

93rd Naval Construction Battalion

*Historical
Information*



*“Construimus, Batuimus”
“We Build, We Fight”*



93rd C.B.

NCTC - Peary - Davisville
ABD - Hueneme
Ready Date - 6 Aug'43
Left ABD - 14 Oct'43
Destination - Acorn-15 Russell-Is., Green-Is, Milne-Bay Leyte-Samar

LOG

- 10-19-43 - 93rd CB left ABD with 1080 men 14 Oct'43. (RHD)
1- 7-44 - 1 Dec'43 report of 93rd CB - departed Hueneme 14 Oct'43, arrived Russell Is. 10 Nov'43. Separated from Acorn 15 on 23 Nov'43.
2-18-44 - 1 Feb'44 report of 93rd CB - Was secured 1 Feb'44 to prepare for forward movement. This batt has been doing construction work during Dec'43 and Jan'44 at Russells.
5- 6-44 - 1 Mar'44 report of 93rd CB - Was secured at Russells on 1 Feb'44. 1st Echelon left Russells 12 Feb'44 and arrived Green Is. 15 Feb'44. 2nd Echelon left Russell 17 and 18 Feb'44 and arrived Green Is. 20 Feb'44. 3rd Echelon left 22 Feb'44 and arrived Green Is. 25 Feb'44.
5-19-44 - 93rd CB is at Green Is. with the 22nd Reg. (AES 5/15/44)
5-27-44 - 1 Apr'44 report of 93rd CB - operating at Green Is.
6-14-44 - 1 May'44 report of 93rd CB - operating at Green Is.
7- 3-44 - 1 Jun'44 report of 93rd CB - located at Nissian Is., Salomons.
8-25-44 - 93rd CB located at Green Is. - Following info from Data of SoPac as of 7/1/44:
- | | | |
|----------------|--------|------------------|
| Arrived Noumea | Nov'43 | |
| Russells | Nov'43 | Under orders to |
| " Green Is. | Feb'44 | move to SovesPac |
| | | 1 Aug'44 |

93rd C.B.

- 9-13-44 - 1 Jul'44 report of 93rd CB - location not indicated. Endorsement to report by Comserfor7flt states that the 93rd CB is now awaiting transportation to Gamadodo for assignment to duties in one of the regiments of the 3rd Brigade.
10-5-44 - 93rd CB ordered to report to the 19th Reg. upon arrival at Milne Bay. (Rest. Disp. 261003 NCR 39380 from Comserv7flt to CNB Biak and CNB Milne Bay)
10-18-44 - 93rd CB hereby detached from Green Is. and ordered to proceed upon arrival of transportation and report to the OinC of 12th Reg. for duty. (Comserv7flt Sec. disp. 101154 NCR 1 to CNB Green Is. dtd 10 Oct'44).
10-21-44 - 1 Aug'44 report of 93rd CB - location not stated. Endorsement by Comserfor7flt states that the 93rd was scheduled to arrive at Milne Bay in the near future ~~with~~ for duty with the 12th Reg.
10-27-44 - 93rd CB assigned to Cub 12 for operations at KING 2. (Comserfor7flt Sec. ltr to Budocks S31 over Ser. BP-001873 dtd 6 Oct'44 - Call No. 13668)
10-30-44 - 93rd CB is located at Milne Bay. (Comserfor7flt Sec. disp 130349 NCR 12037 to CNO dtd 25 Oct'44).
11-6-44 - 1 Sep'44 report of 93rd CB - located at Green Is. during Aug.
11-8-44 - 93rd CB is in the 12th Reg. and is located at Green Island awaiting transportation to join the 12th Reg. in the KING 2 operation. (Comserfor7flt Sec. ltr 49-4 over Ser BP-001892 to Budocks dtd 12 Oct'44 monthly report for Sep'44)
11-16-44 - The 93rd CB departed for Hollandia 23 Oct'44. (Comseronsopacfor Sec. report of units in Sopac area F16-1/29 over Ser. C01465 32/EAM/dtt to Budocks dtd 2 Nov'44).
11-29-44 - 93rd CB located at Milne Bay. (Comser7flt Sec. Disp. to CNO 150133 NCR 18921 dtd 24 Nov'44)
11-29-44 - 93rd CB located at Tacloban, Leyte. (Comserv7flt Sec. Disp. to CNO 150133 NCR 18921 dtd 24 Nov'44)

