were these established at the bases of detached battalions and companies, but the SCR 193 was installed in command boats and gun boats when they were sent on distant missions.

In the next lower level came the SCR 284 and its improved version, the SCR 694. These sets, with a power of 25 watts were intended by the Signal Corps to have an effective voice range of 20-30 miles, and an effective CW code range of 60 miles. Such limited ranges would have been in many instances useless to the Regiment, so it was fortunate that the Signal Corps was proved to have been most conservative in its statements. More than a dozen of these instruments provided the principal sinews linking the elements of the Boat Battalion throughout the War. In the spring of 1944 the Boat Battalion's net stretched 400 miles from Cape Hoskins on New Britain to Saidor, New Guinea. Antennas carefully erected in the proper direction helped make possible these lengthy ranges, but it was also remarkable that boats
with only the standard 25-foot antenna rod were generally able to keep in ready contact with their operating base. Although these sets had hand crank generators, the Regiment normally used 240-ampere-hour batteries as the basic means of power. In addition to the long range code work, these sets saw extremely heavy duty as substitutes for telephones at such places as Aitape where the Battalion on an island depended completely for control of lighterage and all administrative traffic on this radio set.

Somewhat superior to the 284, but equivalent in purpose and use, were the Navy 40-watt sets TCS 5 and TCS 8. These were first acquired as installed equipment of the picket boats and crash boats, but were later obtained by trading with PT mother ships. Their considerably wider range of kilocycles not only permitted necessary voice contact between the LCMGs and planes and PTs in the same area, but also were extremely pleasant to have around because of their ability to pick up programs on the normal long wave broadcasting channels.

For short range pure voice work, the Regiment at one time or another used the SCR 511, 536, 610 and 300. The first was used only in training in the States and was found to be extremely allergic to salt water. The little 536, which was initially supposed to provide the main communication within a boat company, was found to be equally unreliable when exposed to spray, but was throughout the War invaluable for communication between control points on long beaches. The 610 was never employed in great quantity by the Regiment and was never on its official tables, but was used in its later operations for liaison work with the navy transports and landing ships. Though not as easy to move as the other sets considered here, its built-in loud speaker and proportionately high power would have made it a welcome addition to the Regiment's hierarchy of radios.
The SCR 300, of which the Regiment had a total of 63, was the radio most familiar to the men of both battalions. This little set, with its three circuits and 18 tubes contained in a case no bigger than a shoe box and its power furnished by a single attached battery, operated in the 40-48 megacycle band with a simplicity and fidelity of tone that rivaled the field telephone. It was, of course, limited in range to so-called "line of sight," but this meant on the water an effective range of 10-15 miles, and was more than adequate for control of convoys, communication between the beachmaster and working parties aboard ships in the harbor, and contact between gunboats and ground troops fighting within range of the gunboats' effective support. Its sturdy construction and thorough waterproofing made it reliable under weather
and sea conditions when all other radios were useless; and its simplicity of operation made its employment possible without wasting the time of expert high-speed radio operators so badly needed to tend the higher powered sets on a 24-hour basis. Its great advantage over the SCR 610 lay in the ease with which it could be tuned from channel to channel, thus enabling one set to guard 3 or 4 nets, provided the operator adhered to a prearranged time schedule.

The high-speed radio operators of the Regiment were trained in a manner prescribed by the Signal Corps in centralized schools at Carrabelle and Fort Ord, and in general developed a high state of proficiency with the key. Though most of the operators were capable of handling traffic at the rate of 25-30 words a minute, atmospheric conditions and the fact that the sets were being operated to and beyond the limit of their range, meant that most messages were handled at approximately 15 to 18 words a minute.

Codes and Ciphers

When the Brigade first arrived in the Theatre in late 1943 and requested assignment of channels to operate its radio equipment, the Chief Signal Officer at first limited it to sets of not over 25 watts. This would have meant that all communication between widely scattered units of the Brigade would have to have been sent through existing radio nets, which were already terribly overcrowded and in some cases days behind schedule in handling even priority messages. Though the Theatre shortly relented and permitted the Brigade to use its higher powered sets, this permission was coupled with stringent warnings against compromising secret or confidential information by failureproperly to use prescribed code procedures. For the rest of the War the Regiment made every effort to adhere to these directives and at the same time to achieve flexibility and speed in the transmission of messages.

The principal cipher employed was that built around the ingenious M-209 cipher device, which once set was capable of enciphering messages at whatever speed the code clerk could operate its typewriter-like key board. This instrument was extremely satisfactory save for the fact that the Regiment was only allowed three of them, one for each battalion and one for regimental headquarters. With companies and even smaller units stationed at widely separated points, these three instruments were totally insufficient, and great trouble was experienced in obtaining additional ones. About the time the Regiment finally possessed enough of them, higher authorities decided that this device was not sufficiently undecipherable and directed that it be restricted to confidential messages. Thus, for communications classified secret, it was necessary to employ either the Division Field Code or a double transposition cipher. The first of these was a code built on a numerical equivalent for all phrases or syllables with a frequently changing subtraction factor. Though this was undoubted-
Semaphoring from the water’s edge was effective once you attracted attention from the boat or ship.

ly a fine method for use in well-organized rear headquarters, anyone who has had to encode or decode a message by this system on a small, salt water-soaked clip-board in the cramped quarters of an LCM while fighting off the symptoms of seasickness, remembers this code as one of the minor nightmares of the War. The double transposition cipher was nearly as bad, as the smallest inaccuracy in following out its cryptographic procedures threw the whole message into a meaningless jumble. Actually the solution in the Regiment was to phrase messages whenever possible in such terms that they could properly be classified as confidential, but when material originated in higher headquarters, or obviously contained secret information, there was nothing to do but go through the painful computations involved in the Division Field Code or employ the tedious double transposition.

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In intra-regimental traffic varieties of the simpler code forms were employed. The brevity codes appropriate for other tactical units never included the phrases required by the 533d, and it was felt inadvisable to create an additional code of this nature; so the Regiment's only private codes were built around a simple list of code names for units and individuals, sometimes coupled with the well known "shackle" code method of disguising numerals. When this was not sufficient, the Boat Battalion kept in reserve a single transposition cipher which was fast and easy, and while very easy to break, sounded sufficiently like a code so that the monitoring stations of higher headquarters let it pass. Voice transmissions and clear text CW messages occasionally brought the originators into considerable hot water, especially when the radio circuit, such as the one between Seleco and the Aitape mainland or between Parang and Cotabato, was used as a substitute for a telephone connection; and of course, this was particularly true when relatively high ranking officers insisted on using the microphone in person, at which time the agony on the face of the operator on watch was something to behold.

Visual Signaling

Despite the hundreds of thousands of dollars of ingenious radio equipment in the hands of the Regiment, it is probably a fact that more messages were exchanged by old-fashioned semaphore or blinker than by any other means. In the Boat Battalion all communications from wave leaders or platoon leaders to boats under their control were necessarily by visual means, and contacts made by convoys or lone craft with shore stations or passing naval or merchant vessels were much more common with blinker than radio. The SE-11 signal gun, a simple but very effective contraption powered by five ordinary small dry cells, was part of the equipment of every boat, and could be used on a clear night over distances up to 10 miles, or again could be used with the red lens for short distances without disclosing the location of a blacked-out convoy. The Shore Battalion too had plenty of opportunity to use blinker and semaphore. At each beach the Battalion erected a signal tower, equipped with powerful blinker lamps, and frequently the communications of all services between vessels afloat and installations ashore were channeled through this tower, and the beach control personnel necessarily relied upon the signal flags for virtually all their traffic-directing signals to landing craft.

Telephone

Whereas most non-signal corps units of regimental or battalion size are solely responsible in the field of wire communication for installing and maintaining adequate telephone networks within their units, the 533d's wire sections had a far heavier task. In addition to normal unit telephone systems, the linemen of the headquarters companies of the Regiment and Shore Battalion were responsible for communication to all units operating in the so-called beach-dump area and for supplying and servic-
Stringing cable near Parang.

ing lines to all dumps, control points, and other installations involved in the logistical functioning of the beachhead. This was a big job in itself, but was rendered extraordinarily difficult by the fact that it had to be done from scratch in the early hours of an amphibious assault before there were any roads and while vehicles of all types were roaming in every direction at once. Under these conditions attempts to lay wire on the ground were a waste of time as the lines were cut up into small fragments almost as fast as they were laid. Consequently the wiremen had to elevate the lines as fast as they laid them, and even this was no protection, as enthusiastic bulldozer operators invariably seemed to give perverse priority to knocking down those trees that supported vital telephone lines.

Despite these heart-breaking handicaps, the line crews kept at their job hour after hour, using alternate and often ingenious routes to outwit those who would unthinkingly destroy their work. Even after a beachhead became well organized, the work of maintaining lines was never easy. Particularly in the Philippines where field wire was regarded by the natives as a staple commodity for repairing their shattered and sagging homes, the linesmen’s duty was never over.

Throughout the War efforts were made to solve the problem of laying standard field wire, W-110, under salt water from shore to ship or from one point of the shore to an island or isolated cove. Although this seemed to work well for a few days, the wire was not sufficiently well protected to withstand the chafing on the coral bottom and the gnawing of hungry fish, and the Regiment was never able to obtain armored cable in sufficient quantity to install a long lasting circuit under the sea.

The most spectacular achievement of the wire section in terms of overcoming difficulties and terrain was in laying the line from Parang to Quidama Bay on the
north shore of Polloc Harbor, Mindanao. This bay was the only suitable boat base for craft lightering X Corps supplies ashore, and yet high mountains blocked radio waves between it and the beach at Parang. When the line laid under the water proved no more reliable than expected, the regimental wire crew set out to link Parang with Quidama by a wire laid over the mountain and swamps that lay between them. The natives said flatly that the terrain was impassable, that though there had once been a trail, nobody still alive remembered the route. With the assistance of two outlaw Moro hunters, the linemen in one day blazed their own trail 3½ miles winching their light wire truck across streams for a while, then transferring the equipment to a jeep, and swinging that across chasms, and finally scaling the precipitous mountain range on hands and knees, dragging their heavy reels of wire behind them. When they finally arrived at A Company’s bivouac on Quidama Bay, they were so blackened by mud and tattered and torn by vines and rock that the first man to greet them thought they were Moro guerrillas. Like all other lines, this one, once initially laid, required plenty of attention to keep it in operation. Though the natives around Sugud still maintained it was impossible to reach Quidama Bay overland, there was soon a trail that was well known to the linemen of the 533d.

Other work of the communications sections included installing and maintaining lighting systems both on the beaches and in camps. Shortages of wire, sockets and bulbs required extreme care and ability to make a little go a long way; and the overworked generators of many different origins and capacities for which replacement parts were never available were kept in continuous operation only by the most ingenious and devoted attention. Operation of the precious moving picture projectors and care and repair of the delicate SCR 717c radars on the LCMGs also fell to the lot of the versatile signalmen. All in all, the Regiment can take great pride in the accomplishments of its communicators. Their stretching of the effective range of radios beyond the expectations of the laboratories that developed them, their handling of voluminous coded traffic 24 hours a day, month after month, and their never failing efforts to tie the beachhead forces into a common wire net may not have been as spectacular as the exploits of the operators of the big cats or the crews of the LCMGs; yet without their skill, the 2000 men of the 533d would have been little more effective than a mob of sweating New Guinea ‘Bongs.’
The Medical Detachment

The Medical Detachment of the 533d Engineer Boat and Shore Regiment was organized and began to function in September 1942. During the first two months at Camp Edwards, the number of men and officers in the Detachment was too small to permit any activity other than routine sick-call and sanitary inspection.

In November 1942, the Regiment moved to Camp Carrabelle, Florida. The detachment had increased in strength and continued to grow so that shortly it was able to perform all of its garrison duties and also participate in the tactical training of the Regiment. By April 1943, when the Regiment moved to Fort Ord, California, the organization was fairly well trained. The following months were spent in polishing away all the roughness disclosed in maneuvers. Toward the end of’43 every man in the Regiment was given a complete physical examination to eliminate the unfit.

The principal functions of the Detachment in garrison were training, sanitary inspections, and operation of dispensaries. Whatever the efficiency of the Detachment was during combat depended largely on the character and thoroughness of its training during these months in garrison. In addition to basic military training, specialized training and instruction of personnel enabled them to perform skillfully the functions for which the Detachment was organized. The Detachment aided the line companies of the Regiment in the preparation and presentation of classes in Personal Hygiene, First Aid, and other related medical subjects. Tactical training in conjunction with the Regiment itself on the numerous problems taught the Detachment to maneuver and deploy its elements in combat as part of the Regiment as a co-ordinated whole rather than as a separate unit serving the Regiment.

Sanitary inspections were a necessary evil. No one in the Detachment liked to be designated as inspector, the inspector never liked his work, and, of course, no

Practicing casualty handling in Florida.
one liked the inspector. Yet, they were the only means of discovering sanitary short-comings. The time finally arrived when the inspector could go through the area and say with pride that this Regiment was a little bit better than surrounding units. The awareness of the value of good sanitation and the excellent co-operation of unit commanders and responsible noncommissioned officers resulted in the maintenance of high standards during the entire period of existence of the Regiment.

The dispensary was the “heart” and the center of activity of the Medical Detachment. The dispensary was never closed, although there were times when it had to be stationed in the back of a weapons carrier or on an LCM. Usually, however, there were comfortable furniture, fancy signs and even a lot of white paint to distinguish a dispensary of the 533d. While still in training in the United States, one dispensary was usually sufficient to serve the Regiment. During the period of foreign service there were as many as six operating at one time. There were always neighboring units and attached units without medical personnel of their own, so the dispensaries of the 533d furnished medical service for an average of 3000 men most of the time. The men who came in as patients had to be promptly seen, well received and efficiently treated; otherwise, they would not report ailments that were still of a minor nature and many would progress to where hospitalization would be necessary. Yet, “goldbricks” could not be allowed to waste the technicians’ time nor avoid their own duties. Many men in the Regiment were rarely ill. They remember these dispensaries as the places they received all those shots (vaccinations and immunizations) which even the medics admit were considerable in number. The diseases guarded against included: Small pox, Typhoid, Typhus, Tetanus, Cholera, Plague, Yellow Fever and Influenza.

Whenever possible “quarters” cases were treated in the dispensary area. This meant the conversion of an adjacent hut or tent into a small hospital. Patients that did not require any special hospital facilities or specialty consultation were placed here. This permitted more comfort and greater liberties for the patient and decreased the total days of “hospitalization” for the Regiment.

The tables of organization of the Medical Detachment originally listed five medical officers, one dental officer and sixty-one men. Later changes allowed only three medical officers and one dental officer, but added two medical administrative officers. The number of men was dropped to fifty-seven. They further indicated a breakdown of the unit into a Boat Battalion section, a Shore Battalion section and a headquarters section. Both the standing operating procedures and the tables of organization of the Medical Detachment were unique. The former had to be planned and worked out from experiment and experience. The Regiment itself was placed in so many and varied situations that no plan or set of plans could cover them all. Initiative and adaptation were more important than following any set formula.

During the two years in foreign service, sanitation and preventative medicine became much greater problems. The work of the Detachment and the co-operation of the Regiment resulted in the maintenance of the same high standards that were held before. While at Aitape, the Regiment received a commendation from the Brigade Surgeon for maintaining low disease rates. Records were kept, showing the compara-
tive hospitalization rates between the 533d EB&SR and the Division, Corps, and Army to which it was attached. The rates of the 533d were invariably lower, usually ranging from 50% to 75% of the rates of the larger units. The actual hospitalization rate varied every month but averaged 235 cases per thousand per year. The percentage of man days lost due to the quarters cases averaged only 1%. Combat casualties and traumatic accidents were, of course, unavoidable. The Regiment had, however, very few deaths or permanent partial disabilities due to disease processes.

The first of the major operations for the Medical Detachment was at Talasea, New Britain. Only the personnel of one battalion aid station participated in that operation, but the work accomplished by this section was noteworthy. After intensive mortar fire spattered the beach, they cleared the beach of casualties, established an aid station on the beach, assisted in evacuation of patients coming from forward units, hauled medical supplies, and escorted casualties on the long uncomfortable boat trip back to Iboki.

The second major operation for the Medical Detachment was at Lingayen Gulf. The Regiment was charged, in this instance, with the following missions:

a. To collect casualties within the beach area.
b. To receive casualties from all forward clearing and separate aid stations.
c. To serve as a clearing point for all casualties leaving the beachhead area.

Litter cases after LCM ride are transferred to ambulance over a muddy beach.
To accomplish all this, Company A, 263d Medical Battalion and the 604th Medical Clearing Company were attached to this Regiment. The tactical situation required the 533d EB&SR Medical Detachment to establish an aid station on each of two beaches and a separate section to control evacuation of patients. One clearing station was also to be established on each beach and each of the attached companies was divided into a hospital platoon and a collecting platoon. In the operation all procedures followed the plan. The two aid stations of the regimental Medical Detachment treated a total of 573 patients by S plus 10. Blackout tents were prepared and dug in. These were extremely valuable on Beach White Two in permitting treatment of casualties at night under fire. Several men were detailed to work with the naval
medical beach party and to obtain the record of every patient evacuated to navy hospital ships. This made it possible to obtain and distribute daily to proper organizations the names of patients being evacuated from the beach. Another section of the Detachment operated coordination and information centers for all medical units crossing the beach.

In the third major operation on Mindanao the plan called for the Regiment to operate four separate beachheads and make an assault up the Mindanao River. Accordingly the Medical Detachment was split into five separate sections of nine men and one medical officer in each. En route to Mindanao this plan was changed so that landings were made on only two beaches. The plan of operation was such that two sections of the Medical Detachment were landed on each beach. Immediately
upon landing the sections contacted the medical sections of the naval shore party and in conjunction with them set up a dispensary and an evacuation point in the vicinity of the beachmaster. This close contact with the Navy resulted in better cooperation and faster evacuation. There were no hospitals ashore prepared to receive patients until the afternoon of R plus 2. Arrangements were made, therefore, to send patients appearing at the evacuation point to hospital ships — with provisions to return them (only those requiring less than 15 days hospitalization) as soon as facilities were available ashore. Casualties were very light, and in the first two days there were only 31 men sent out to the hospital ships with 20 men returning by the morning of R plus 2. Subsequently evacuation was from the 30th Evacuation Hospital through the beach evacuation point.

For the river operation one LCM was converted into a floating dispensary. When the final objective had been reached this boat and several others were used to evacuate casualties to Cotabato. By R plus 10 the Detachment had settled down to routine operations, but the Regiment was so scattered that there were five separate dispensaries in operation, and an aid station on the beach. The Detachment was furnishing medical service to approximately 1500 men in addition to the Regiment itself.

The hospital boats were a joint accomplishment of the Medical Detachment and the Boat Battalion. The problem was to prepare attachments that would convert an LCM into a boat carrying a maximum of patients as comfortably as possible. This conversion of a cargo carrying LCM into a hospital boat, or vice versa, had to be completed in a few minutes. Further, the attachments had to be small and light enough for stowage aboard that boat. A considerable number of men and officers found the problem interesting enough to spend many hours on the planning and building of such boats. Many very satisfactory hospital boats were finally built. The hospital boats were first used to advantage at Talasea, but the greatest use of such a boat was made during the Mindanao River operation where it furnished the only medical service and transportation available.