93rd CB

- 12-28-44 - The 93rd CB departed Green Is. during Oct'44 to join the 12th Reg. at Leyte. (Comserfor7flt Sec. report for Oct'44 dtd 20 Nov'44).
- 1-13-45 - The 93rd CB in the 12th Regiment and located at Samar. (Comserfor7flt Sec report for Nov'44 dtd 15 Dec'44)
- 1-17-45 - 1 Oct'44 report of the 93rd CB - Was located at Green Island as of 1 Oct'44. Report endorsed by the 12th Regiment.
- 1-26-45 - 1 Nov'44 report of the 12th Reg. - During the month of Oct'44, the 93rd CB joined the 12th Reg. at Leyte.
- 1-27-45 - 1 Nov'44 report of the 93rd CB - Batt completed a forward movement, starting 25 Oct and ending 15 Nov'44. Located at Tacloban, Leyte. Report endorsed by 12th Regiment.
- 1-27-45 - 1 Dec'44 report of the 93rd CB - Batt arrived at Leyte on 15 Nov'44 and was secured on 30 Nov'44. Report endorsed by 12th Regiment.
- 2- 9-45 - 1 Dec'44 report of the 12th Reg. - During Nov'44 the 61st CB moved to Guiuan, on the southern tip of Samar, where, together with the 93rd CB, they are starting work on an airstrip being built under the direction of the Regiment. 95 men are being transferred to the 93rd CB from the Rec. Barracks, Milne Bay
- 2-14-45 -- The 93rd CB is located at Guiuan, Samar. (Comserfor7flt Sec. report for Dec'44 dtd 15 Jan'45).
- 3- 2-45 - The 93rd CB, with 960 off. and men, joined the 12th Reg. at Leyte on 12 Nov'44. On 9 Dec'44 movement of all regimental and naval base units to Guiuan was begun. (Because the expected compl. date of the Army airstrip could not be met due to poor soil conditions, an area in southern Samar Is. near Guiuan was scouted and found suitable for an airstrip and also preferable for other intended installations. Hence, on 9 Dec., it was finally decided to build all naval facilities at Guiuan) (Comserfor7flt Conf ltr AL2 over BP-0172 dtd 7 Feb'45 to Budocks)