The dental section with its “spinning wheel” followed the troops wherever they went. Every six months the troops were surveyed. Those who required any work were notified and given appointments. Insistence was made that appointments be kept. Dentures were usually difficult to get and a few unfortunates had to wait sometimes for months before their plates could be made. In all other phases the status of dental health in the Regiment was far superior to that of a similar group in civil life.

Although the medical personnel were listed as “attached,” they were actually and in every way as much a part of the Regiment as any of the lettered companies. If the record of the Detachment was good it could only be so because the record of the Regiment was good. If the men of the Regiment remember and follow the rules of personal hygiene as carefully as they did while in military service the effort spent in teaching these rules may bring further profitable return in the years to come.
The Paper War

THERE used to be a sign over the main building entrance at Fort Washington, Maryland, the post where the Army trained most of its administrative personnel, which read, "he also serves who sits and sweats." The average person is no doubt prone to query how it is possible to sit and sweat; if, however, he had been a member of the S-I team of the 533d during those last hectic days in Japan, he would have seen how easy a feat that was. But that is getting ahead of our story. In fact about three years ahead of it.

The S-I section of the 533d was formed with just about as much confusion and guess work as the rest of our civilian army. The man who knew his army regulations was as rare as a six-striper in training camp. If such a person was of the enlisted ranks he usually found himself with a pair of oak leaves on his shoulders, with orders sending him to some high echelon of command. The 533d was completely devoid of any trained administrative personnel. It was simply a case of the blind leading the blind. However, out of this humble and somewhat ignoble beginning the S-I section took form. Payrolls were prepared, emergency furloughs granted, dependency discharge cases investigated almost from the very first day the 533d was on military record as an army unit.

The men of the line companies, who rarely if ever saw their company clerks, wondered and justifiably, perhaps, how the clerk spent his day. Rest assured it was well spent under the close supervision of the assistant adjutant and personnel sergeant major. Each battalion furnished about two clerks per company who were put on duty with regimental headquarters. They returned to their parent company only when they had actual business to perform or after hours to shoot the breeze with their friends. This pool of about twenty clerks formed the personnel section of the Regiment. On them rested the responsibility of preparing the all-important payrolls, the allotment requests, the insurance applications, the requests for discharges under half a dozen army regulations. In between times the company clerk had to be the right arm (administratively speaking) of the company commander. His job went on whether the Regiment was safely billeted at Carmel-by-the-Sea or sweating it out on White Beach, Luzon. And then in those final months after the defeat of Germany, when the little white cards for tabulation of discharge points appeared, the life of a company clerk was simply not his own. If there is any undecorated hero of World War II it is the company clerk. And this is not only true of the 533d but any unit in

The only two buildings used as CPs by the Regiment overseas — Left: the "Villa" at Parang; right: the former Jap barracks at Kure.
the entire United States Army. As the memoirs of various units are written this fact will no doubt come out in its proper light.

But what about this paper war, you ask? What did the S-1 section do when the chips were down; when the Shore Battalion was breaking record after record in unloading vitally needed material; when the coxswains were running important missions along the New Guinea coast? Well, the unglamorous job of the company clerk was to continue getting his friends paid, continue getting them discharged, and continue taking the friendly jibes of his line company friends of what a soft spot Mr. Company Clerk had.

Perhaps the story which best illustrates the paper work war is the role the S-1 section played in the landing of Luzon. As is related elsewhere, the Regiment, among other things, was charged with the evacuation of the wounded from White Beach. The field order stated that an evacuation order must accompany each evacuee from the beach. This sounded logical enough until it was learned that twenty copies of this order had to be presented to the Navy before the wounded soldier could be put aboard the LCVP. Naturally twenty copies of an order would necessitate a mimeograph machine, and of all the useless and excess baggage a unit could have on a D-Day anywhere, a duplicating machine seemed the most absurd. But the Navy decreed twenty copies, and twenty copies it was. The mimeo was waterproofed, crated, strapped in a jeep and rolled ashore about H-hour plus 60 minutes ready to do its share for victory. The 533d has the dubious distinction of having the first such machine in operation on Luzon. The trusty mimeo operator was grinding out evacuation orders about H-hour plus 90 minutes.

An S-1 section is only as good as its sergeant major. This six-striper makes or breaks the section. On him rests the thankless job of keeping the command post operating twenty-four hours a day. Besides being a genius at organization, he must be a fighter and a diplomat besides. The day his correspondence is heaviest, usually finds his ace typist on KP; the day he must turn out enough orders to sink a battleship, usually finds his mimeo operator on guard duty. Yet despite all this, he gets the job done. For the major portion of the war this thankless job was in the expert hands of Master Sergeant Harries. It was his untiring, unstinting efforts that got those final

CWO William Doherty, personnel adjutant of the Regiment, at his desk in Parang.
separation reports to Sixth Army headquarters and who in no small measure was responsible for starting the men on that sentimental journey, once the Regiment got the green light.

It is impossible to mention every person who contributed to the smooth functioning of the administrative section of the 533d. It should be emphasized again and again that these so-called "chairborne commandos" did what they could to bring victory sooner. That their contribution was not as noticeable and vital as the men of the line was not their fault. Many of them would (and many did) have traded places gladly with the coxswains and shore engineers. However, the choice was not always theirs. As a result when their grandchildren ask them what they did in World War II perhaps they will wryly answer, "Why, grandchild, I helped carry a mimeograph machine ashore on Beach White Two."

* * * * * *

Worth recording for posterity is the following example of why the paper war was a mystery as well as an anathema to the line soldier. On the night of 19 January 1945 at the northern end of the Lingayen Gulf perimeter a .50 calibre machine gun nest was manned by three men of Headquarters Company, Shore Battalion. The night bade fair to be as uneventful as those of the preceding week, so the gun crew chief permitted two men at a time to sleep while the third kept a sharp lookout. They had only one timepiece between them, a civilian wristwatch belonging to Pvt Kondziolka, and to permit rotation every two hours Kondziolka placed his watch on a litter where the man on guard could refer to it conveniently. Shortly after midnight five well armed Japs disguised as Filipinos sneaked close to the emplacement and upon being challenged lobbed in a hand grenade. For the next twenty minutes a wild free for all raged with all available weapons from knives and grenades to carbines employed. The Japs finally withdrew leaving one dead and dragging two wounded. In the course of the melee Kondziolka's watch had been blown to smithereens by a concussion grenade.

In due course Kondziolka put in a claim for reimbursement backed by affidavits signed by his buddies, his company commander and the regimental ordnance officer. This claim was referred to the regimental claims officer who made a personal check and forwarded it recommending approval up the line to 4th Brigade headquarters. Its classic reply is reproduced photographically lest its authenticity be challenged:

*A goodly haul of mail makes even those who have to manhandle it happy.*
TO: Commanding Officer, 533d EB&3R, APO 70.

1. Claim of Private August J. Kondziolka, Headquarters Company, Shore Battalion, 533d EB&3R, under AR 25-100, is returned herewith for the following reasons:

   A. It is the duty of the Claims Officer of the Unit which has appointed him to fully process the claim in accordance with USAFFE Regulations 1-75, 4 October 1944.

   B. The claim must be submitted in quadruplicate.

   C. The claim does not fall under Par. 2d but comes under 2l.

   D. The official table of depreciation for watches from 2 to 3 years old requires a depreciation charge of 30%.

   E. The facts as set forth by claimant and others is to meagre to allow the Theatre Claims Officer to reach a proper conclusion. The following facts should be developed.

      (1) Which person laid the watch down?

      (2) In whose possession was it prior to the accident?

      (3) Was it claimant's duty as a machine gunner to furnish time to those going on guard?

      (4) Was anyone in the group authorized a watch by the T/E?

      (5) Was it merely laid on the litter or fastened to it? Was it covered or uncovered?

   F. It is the duty of the Claims Officer to investigate the matter thoroughly and report the results of his investigation on WD Form 30b which becomes a part of the record. This Headquarters has no copies of WD Form 30b at present. A requisition has been placed for them and as soon as the form is received units will receive a suitable number.

   G. There is no certificate as to the possibility of replacement through Quartermaster sources. See Pars. 5d and 8, AR 25-100, and Par. 10b USAFFE Regulations 1-75, 4 October 1944.

2. It is suggested that the matter be held in abeyance until the proper forms are available.

By command of Brigadier General Hutchings:

3 Incls: MG

The tale has a happy ending, for in May when the Regiment found itself attached to X Corps for administration, the original claim with the fourth indorsement conveniently excised was favorably reviewed by the X Corps judge advocate, and Kondziolka eventually was reimbursed.
THE 163d Ordnance Maintenance Company was organized in May 1943 at Fort Ord, California by a merger of the 163d Ordnance Platoon (Armament) and the 3499th Ordnance Company (Automotive).

Nearly every man in both organizations had been with the 3d Brigade throughout its history, receiving training at Camp Edwards, Massachusetts, and Camp Gordon Johnston, Florida before moving to Fort Ord. Hardly had the new company been organized before the entire armament section and many of the automotive platoon departed for the anti-aircraft firing range in the California desert south of Death Valley. Here they helped set up and maintained over 200 water-cooled machine guns on a continuous 2 1/2-mile firing line. Despite the heat and unpleasant forms of wild life the company profited greatly from the training as it disclosed the weaknesses of automatic weapons when exposed to flying sand and when fired with relatively prolonged bursts.

The next trip — a far more enjoyable one — was to a bivouac in Yosemite National Park where amidst scenes of unrivaled beauty the outfit learned the rudiments of living in the field. Like the rest of the Brigade the Ordnance Company’s late summer and fall was devoted to collecting equipment and impatiently awaiting final orders to the port of embarkation.

December 22d found it aboard ship bound for the SWPA, and early in January it debarked into the bottomless goo of Goodenough Island. Here it had the same miserable introduction to life in the tropics as did much of the Brigade. Its initial task in addition to repair work on the few Brigade vehicles in operation was assembling hundreds of crated, knocked down trucks and jeeps in scattered dumps hip deep in mud. In addition, much ordnance equipment including hundreds of automatic weapons was seriously damaged by being flooded in storage dumps, and the 163d had to take all these apart and restore them to operable condition. For several weeks the men worked to the limit of their endurance and finally succeeded in putting in shape the mountains of ordnance materiel that the Brigade would need in its operations.

In March 1944, the company moved up to Finschhafen and established itself on the Nugudu Peninsula building shops and a ball diamond and acquiring fame as having the best company ball team in the Finschhafen base area. The company had been designed to operate as a unit supporting the operations of an amphibian brigade that was reasonably concentrated. Thus the wide scattering of units of the 3d Brigade along the 1600 mile coast of New Guinea made it imperative that the Ordnance Company be split up and sent out as detachments if it was to do more than operate an elegant rear echelon motor pool and repair shop. In June, therefore, Detachment One consisting of 15 men and one officer, Lt. Jack Enos, moved up to Aitape and there became a permanent attachment of the 533d EB&SR. The detachment’s equipment included a shop truck, wrecker, a balanced assortment of tools and parts to perform third echelon and many types of fourth echelon work on all vehicles and weapons issued to the Regiment. The value of this increment to the Regiment’s
self-sufficiency was immediately obvious and led to the formation of similar detachments to operate with the 543d and 593d EB&SRs.

Within the detachment work was divided between an automotive section which operated in the regimental headquarters motor pool area and an armament section which did most of its work at the Boat Battalion’s base on Seleo Island. The automotive section was further subdivided into general automotive repair, battery and small engine, carburetion and ignition, welding, emergency salvage, and parts supply sections. Though at all times badly handicapped by having too few men, this section did yeoman work in keeping the vehicles of the Regiment in first class condition and repairing wrecked vehicles which otherwise would have been salvaged by task force ordnance outfits and in most cases not replaced.

The weapons section, in addition to assisting the boat companies’ armorer with their scores of issue machine guns, lent valuable assistance during the arming of the early LCMGs with their varied types of automatic cannon, American and Japanese.

In the Lingayen Gulf landing the Ordnance Detachment after helping waterproof hundreds of vehicles, found itself with the critical assignment of operating a vehicle dewaterproofing and emergency repair station on White Beach. Vehicles once waterproofed can only be driven a few hundred feet without serious damage from overheating, and yet are often desperately needed immediately after debarkation. So expeditiously stripping off the dewaterproofing materials and inspecting to see that this is done completely is a vital shore party function. So also is resuscitating vehicles that drown out, either because of poor waterproofing or going into deep shell holes. Not only was this of service to the assault troops but also it helped keep the beach clear of dead vehicles which would gravely hamper the shore party itself.

As soon as the Regiment settled down to routine work, the 163d had its shops established and was repairing the serious damage done to vehicles during the first hectic days of the invasion. Work grew heavier rather than lighter as the departure for Mindanao approached, but the Regiment’s vehicles were all in passable shape when loaded out in March.

In Parang, Mindanao, the Ordnance men performed the same functions on R day and then established themselves in one of the few buildings the naval gunfire and termites had left standing. It had been fighting a losing battle with the termites, with nearly half the second story caved in; yet it had a concrete floor and made the best shop the detachment had seen since leaving Fort Ord. Two months in Parang were followed by three weeks at Bugo with an interesting motor convoy trip via Malabang and Lake Lanao in between.

In July the detachment accompanied Regimental Headquarters Company to Leyte and thence to Oahu and finally to Wakayama and Kure Japan. In mid-October, to facilitate redeployment of the men and turning in equipment, all personnel of the detachment were transferred to the 533d, and Detachment One 163d Ordnance Maintenance Company was no more.

In sixteen months with the Regiment the handful of Ordnance men had contributed far out of proportion to their numbers to the ultimate effectiveness and success of the 533d.
Chaplains and Chapels

“A FRIEND in need is a friend indeed” may not be a quotation from the Scriptures but it is a truism that was daily proven by the chaplains we were fortunate to have assigned to the 533d. Whether a soldier had a letter disclosing trouble or tragedy at home or found himself in disciplinary trouble with the powers that were or was just plain homesick and fed to the teeth, he had two real friends he could seek.

Captain Joseph P. (Joe) Monahan, a Roman Catholic Priest from Boston, joined us just before we sailed from San Francisco. A serious operation took him out of circulation to a hospital in Port Moresby early in 1944. But once back with the unit at Aitape and in the Philippines he made up for lost time with a rush. Living first with the Shore Battalion and then moving to Seleo Island with the boatmen, he soon became intimate with one and all. From yardbird to commander all profited constantly from his counsel and the example of his cheery way. In addition to his proficiency as a preacher and his understanding in private conference he possessed remarkable talent as a singer, accompanying himself on the camp organ, could rival Bergen in ventriloquism, and had an inexhaustible fund of stories in a dozen dialects. With him around the bluest evening became one of memorable merriment.

Midway in our stay at Aitape we at last received a Protestant chaplain, Captain Julian C. (Jack) Traweek of Shawnee, Oklahoma. He too shuttled between our scattered units making lasting friendships throughout the Regiment. A true son of the Southwest he was an exhibition shot with a pistol and thoroughly at home on a coral sand ball diamond.

The two sky pilots had their hands full not only keeping contact with and providing services for the men of the Regiment who were almost always scattered far and
wide, but also in caring for the orphan units that always lay round about a task force beachhead. These outfits, ranging from tiny Coast Guard beach parties to separate battalions, were invariably objects of solicitude for Traweek and Monahan, and the congregations of these two pastors were often several times as big as the 533d.

During the landing at San Fabian, Luzon the chaplains really went all out. The cold statistics of their official reports covering the first ten days leave doubt as to whether they slept at all: 31 religious services, 54 burials, 284 hospital visits to over 1000 individuals, and 180 routine conferences with men with troubles. But these do not disclose the true picture of these men of the Cross dashing from points of danger to areas even more exposed to shellfire to give their aid and comfort to the wounded and the dying. The panicky civilians, particularly the pitiful children orphaned by Jap brutality or the unavoidably indiscriminate slaughter of the naval bombardment were calmed and assisted by the padres who thus helped materially to minimize confusion in the beachhead area.

One night in that hectic period Monahan and Traweek took cover in a shallow hole as 320 mm, 1600 pound shells pulverized the ground about them. As succeeding bursts strode toward them like an avenging fury, they figured the game was up. "This is it, Joe," muttered Traweek as a crescendo whine ripped right at their hole. "Looks like it," replied Monahan, "say a good word to St. Peter..." With a vicious
jolt the huge shell struck the ground almost within arms' reach and half smothered them with dirt. Whether the Almighty was especially alert for His servants or not, the shell was the only dud that night, and Joe and Jack carried on.

The 533d was an engineer outfit, albeit a peculiar one, and it tended to remain in one spot longer than most line outfits. So it is not surprising that with the inspiration of the chaplains the men built some of the most spectacular chapels in the forward areas. Starting at Cape Cretin and Saidor the Shore Battalion developed techniques of chapel construction that not only produced at every camp a chapel to be proud of but had it up almost before the tents were pitched. A Company at Borgen Bay

Chapel of Shore Battalion on Luzon

Left: Altar of the above

Right: Altar of Boat Battalion Chapel on Luzon.
and the Boat Battalion at Seleo, on the banks of the Bued and at Bugo showed that the boatmen also had real talent for ecclesiastical architecture and craftsmanship.

With the War over the Shore Battalion’s carpenters in addition to all their other work undertook one last sacred building — one that the jungle would not soon re-claim. They rebuilt a monastery and mission church in Hiroshima. Who knows that these combat veterans erecting above the appalling devastation left by the first atomic bomb a monument to charity and brotherly love may not have rendered as big a contribution to winning the peace as any bridge or jetty they built in New Guinea was to winning the conflict? At Kure a heavy machine shop was converted to a fine regimental chapel complete with five-ton traveling crane and “stained” glass windows. Here appropriately were gathered night after night in late October and November the men of the Regiment, grouped not by companies or battalions but by “points,” to spend their last moments before marching to the train that would start them on the long voyage home.

Regimental Chapel at Parang.
PART FOUR

PERSONNEL
GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

3 December 1945

Colonel W. S. Moore, Commanding Officer
533rd Engineer Boat and Shore Regiment
3rd Engineer Special Brigade
AFO 928, c/o P.M., San Francisco, Calif.

Dear Colonel Moore,

The 533rd Engineer Boat and Shore Regiment, 3rd Engineer Special Brigade has served through four campaigns. Arriving in New Guinea in December of 1943, the unit saw action there and in New Britain, Luzon and the Southern Philippines and finally landed at Wakayama, Hiro and Kure for the occupation of Japan.

The courage, devotion to duty and untiring efforts which the officers and enlisted men of the regiment displayed throughout their service contributed vitally to our ultimate victory.

It is fitting, indeed, that the splendid achievements of this regiment are now recorded in a memorial volume for all of its members. In this form, it serves as a permanent commemoration of the heroic part they have played in the defeat of our enemies and the achievement of peace.

Sincerely yours,

[Signature]

DOUGLAS MACARTHUR
I feel it an honor to be able to contribute to the history of your regiment. It is a record of courage, devotion to duty and perseverance in the face of overwhelming odds. I shall remember particularly the regiment's spearheading of the drive up the Mindanao River. Throughout that operation, your unit demonstrated singular determination and unity of purpose. If the men of your organization demonstrate the same qualities in peace as they did in war, the ideals for which all have fought so hard will be everlastingly insured.

R. L. EICHENBERGER
Lieutenant General, USA
Commanding
General Walter Krueger, Commanding General of Sixth Army, with Lieutenant General C. P. Hall (right), commander of XI Corps in New Guinea and Luzon, and Major General Leonard F. Wing, commander of the 43d Infantry Division during the New Guinea and Luzon campaigns.