93rd CB

- 3-14-45 - Comserfor7flt conf. splitr Ser. 0370 to CNOB Leyte Gulf dtd 2 Mar'45 - The 93rd CB is hereby detached from its presently assigned duties. Shall report to CNOB Leyte Gulf for duty with Commander Construction Forces Leyte-Samar.
- 3-20-45 - Comdt NOB Tacloban orders the 93rd CB to further report to CO Nav Sta, Guiuan, Samar for duty with Const Forces headed by the Comdr Const Forces and Sr Brg Comdr. (Comdt NOB Tacloban ltr P16-3(1) Ser 986 dtd 11 Mar'45 to OinC 93rd CB)
- 3-22-45 - 1 Jan'45 report of the 93rd CB - located at San Antonio and Guiuan, Samar Area. Report end. by 12th Reg.
25 Oct'44 - 93rd CB left Green Is.
15 Nov'44 - Arrived Leyte. *Tacloban*
30 Nov'44 - Reconnaissance party of 75 men left for another location on Leyte. 5,7,8,9,10,12,13,14,17,18,19,20,21, and 23 Dec, echelons of personnel and equip left, arriving at their destination a day later in each instance.
- 3-29-45 - 1 Feb'45 report of the 93rd CB - located on Samar. Det. of 33 men ordered on temp add. duty, for about 60 days, with the 12th Reg. Lbr Prod. Sec. approx 30 mi. from Batt Camp.
- 4- 7-45 - The 93rd CB reported to the CO NavSta, Guiuan, Samar on 14 Mar'45 - ordered to further report for duty with the Const. Forces. (1st end. on CNOB Leyte orders NS/P16-3(1) over Ser 1339 dtd 14 Mar'45)
- 4-13-45 - 93rd CB reported to Comdr Const Forces on 14 Mar'45. Ordered to further report to OinC 3rd Brg for adm control and to OinC 7th Brg for operational duty. (Comdr Const Forces 2nd end. on CNOB Leyte orders P16-3(1) Ser 986 dtd 11 Mar'45)
- 4-23-45 - 1 Jan'45 report of the 12th Reg. - The first detach of the 93rd CB arrived Guiuan on 2 Dec'44.
- 4-30-45 - The 93rd CB is located at Guiuan, Samar. (Comserfor7flt Sec Rep of 1 Apr'45)
- 5- 8-45 - The 93rd CB is shown located at Manila on the Dirpadocks S.F. Sec Rep of 15 Apr)

Location - Leyte-Samar 93rd C.B.

5-12-45 - 1 Apr'45 report of the 93rd CB located at Samar. Under administrative control only of the 19th Reg. and 3rd Brg. Operating 50 mi. from 19th Reg. 33 men on detached duty with 12th Reg Lbr Prod Sec and will remain there about another month. Report end. by 19th Reg. and 3rd Brg.

6-9-45 - 1 Mar'45 report of 93rd CB - location not given. 33 men still on detached duty with the 12th Reg Lumber Prod Sec during Feb'45. Report end. by 12th Reg & 3rd Brig.

6-13-45 - Dirpacdocs SF sec rep of 15 May'45 shows the 93rd CB at Manila.

6-25-45 - 1 Jun'45 report of the 93rd CB - located at Leyte-Samar. 39 men on TAD of which 31 on duty with the 12th Reg. Lbr Producing Section. Report via 34th Reg and 7th Brg.

7-20-45 - 1 Jul'45 report of the 93rd CB - located at Leyte-Samar. 86 men detached for rehab leave; 31 men detached for discharge; 42 men on temp detached duty. Report via 34th Reg and 7th Brg.

7-27-45 - The 93rd CB is attached to the 34th Reg and 7th Brg. Located at Guiuan, Samar constructing Naval airstrip and hardstands, camp for flight personnel, galley, and mess facilities, Calicoan highway. (CCT 7th Flt Sec rep for June)

8-12-45 - The 93rd CB is attached to the 34th Reg and 7th Brg. (Com7flt conf report on CB organization in Leyte-Samar area ser 04296 dtd 26 July to CNO)

8-13-45 - 1 Aug'45 report of the 93rd CB - located at Leyte-Samar. 16 men detached for discharge. 2 off. and 35 men detached on TAD. Report via 34th Reg and 7th Brg.

9-14-45 - 1 Sept'45 report of 93rd CB. Located at Samar. Report via 34th Reg & 7th Brig.

10-24-45 - 1 Oct'45 report of 93rd CB - located at Samar. Report via 34th Reg. & 7th Brig.

12-20-45 - 1 Nov'45 report of 93rd CB - location not stated. Report via 34th Reg. & 7th Brig. 203 men rec'd on board.

Location - Leyte-Samar

93rd CB

1-7-46 - 1 Dec'45 report of 93rd CB - location not stated. Report via 34th Reg. & 7th Brig.

2-20-46 - 1 Jan 46 report of 93rd CB - location not stated. Report via 34th Reg. & 7th Brig.