To the Members of the 523d Engineer Boat and Shore Regiment:

Your Regiment, through the courage, skill and devotion of its members, contributed its full share to the success of Sixth Army operations in the New Britain, New Guinea and Luzon campaigns and in the occupation of the record of service of your country.

Walter Krueger
General, U.S. Army, Retired.
Brigadier General David A. D. Ogden, Commanding General 3d Engineer Special Brigade from August 1942 until July 1945.

HEADQUARTERS 2ND ENGINEER SPECIAL BRIGADE
CAMP SAN LUIS OBISPO, CALIFORNIA

23 April 1946

To the Officers and Men of the 533rd Engineer Boat and Shore Regiment:

The Amphibian Engineers, through their accomplishments in the Western Pacific have earned for themselves a place in the peacetime Army. Your exploits in New Britain, New Guinea, Luzon, and Mindanao were important contributions toward establishing this fact and created new military techniques. You have every right to be proud of these deeds. Now that the regiment has finished its task and is being deactivated, allow me to tell you of the great pride I have in having commanded the 3d Engineer Special Brigade of which you were a part. Good luck in civil life.

D. A. D. OGDEN
Brig. Gen. USA
Commanding
Colonel Wayne S. Moore, Commanding Officer of the 533d Engineer Boat and Shore Regiment from May 1943 until July 1945 and commander of the 3d Engineer Special Brigade, July-November 1945.
Lt. Colonel Robert Amory, Jr., Commanding Officer of the Boat Battalion from September 1942 until February 1945, Regimental Executive Officer, February-July 1945, and Commanding Officer of the Regiment July-November 1945.

Colonel Charles T. Tench, Commanding Officer of the Regiment from August 1942 to April 1943. Thereafter Colonel Tench was an Assistant G-3 on General MacArthur's staff.
Lt. Colonel DeWitt L. McLallen, Commanding Officer Shore Battalion from September 1942 until June 1945.


Major Robert P. Buzzini, Company A commander, January 1943-May 1945, Deputy Beach master, June-July 1945, Regimental Executive Officer, July-November 1945.
THE STAFF, NOVEMBER 1945

Back Row: Doherty, Mowitz, Kaye, Traweek, Mebane, Monahan, Burnette, Costello
Front Row: Bellick, Kruger, Buzzini, Amory, Koch, Scales, Reich

Commanding Officer
Colonel Tench August 1942—April 1943
Lt. Colonel Ziegler April—May 1943
Colonel Moore May 1943—July 1945
Lt. Colonel Amory July—November 1945

Executive Officer
Lt. Colonel Ziegler
August 1942—January 1943
and May 1943—May 1944
Lt. Colonel Russell February—May 1943
Lt. Colonel Hartwig
May 1944—January 1945
Lt. Colonel Amory January—July 1945
Major Buzzini July—November 1945

S-1
Lt. Carrington August 1942—March 1943

S-2
Captain Reich
April 1943—November 1945

S-3
Lt. T. W. Collier August 1942—April 1944
Captain Bellick
April 1944—November 1945

S-4
Major Russell
August 1942—January 1943
Major Hartwig
February 1943—May 1944
Major Koch May 1944—November 1945

THE ORIGINAL STAFF, 1942
Collier, Carrington, McLallen, Davis, Amory, Russell, Tench, Ziegler
REGIMENTAL HEADQUARTERS COMPANY

First Row
Hart
St. Laurent
Luroseuch
Giffen
Walesa
Legault
Billings
Steiner
Stickney
Skaggs

Second Row
Randolph
Bowers

Third Row
Soulner
Wurst
Varela
Perry
Lorree
Lee
Mitacek
Stockouf

Fourth Row
Incorvaia
Saman
Roberts
McGuire
Sourman
Davenport
Shindle

Missing
Allen
Allgood
Ammerman
Boudreaux
Budke
Buttel
Buzbee
Carter
Clemens
Dickens

Commanding Officer: Captain Kelchak
August 1942—June 1944

Captain Henry
June 1944—October 1945
Regimental Headquarters Company

First Row
Peyton
Cubster
Covello
Randazzo
McCollum
Gentry
Plonski
Holsemback
Samuels
Kugler

Second Row
Masencup
Keener

Third Row
Williams
Hunt
Ulaszewski
Mosely
Adams
Silvas
Lumbley
Smith

Fourth Row
Jones
Olson
Harries
Vaughan
Hillary
Zaidel

Missing
Bucknell
Erwin
Bengler
Griffith

Other Company Officers: Bernard, Kirkpatrick, Marchand, Watson, Weber
First Row
Escamilla
Canino
Hartman
Parks
Marinelli
Plaskon
Mendoza
Sergi
Interrante
Yuricak

Second Row
Thorne
Hewitt

Harclerode
Jedrzejewski
O'Brien
Zambotti
Richie
Stinson
Thibault
Shoe

Third Row
Hosford
Lee
Wilson
Braunschweig
Griswold
Reizberg

Fourth Row
Bello
Youngblood
Russell
Ceglarek

Missing
Kelly, T.
Kidwell
King
Ledford
Ludwig
Masser
May
McKean
Moore
Mousley
Nathan
Petti
Prouty
First Row
Jurek
Blankenship
Thornton
Voightman
Arner
Stutesman
Staats

Second Row
Kimmerly

Diaz
Nester
Diller
Duda
Petren
Caplow

Brown
Trainor
Nolan
Barton

Rounding
Rollins
Russell
Schuey
Sparks

Missing
Trovato
Ulin
Walker
Walter
Warnecke
Warrick
Wells
Wilbert
Yee

Third Row, Left to Right: Oakley, Bush, Dougherty, Thompson, F. P. M., Melbanc, Scales, James, Campbell, R. W., Johnston, Gardner.


Front Row, Left to Right: Shaleen, Beach, Gannon, Page, Buzzini, Winter, Michel, Cook, Symmes, Puryear.

(Missing from picture: Beckman, Barron, McMahon, Langdon, Soltz)
HEADQUARTERS COMPANY, BOAT BATTALION
October 1, 1943


First Row
Follien
McCue
Dobrowolski
Dupont
Hild
Lorek
Edgar

Second Row
Lestrange
Hawthorne
Carwile
Hopkins
Witters
Epperly
Getz

Third Row
Duckworth
Romero
Moore
Klein

Tucker
Huffman
Colwell
Hughes
Cobb
Marchetti
Spracklin
Provost
Zanko

BOAT BATTALION HEADQUARTERS

Commanding Officer: Lt. Colonel Amory
Lt. Colonel Hartwig
Major Howard

Executive Officer: Major Lawton
Captain Hawkins

S-1: Captain H. S. Thompson
Captain Anderson
Captain Waterman

S-3: Captain Howard
Captain Gannon
Lt. W. B. Campbell

September 1942—January 1945
September 1942—April 1944
July 1944—July 1945

January—July 1945
September 1942—July 1945
July—November 1945

July—November 1945
April 1944—July 1945
July—November 1945

September 1942—June 1944
June 1944—July 1945
July—November 1945
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<td>Kelly</td>
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<td>Burch</td>
<td>Zemaitis</td>
<td>Baranski</td>
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<td>Twomey</td>
<td>Hayes</td>
<td>McMillan</td>
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<td>Staggs</td>
<td>Kline</td>
<td>Arentzen</td>
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<td>Hunting</td>
<td>Kittinger</td>
<td>Gilbert</td>
<td>Krajewski</td>
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<td>Swisher</td>
<td>Keith</td>
<td>Smith</td>
<td>Danielli</td>
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<td>Mizerak</td>
<td>Maust</td>
<td>Kulow</td>
<td>Betts</td>
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<td>Caton</td>
<td>Walters</td>
<td>Carvalo</td>
<td>Hayden</td>
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<tr>
<td>Polley</td>
<td>Aleshire</td>
<td>Dickens</td>
<td>Jenkins</td>
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</tbody>
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**BOAT BATTALION HEADQUARTERS COMPANY**

*Commanding Officer:* Captain Anderson  
Lt. Buckwalter  
Captain Powell  
Lt. Winter  

- September 1942—April 1944  
- April—September 1944  
- September 1944—July 1945  
- July—November 1945
COMPANY A

Resendez
Thye
Smith, F. A.
Sienicki
Lambert
Nimick
Mizisin
Friend
Deveau
O’Hara
Giambrone
George
Veres
Copeland
Grossberg
Conrad
Goldman
Kolakowsky
Giffin
Mosselman
Giambalvo
Bryant
Harmon
Roland
March
Howard, I.
Doane
Gendazek
Broom
Parris

6th Row, Standing
Young
Unidentified

Dillard
Boardman
Cole, W.
Fowler
Dunn
Dale
Hobbs
McKinney
Ackerman
Turner
Hall, A.
Montgomery
Simchako
Kjos
MacCormack
Harke
Unidentified
Lancaster
Smith, H.
Murphy
Topel
Daugherty
Moss
Camp
Wallace
Smith, R. L.
Boyd, R.
Best
Cutulle
Doumont
Tonomlin
May
Sheldon

Johnson, R. T.
Biesemeyer
Yost
Lott
Christopher
Leatherman
O’Neill
Gill
Pennachio

7th Row, Standing
McMann
Payne
Salver, C.
Moyer
Cheeser
Wright
Briglio
Unidentified
Woollport
Stiers
LaVoye
Jercic
Krugel
Unidentified
Marquardt
Cole, D.
Unidentified
Taylor
Howard, S.
Mullis
Gajewski
Hebert

(Restr: Paterson)

Curtis
Kosmick
Bliss
Atkins
Trosch
Bell
Donahue, J.
Barnes
Glover
Moeller
Schmalzer
Newman
Velardo
Girton
Piccinelli
Tikkinen
Willis
Vania
Burnett
Donbrowski