3-1-46 - 1 Feb 46 report of 93rd CB - location not stated. Report via 34th Reg. & 7th Brig.

3-28-46 - Comservpac directs CinC 7th Brig. to inactivate 93rd CB and 33rd(Sp) in accordance CincPac-POA 252045. (Comservpac disp 262240 March).

4-12-46 - 1 Mar 46 report of 93rd CB - location not stated. Report via 34th Reg. & 7th Brig.

5-9-46 - 1 Apr 46 report of 93rd CB - located at Samar. Report via 34th Reg. & 7th Brig.

5-13-46 - 1 May 46 report of 7th Brig. states that inactivation of 93rd CB practically complete.

6-20-46 - Inactivated 25 April, 1946. (34th Regiment (CinC)'s ltr. to CinC 93rd CB dtd. 25 April 1946) Serial #01975)

6/3/44	-	Russell ss.		Left U.S. Oct. 1943.
6/5/44		Com 7th flt.	Comlogac sec. disp. 150520 May.	To be furnished Com 7th flt. Aug. 15th.
6/5/44	-	Edeur	Com 7th flt sec. disp. 200611 May.	destination unchanged as Edeur.
7/7/44	-	Green ss.	Com 509ac Conf. disp. 202126 June.	Report C.B. Green duty
7/25/44	-	EDUR (Milne Bay)	Com 507th flt sec act disp 110844 July.	
9/8	-	Green ss.	Com 507th flt sec act disp. 090824 Aug.	Delete EDUR - (C.B. report Budoko Aug shown at Green ss.)
10/11	-	DAVID	Com 507th flt sec. 051203 act and 101154 act.	detached to Green Island prior to 12th inst.
11/19	-	AVID		
93rd C.B.				
11/25	-	Edeur & Assoc.	Com 507th flt sec. act disp 7th	
1/9	-	OSSO	Com 507th flt sec act disp. Dec.	Delete Edeur.
2/29	-	Leyte Gulf (Navsta Samar) OSSO WMD	Com 507th flt sec. 260551 Mar.	* present location & assignment.

ON BOARD

<u>DATE</u>	<u>OFFICERS</u>	<u>MEN</u>	<u>AUTHORITY</u>
1 Aug'44	25	978	R & BNP625
1 Sep'44	25	960	R & BNP625
1 Oct'44	26	958	BNP625 & MoR
1 Nov'44	27	945	BNP625 & MoR
1 Dec'44	27	936	BNP625 & MoR
1 Jan'45	33	1023	BNP625 & R
1 Feb'45	33	1005	BNP625 & R
1 Mar'45	33	983	BNP625 & MoR
1 Apr'45		987	BNP625
1 May'45		978	BNP625
1 Jun'45	25	996	BNP625 & R
1 Jul'45	26	864	BNP625 & R
1 Aug'45	27	839	BNP625
1 Sept'45		744	BNP625
1 Oct'45	25	1104	BNP625 & R
1 Nov'45	29	745	BNP625 & R
1 Dec'45	22	610	BNP625 & R
1 Jan 46	41	796	BNP 625 & R
1 Feb 46	38	623	BNP 625 & R
1 Mar 46	31	509	BNP 625 & R

93rd Construction Battalion

INACTIVATED

HISTORY

UNIT IS FORMED

Organization of the Ninety-Third Naval Construction Battalion was started on 7 May, 1943, at which time the officer personnel was assembled. A few days later the enlisted personnel had been assembled and the 93rd Battalion was born.

It was at Camp Peary, near Williamsburg, historical city of Virginia, that the organizing took place. Most men had arrived at Camp Peary during the latter part of March, although many had been there earlier.

TRAINING BEGINS

The period between arrival at Camp Peary and 7 May was one of primary or boot training. This period was, in sum and substance, one in which a civilian is transformed into a serviceman. It was one of physical examinations, issuance of gear or clothing, inoculations against diseases, rigid physical conditioning and learning the use and care of various firearms. A few men attended specialized schools dealing with many trades.