Rear Row, Stand.
Ray
Smith, E.
Unidentified
Nix
Hoffman
Donahue, C.
Bruns
Unidentified
Sprouse
Cheney
Danielson

Mandelblatt
Richards
Wehrman
D’Amasso
Anderson, G.
Burton
Corney
Unidentified
Bowers
Moore
Loftus
Probst
Chium
Jones
Pennachio
Richmond
Ingram
Destefanis
Halsted
Unidentified
Crews
Glass
Harris
Dykstra
Hof
Menchio
Wells
Mowitz
Dunworth
Heather
Lingele
Werndli
First Row  Second Row  Third Row  Fourth Row
Ryan       Tucker       Cheney       Atkins
Comer      Kneebone    Jarrett      Durgin
Sands      Werndli     Silcott      Valeo
May        Schramm     Wise         Richards
Trowbridge Ray          Dykstra      Copeland
Hill       Smith, C. W. Fitch        Burnett
Tighe      Epstein     Gess         March
Lancaster   Neet        Lyon         Woolpert
Cavanagh    Blake       White        Grossberg
Leatherman  Best        White        Gorelli
Boyd        Wagner      McCafferty
Doumont

Commanding Officer: Captain Sweedy
September 1942—January 1943
Captain Buzzini
February 1943—June 1945
Captain Michel
June—October 1945
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<th>First Row</th>
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<td>Rudolph, R. W.</td>
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<td>Peterson</td>
<td>Grantham</td>
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<td>Birglio</td>
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<td>Ryan, J. T.</td>
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<td>Kaiser</td>
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<td>Sullivan, J. H.</td>
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<td>Gendaszek</td>
<td>Menchio</td>
<td>Englehart</td>
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<td>Holloway</td>
<td>Stroub</td>
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<td>Drewry</td>
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First Row  Second Row  Third Row  Fourth Row
Turner    Tice     Pearson    Hebron
Giambalvo Scaia  Bombard  Currence
Donahue  Miklos  Boone, C. R.  Carnabuci
Glass    Grandinetti Daugherty  Russell
Stowers  Bryant    Swiggett  Avila
                      De Vincenzo  Marconillier
                      Cabral      Thyse
                      Kosmick
                      Patterson
First Row
Blanchette
Pennacchio
Coleman
Wright
Ward
Unidentified
Howard, S. O.
Blizman

Second Row
Stuerke
Musselman
Harris
Henifin
Slater
Colagrande
Juryla

Third Row
Goldstein
Staley
Barker
Mayhan
Sprouse
Carson

Fourth Row
Butler
Leader
Santora
Howard, I. R.
Loh
Valenta
Shore
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<td>Dupler</td>
<td>Graves</td>
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<td>Miller</td>
<td>Resler</td>
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<tr>
<td>Kline</td>
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Commanding Officer: Captain Harris  September 1942—June 1943
Captain Scales  June 1943—July 1945
Captain F. P. M. Thompson  July—November 1945
First Row
DaCosta
Lucchesi
Gampher
Antaramian

Second Row
Pederson
Reed

<p>| | | | | |</p>
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<td>Hagen</td>
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<td>Hager</td>
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<td>Hitt</td>
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<td>Goodwin</td>
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<td>Holt</td>
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<td>Gregory</td>
<td>Hutchison</td>
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<td>Griffin</td>
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 COMPANY B

First Row

Cidylo
Simpson
Martin
Hyrkas
Shelton
Brehm
Hudman
Moschogianis
Everett, H.
Britt

Second Row

Fekete
Ridgway
Strelecki
Gibbs
Reeser
Gruber
Hockenberry
Wilson

Kefauver
Leone
Hayter

Third Row

Nardini
Rand
Dobbins
Peterson
Davis
Durham
Wotzka
Elliott
Hildebrand
Beckner

Fourth Row

Goins, J. H.
Bryant
Harris
Eckhart
Crisco

Stewart
Palmer
Everitt, K.
Harrison
Kinnemann

Missing

Jenkins
Johnson
Juckniess
Karsh
Kempf
Kesterson
Kinnemann
Knutson

Lorence
Mathews
Maxwell
McCready
McElreath
McNew, C.
McNew, L.
McShaw
Miller
Mix
Moore, J. B.
Moore, M. E.
Nolan
Ososky
Ostrum
Perazzo
Peterson
Price
Procyschen
Rabinowitz
Rawlings
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<td>Carey</td>
<td>Nomellini</td>
<td>Cumby</td>
<td>Shaffer</td>
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<td>Roche</td>
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<td>Urban</td>
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<td>Wold</td>
<td>Sanor</td>
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<td>Blake</td>
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<td>Swanner</td>
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<tr>
<td>George</td>
<td>Matlock</td>
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<td>Terry</td>
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<td>Willhoite</td>
<td></td>
<td>Ulvestad</td>
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<td></td>
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<td></td>
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COMPANY C

Warner
Black
Altobello
Ruby
Tourangeau
Galbreath
Miller, James
Janson
Schlemmer

5th Row, Standing
Unidentified
Tharp
Reed, D.
Taygue
Brassfield
Kroll
Boyles
Tapp
Griggs
Plante
Desiderio
Justak
Roberie
Fagan
Prescott
Caldwell
Doiron
Zadel
Musso
Reedy
Stoehr
Keyser
James

Simms
Roark
Metteauer
Willard, E.
Pedro
Collins
Ward
Hill
Buckley
Fisher
Pharmer
Rosales
Marchetti
Rugo
Blalock
Cheeck

6th Row, Standing
Ball
Shaw, H.
Tveckrem
Hagedon
Schroer
Price
Baker
Sharp
Kaufman
Flaga
Hansen
Askew
Lucas
White, N.
Gardner
Witten
Jacobs
Schuermann
Bogart
Parker
Lange
Brickle
Gillespie
Hatch
Ramey
Flood, J.
Smith, W.
Bromfield
Stewart
Festa
Willard, F.
Vance
Entsminger
Scott, L.
Price
Malacarne

7th Row, Standing
Nielson
Lutton
Scott
McCallister
Russ
Hirschhorn
Rader
Beard
Hicks
Kramar
Dennison
Gordon
Harding
Unidentified
Severson
Thornton
Reigh
Penny
Lee
Nethercott
Whitkamp
Randolph
Dickey
Kitchen, D.
Unidentified
Miller, A.
Kart
Smith, E.
Budrick
Balsis
Janko
Jafke
Marcyk
Stout
Duffin
Loftus
Bredu
Olson, O.

Top Row, Standing
Schoof
Sovie
Slee
Gramer
Ritroisky
Hutchison
Entrieri
Olivera
Gilber
Watwood
Baldiosera
Hanke
Duncan
Von Kneuel
Smith, G.
Kubiak
Gribble
Hughes
Owens, B.
Unidentified
Rosga
Unidentified
Rosga
Lane
Kolakoski
Martin, J.
Wells
Mosley
Braming
Sorenson
Bofin
Apodoca
Montoya
Miller
McGraw
Miliiken
Hillyer
Unidentified
Barr
Lejeck
Stiger
Levern
Lawrence
Unidentified
Carver
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<td>Keyser</td>
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Commanding Officer: Captain Linton
Captain Field
Captain Hawkins
Captain Garrison

September 1942—January 1943
January—March 1943
April 1943—July 1945
July—October 1945
Nunn, Carroll, Gall
(Missing: Cawley, Crawford, Lattanzio, Williamson)

Commanding Officer: Captain Nunn

November 1943—November 1945

Back Row: Esken, Harlow, Carpenter, Gibbs, Jackson, Balas, Lincoln
Middle Row: Tillotson, Razny, Kline, Dourth, Kitchens, Tebbe, Woodhurst
Front Row: Parrell, George, Nigro, Robinson, Lonsway, Cowley
First Row
Watkins
Tate
Beckner
Favale
Hale
Janca
Ketcherside
McGuire
Youngblood
Kendall

Second Row
Richison
Symons
Thieman
Neal
Gornic

Durst
Flewelling
Ross
Johansen
Reinertsen

Third Row
Weaver
Liddle
Maxian
Parham
Vance
Terrell
Pearce
Knobloch
Wolfe
Mackowak

Fourth Row
Greene
Gudgeon
Albers
Halliday
Mathieu
Mycoff
Birmingham
Rendina
Place
Dooley

Missing
Allen
Anderson
Asmar
Belcher

Bicking
Boswell
Brown
Carter
Davidson, M. L.
Davidson, R. W.
Dechert
Donaldson
Ethier
Feery
Fernandez
Garcia
Gatlin
Genereux
Gregg
Griswold
Guimont
HEADQUARTERS, SHORE BATTALION

Pihlman, Barrett, Chwastyk, Hill, Smith, Bantly, Page
(Missing: Baughman, Collier, C. H., Curtis, Draminski, Fenner, Fortner, Krui, Singleton)

Commanding Officer: Lt. Colonel McLallen  
Lt. Colonel Hill  

Executive Officer: Captain Hartwig  
Major Hill  
Major L. J. Smith  

S-1: Captain Evans  
Lt. Barrett  

Deputy Beachmaster: Major C. H. Collier  

September 1942—June 1945  
June—November 1945  
September 1942—January 1943  
January 1943—June 1945  
June—November 1945  
September 1942—May 1945  
May—November 1945  
April 1944—May 1945  

Skippy  

Amidon, Collier, T. W., Cardwell
First Row
Kolokowska
Gredevant
Wingard
Pollock
Brown
Frank
Blalock
Brandlein
Cashman
Fitzpatrick

Second Row
E. Cole
Straub

Third Row
Pharmer
Collard
Yopp
Berry
MacDowell
S. Cox
Ondo
Skelley

Fourth Row
Proctor
Murphy
Spangler
R. Hall
Larr

Gaertner
Bad Hand
 MISSING
Adams
Baldwin
Bamford
Beauregard
Bistolas
Bledsoe
Brown
Cavanaugh
Chamberlain
Clark
Clarke

Commanding Officer: Captain L. J. Smith
January 1943—April 1944
Captain Amidon
April 1944—October 1945
First Row
Dunstan
Swenson
Coates
Legault
Row
Brannan
J. F. Moore
Tanksley
Wallace
Magiera

Second Row
Neal
Gillay

Locke
Conger
Rook
Johnson
Carrolus
Donovan
McCloud
Threlkeld

L. L. Moore
Synder
Bruton
I. Phillips
Robinette

Third Row
Kuffner
Dilley
Tse
Redd
Ashley

Thurmond
Dente

Fourth Row
Naugle
F. Hall
D'Agostino
Caraway
Shannon
Klevans
Bilesimo
Everette

Missing
Connelly
Crittelli
Davis
Decker
Eilers
Ferrucci
Fennell
Freeman
Gieda
Goldberg
Gorman
Guidrez
First Row
Cormack
Gonzalez
Kerns
Risinger
Paxton
Ellington
Brown, J. C.
Hooker
Woodbridge
Amore

Second Row
Sadoff
MacCormack

Hahn
Cornelius
Gillam
Dancy
Smith
Seims
Herzer
Hunt

Cummings
Zimmerman
Schnieders
Savage
Thompson

Fourth Row
Hembree
Beam
Kjos
Huffman
Billingsley
Weyek
Isaksen
Shoemaker

Florian
Laviolette

Missing
Hall, F. E.
Ham
Heikes
Hill
Hooker
Hucko
Jacobsen
Jones
Lamper
Lombardi
Lukesavich
First Row
Hirzel
Williams
Riemersma
Cole, W. H.
Barnett
Dean
Welch

Second Row
Baron
Kinnammon
Cooper

Doherty
Tucker
Barnhouse

Third Row
Cox, H.
Corm
Flietz
Dunn
Grisso

Mitchell
McCallum
McDowell
McNary
Pace
Perry
Phillips
Pollack
Ray
Risinger
Romero
Rossiter
Seefeldt
Shoup
Slenk
Squadrito
Stevenson
Sullivan
Syracusa
Topp
Toth
Verhoeven
Waits
Woolsey
Zimmerman

Missing
Martin
Michaud
Commanding Officer:
Lt. Austin September 1942—January 1943
Captain Adair
January 1943—October 1944
Captain Rhodes October 1944—May 1945
Captain Evans May—November 1945

Back Row: Hughes, McEachern, Smythe, Darling
Front Row: Lindberg, Evans
(Missing: Gross, Johnson, M. K., McDermott, Morey)

Back Row: Mayola, Whaley, Connelly, Dahms, Breton, Kindberg
Middle Row: McWhorter, Yannarella, Camozzi, Powell, Walendaizk, Steele, Ferrucci
Front Row: Leaveck, Srock, Zurn, Carlson, Hayman, Carson, Mastriaco
First Row
Perry
Kusnetzky
Lockman
Gough
Dunn
Brittain
Rosenauer
Loupe
Edwards
Hicks

Second Row
Stikl
Holden
Thompson
Daum

Harper
Lad
Jaszewski
Scheldrup
Williamson
Wright

Third Row
Dodd
Pokriefke
Schlemmer
Barnett
Beller
Yarish
Thorbjornsen
Diekema

Archileti
Klimek

Fourth Row
Brennan
Craig
Lord
Noffke
Rosales
McGuire
Ringer
Lewis
Sphar
Landeck

Missing
Bishop

Brandt
Brown
Chan
Conte
Cousins
Cox
Cusati
Dahms
Downey
Everman
Filangeri
Fitzgerald
Flanagan
Forster
George
**First Row**
Dawson
Kropilak
Surette
Briddell
Kessell
Taylor
Reason
Cox
Muzio
Kelly

**Second Row**
Semborski
Sewell
Ortiz

**Third Row**
Hamburger
Ramey
King
Ward
McEnery
Hamlin
Thornton

**Fourth Row**
Leahy
Akridge
Schneider
Burks
Phillips
Tattoo
Nelson
Golden
Riley
Laskowski

**Missing**
Riccardella
Rodgers
Roll
Rogoszewski
Satterfield
Sherman
Stoloski
Stueland
Thomas
Todd
Trzewik
Van Breuwaene
Vernetti
Weissberger
Woods
Gilbert, Gregoire, Walton, Bush, Strong
*Missing:* Bowman, Captain

*Commanding Officer:* Captain C. H. Collier
Lt. Colegrove
Captain Walton

*September 1942—April 1944*
*April 1944—February 1945*
*February—November 1945*
First Row
Crites
Crowther
Livenggod
Johnson
Della Vedova
Moran
Baine
Fultz
Dyroen
Colbert

Second Row
Bolten
Rodgers
Barlow

Harris, E.
Adams
Sellers
Hall, M.
Boler
Harbour
Timmons

Third Row
Hakala
Higgins
Fellem
Stuardi
Ahrens
Feerick
Danaulk

Sheffield
Ruby
Ribble

Fourth Row
Golla
Untela
Hayner
Anderson
Metzger
McDaniels
Woodward
Hogue
Green, R.
Hudson

Missing
Campbell
Caranzi
Casper
Claybaugh
Cole
Cordova
Cotrell
Courtney
Dettori
Daly
Dietrich
Erwin
Edmunds
Gilbert
Goldberg
Gordy
First Row
Schaeffer
Shandor
McLaughlin
Chodkowski
Chavez
Conrad
Vezina
Cissell
Bethel
LaBelle

Second Row
Smith
Cratty
Bradshaw
Harbin
Hunter

Third Row
Mudgett
Kamerer
Camp
Warbington
Perry

Fourth Row
Bradley
Hughey
Hayes
Blackmer
Markowski
Blaha
Mozingo
Reizburg
Rigas
Oller

Missing
Gospeter
Gritton
Haas
Hakkala

Hale
Harmon
Himes
Hobson
Holaday
Hughes, H.
Jacobs
Kelly
Kondziolka
Kucinic
Lee
Lewis
Logan
Luchowski
McGriff
McKinney
Mallock
Marano
Farkas, MacLeod, Lawson, Johnson, Day
Missing: Barnett, Wender

Back Row: Prato, Kubiak, Berkenkemper, Harris, Holmen, Krolich
Third Row: Geraci, Conn, Cummings, Ungemach, Underwood, Crum
Second Row: Silvey, Besco, Gibson, Beckham, O'Bryant, VandenBranden
Front Row: Shelden, Bullock, Austin, A., Rutkowski, Wilson, Waller
First Row
Kassai
Panasuk
Rupert
Austin
Joerres
Williamson
Boggs
Character
Morgan
Kirts

Second Row
Hirchkorn
McDaniel
Bonnette
Nault
Misner

Third Row
Chappell
Hogan
Gilliam
Perkins
Terry
Graves
Reish
Hudgins
Meade
Vance

Fourth Row
Malick
Brous
Dean
Wells
Reynolds, Alton
Mallen
Boatwright
Poja
Thompson
Maxwell
Fiore
Doyle
Carter
Wallace
Chivers

Missing
Adams
Agee
Baker, E.

Commanding Officer: Lt. Hill
Captain Priester
Captain Bouchelle
Captain L. Johnson

September 1942—January 1943
January 1943—March 1944
March 1944—June 1945
June—November 1945

Bemisdarfer
Benefiel
Black
Bledsoe
Chester
Clayton
Corbin
Cosper
Dailey
Darland
Dattoli
DeBartolo
De Chesor
DeVenzio
Dwyer
Edwards
Eros
**First Row**
- Vollmerhausen
- Carlson
- Placek
- Huff
- Dixon
- Andrews
- Barnes
- Gomes

**Second Row**
- Ricci
- Bumba
- Pentek
- Di Paolo

**Third Row**
- Uldriks
- Tolemy
- Bauer
- Gramling

**Fourth Row**
- Raines
- Rawlins
- Robertson
- Rone
- Russell
- Sarna
- Sims
- Sink
- Slovacek
- Stockman
- Tarter
- Tom
- Washburn
- Whitt
- Wires

**Missing**
- Stringer
- Trainor
- Hays
- Cantrell
- Nebecker
- Nix
- O'Reilly
- Orsini
- Procter
Bantly, Mandell, Kruger, Mound, Helbert

Missing: Witt

**Commanding Officer:** Major Donnelly

Major Kruger

**September 1942—February 1943**

**February 1943—November 1945**

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**First Row**

Hein
Polan
Garver
Morrow
Page
Hanafan

**Second Row**

Baker
Farthing
Real
Buhler

**Third Row**

Mojeski
Setterfield
Atkins
Coulson
Belich
Scelsi

**Fourth Row**

Kiesel
Collins
Munn
Piszczek
Puerto

Burden
Maser
Gonzalez
Roots
Schnaithman

Decker
Frank
Kassel
Lambert
Manuel
Mills
Palmer
Provost
Russo
Rothrock
Wagner
Walsh
Wills
First Row
Jones
Keener
Williams
Peyton
Mosley

Ulaszewski
Adams

Second Row
Hruzak
Lumbley
Hunt

Thorne
Smith
Vaughan
Olson

Missing
Rice

Commanding Officer: Lt. Enos
Lt. Cates

June 1944—February 1945
February—August 1945
In Memoriam

U. S. Army Cemetery Number 1, San Fabian, Luzon.
## Roll of Honor of the 533rd

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<tr>
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Awards and Decorations

**SILVER STAR**

1st Lt. Arpad Parkas  
Pfc. Albert L. Eckman  
Pvt. Lorman L. Laird, Jr.  
Pfc. Frank Perry  
T/Sgt. John J. Sedore  
T/4 Mathias J. Beller  
Lt. Col. Robert Amory, Jr.  
Capt. Elbert A. Hawkins  
Major Edwin H. Lawton  
1st Lt. Charles W. Page  
1st/Sgt. Edward M. Vassar

Umboi Island, New Guinea  
Umboi Island, New Guinea  
Umboi Island, New Guinea  
Umboi Island, New Guinea  
Danmap River, New Guinea  
San Fabian, Luzon  
Mindanao River  
Mindanao River  
Mindanao River  
Mindanao River

**LEGION OF MERIT**

Colonel Wayne S. Moore  
Lt. Col. Robert Amory, Jr.

New Guinea and Philippines  
New Guinea and Philippines

400
DECORATIONS

SOLDIERS MEDAL

T/5 Alfred L. Everitt Monterey Bay, California
T/5 Peter J. Giambalvo Monterey Bay, California
Pvt. Leon Romanski Monterey Bay, California
Pvt. Robert H. Kline Langamac Bay, New Guinea
Pvt. Charles Hunt, Jr. Aitape, New Guinea
T/Sgt. Paul B. Noffke Aitape, New Guinea
Sgt. Salvatore D. Ricci Aitape, New Guinea
Pvt. James Squadrito Aitape, New Guinea
T/5 Manuel DaCosta Babieng, New Guinea
T/3 Robert J. Blake Dagupan River, Luzon
Pvt. Erwin Epstein Dagupan River, Luzon
T/5 Julius H. Grossberg Dagupan River, Luzon
S/Sgt. John P. Lestrange Bued River, Luzon
S/Sgt. Alfred S. Adams Mindanao River
T/5 James F. Carver Mindanao River
S/Sgt. Robert T. Purcell, Jr. Mindanao River
Pfc. Albert H. Schroer Mindanao River
T/4 Melvin J. Jants Davao, Mindanao (Posthumous)
T/4 Eric Pederson Davao, Mindanao
T/4 Stephen W. Billingsley Wakayama, Japan
T/5 William Cole Wakayama, Japan
1st/Sgt. Selmer E. Sathre Wakayama, Japan

BRONZE STAR

Capt. Joseph J. Gannon Talasea, New Britain
Lt. Col. Robert Amory, Jr. Talasea, New Britain
T/5 Howard L. Helms Eleanor Bay, New Britain
T/4 Peter R. Rudolf Eleanor Bay, New Britain
T/5 Elmer L. Smith Eleanor Bay, New Britain
T/Sgt. Robert E. Tighe Eleanor Bay, New Britain
1st Lt. Claude H. Hayden Yakamul, New Guinea
Col. Wayne S. Moore Aitape, New Guinea
T/Sgt. Thomas M. Cosper San Fabian, Luzon
1st Lt. Gene I. Granich San Fabian, Luzon
1st/Sgt. Chester E. Horton San Fabian, Luzon
Sgt. George A. Hughes San Fabian, Luzon
Major Leon W. Hill San Fabian, Luzon
Lt. Col. DeWitt L. McLallen San Fabian, Luzon
Pvt. Dante Menna San Fabian, Luzon
Chaplain Joseph P. Monahan San Fabian, Luzon
Col. Wayne S. Moore San Fabian, Luzon
1st Lt. Norman Privett San Fabian, Luzon
Corp. Leo P. Thibault San Fabian, Luzon
Chaplain Julian C. Traweek San Fabian, Luzon
### BRONZE STAR (continued)

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<td>Theodore H. Zimpel</td>
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PURPLE HEART

For Outstanding Performance in the Field

Pfc. Willie M. Andrews
Pfc. Donald R. Benefield
Pfc. Earnest H. Character
Pfc. Jesse Conn
Pfc. Leland L. Graves
Capt. Joseph J. Gannon
T/4 Hilton C. Leatherman
2d Lt. David X. Oakley
Sgt. Nickolas H. Caras
Cpl. John A. Cummings
Pfc. Japhet T. Flanagan
T/5 Roy T. Freeman
Cpl. Walter N. Simmers
Pfc. Jino A. Zambotti
T/5 Edmund J. Trainor
Pfc. Vivian C. Chivers
T/4 John H. Dusek
1st Lt. William W. Garrison
T/5 Irwin Goldberg
T/4 John R. Hakala
S/Sgt. John L. Knott
Pvt. Lawrence W. S. Lord
Pvt. Richard W. Moore
Pfc. Peter J. Przegienda
S/Sgt. Robert T. Purcell, Jr.
Cpl. Burton S. Records
Pfc. Harlan F. Roberts
Pfc. James E. Sealock
T/Sgt. John J. Sedore
Pfc. Teddy L. Simms
Pfc. George E. Steinbach
Pfc. William F. Straub
S/Sgt. Rudolf Syracusa
Cpl. Stanley H. Waclawski
Pfc. Ralph B. Thomas

Cape Cretin, New Guinea
Cape Cretin, New Guinea
Cape Cretin, New Guinea
Cape Cretin, New Guinea
Cape Cretin, New Guinea
Talasea, New Britain
Talasea, New Britain
Talasea, New Britain
Aitape, New Guinea
Aitape, New Guinea
Aitape, New Guinea
Aitape, New Guinea
Muschu Straits, New Guinea
San Fabian, Luzon
San Fabian, Luzon
San Fabian, Luzon
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San Fabian, Luzon
San Fabian, Luzon
San Fabian, Luzon
San Fabian, Luzon
Manila, Luzon

DECORATIONS

COMMISSIONED SECOND LIEUTENANT

1st/Sgt. Harry E. Gregoire
T/Sgt. Leroy B. Hall
Sgt. George A. Hughes, Jr.
S/Sgt. Ligouri A. Jacobs
S/Sgt. John L. Knott
S/Sgt. Robert J. Mowitz
T/Sgt. Harry F. Prock
T/Sgt. John J. Sedore
T/Sgt. Walter M. Singleton
T/Sgt. Andrew J. Smythe
1st/Sgt. Edward M. Vassar
Editors’ Note

This book has been written and edited by and for men of the 533d Engineers. Its publication was paid for entirely by voluntary individual subscriptions. Its paramount purpose is to provide a memoir for each soldier so that he can readily and accurately and, it is hoped, proudly refresh his recollection of his days with the amphibious. In addition, its editors have borne in mind that the Engineer Boat and Shore Regiment was undreamed of months after we were at war. As a new Army entity with a unique and varied mission, it deserves a history of its own. This book endeavors, therefore, to give a balanced account of one regiment’s work and contribution to the campaigns in the Southwest Pacific so that those who had little or no contact with this or similar organizations may learn what they were and what they accomplished.

First drafts of all chapters were written by men who were present during the events related and who held sufficiently important roles so that they were aware of the factors controlling decisions and actions. Their personal recollections have been carefully checked to accord with diaries and official contemporary documents or reports written while events were fresh in mind. For historical facts beyond their first hand knowledge the editors have relied principally on the Office of Naval Intelligence Weekly Bulletin. Documentation by footnotes or voluminous appendices seemed inappropriate considering the book’s main purpose. Any reader wishing to obtain authority for, or further information as to any statement is invited to communicate with the editors.

The editors wish to express their gratitude to the following contributors whose efforts not only lightened the burden on the editors but materially enhanced the value of the book as a whole:

LT. COL. LEON W. HILL—Those portions of Chapters II, III, V, VII, IX and X relating to the activities of the Shore Battalion.

MAJOR EUGENE T. EVANS, JR.—Portions of Chapters II and III.

CAPTAIN FRANK B. POWELL—Portions of Chapter IV.

MAJOR PHILIP L. HOWARD—Portions of Chapter V.

CAPTAIN HARRY B. MEBANE—Portions of Chapter V and all of Chapter VI.

MAJOR ROBERT P. BUZZENI—Portions of Chapters VIII and XIII.

MAJOR E. A. HAWKINS—Portions of Chapter IX relating to C Company.

LT. COL. EDWIN H. LAWTON—Portions of Chapter X relating to the Boat Battalion.

MAJOR LEONARD J. SMITH—Portions of Chapter XIII.

CAPTAINS W. B. CAMPBELL and RICHARD MAXWELL for the article on boats in Part Three.

CAPTAIN JOHN R. NUNN for the article on the 146th Engineer Maintenance Company.

LT. COL. SAM KRUGER for the article on the Medical Detachment.

MAJOR JAY S. REICH for the article on the Paper War.

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CAPTAIN ARTHUR L. BELLICK for collecting the bulk of the illustrations and all the group pictures.

Many others have generously assisted the editors in obtaining or checking information.


CAPTAIN REUBEN M. WATERMAN, 600 Griswold St., Detroit 26, Michigan

Editors
Acknowledgment of Illustrations

The editors wish to express their appreciation and gratitude for the generous manner in which individuals and official War and Navy Department agencies responded to their requests for pictures for use in this book.

Almost two hundred of the action photographs and all of the platoon-group pictures in Part Four were taken and printed by photographers attached to the regimental S-2 section. Of these, the Philippine campaign shots were made by Sergeant Sherman detailed from 3d Brigade headquarters.

There follows a list of the contributors of the balance of the illustrations together with the pages on which their photographs are reproduced. Where no subdivision of the page is indicated, the acknowledgment is of all pictures on that page.

Life Magazine 12 (right).

U. S. Army Signal Corps 12 (left), 16, 18, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 39, 41, 45, 46, 47, 48, 51, 57, 58, 70, 71, 73 (right), 74, 75, 87, 95, 97, 100, 114, 116, 132, 133, 137, 139, 143, 146 (bottom), 157, 160, 173 (top), 183, 188 (middle), 213 (top), 251, 254, 276, 277, 279 (top), 281 (left), 293 (top), 296, 297, 298 (top and left), 299 (top left), 300 (top), 301, 302, 303, 304, 306, 307, 310, 320, 321, 322 (top), 324, 328, 330, 347, 348, 350.

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