Upon completion of primary training everyone was granted a customary sixty hour leave of absence. Most men whose homes were far away spent their leaves in nearby Richmond, while others journeyed north to witness the wonders of Washington, D. C., and going as far as New York City. Possibly due to the great influx of servicemen, those who stayed in Richmond were greatly disappointed with the manner in which they were received by the civilian population. One distasteful experience was to find that the uniform apparently evoked higher sales prices for commodities. Then too, in Norfolk, it was not very pleasant to find signs reading "No Dogs or Sailors Allowed."

LEAVE FOR ADVANCED TRAINING BASE

On 17 May the organization was completed and the Battalion boarded two trains bound for Camp Endicott, Rhode Island, arriving there the following day. Camp Endicott was situated near Greenwich, Providence and the great Naval Air Base at Quonset Point. This camp was an advanced training base.

Training now became more direct and much more specialized. Men attended different schools of warfare such as camouflage, machine gun, anti-aircraft, military strategy and methods of deployment. Tradesmen learned to apply their skills to equipment designed by Army and Navy engineers, such as trucks, jeeps and tractors. Physical training became intensified, especially in daily running the commando-type obstacle course, the difficult use of bayonets in close quarter fighting, and hand-to-hand or judo combat training.

The entire Battalion moved en masse to Sun Valley, an encampment six miles from Camp Endicott, for one week. There, under Marine Corps supervision, everyone fired on the rifle range. At the end of the week qualification trials were held and the battalion record was found to be high. Men assigned to special weapons such as machine guns and mortars remained at Sun Valley one week longer than the rest. During this period, men assigned to anti-aircraft batteries were firing their 20mm weapons at nearby Price's Neck, an island off the Rhode Island coast, near Newport News.

BATTALION OFFICIALLY COMMISSIONED

It was raining Saturday morning, 22 May, when the 93rd was officially placed into commission as a unit of the United States Navy, but in spite of the rain, the ceremony was very

impressive, especially during presentation of the American and Battalion colors.

Camp Endicott, situated on the coast and being a port of embarkation, always presented the speculation that the 93rd would ship overseas from there. This was not to be the case, however, as it was later proven. Occasionally units would return from their overseas tour of duty and it was interesting to hear the tales those men would relate.

Liberties were spent at nearby Greenwich, Providence and Boston. The change found in the civilian population was amazing. In place of the depressing and cold attitude of the people of Williamsburg and Richmond, here was warmth, cheer, friendliness and everyone was welcomed with an open heart. Some ventured to Connecticut, Vermont and New York, and as in Providence, results found were the same.

26 June was a happy day for most of the battalion for it marked the start of a ten day leave of absence for all men whose homes were in the central or eastern section of the country. The remainder were to receive their leaves at a later date.

CALIFORNIA BOUND

6 July everyone returned to camp and three days later the battalion boarded three different Pullman trains for a trip to Camp Parks, California. The first and second trains followed the same route in crossing New York State, International Bridge, across Canada into Michigan, Indiana and Chicago, Illinois. At Chicago the two trains parted, having met each other at several points on the way. The first train passed through Omaha, Cheyenne, Ogden, across Great Salt Lake via the direct route to California. The second train travelled through Kansas City, the nation's breadbasket, Pueblo, Royal Gorge, Salt Lake City, Bonneville Salt Flats and into California via picturesque Feather River Canyon. The third train followed a different route, passing through Buffalo, Cleveland, Indianapolis, St. Louis and Kansas City. From Kansas City this train travelled the same route as the second.

A drum and bugle corps had been formed at Camp Endicott and being on the third train, the corps played at various stops en route. Arriving at Indianapolis on a Sunday morning, church services were held on the street outside the station. The entire trip was a memorable one, especially so when meeting Army troop trains made up of chair cars with field kitchens set up in baggage cars.

LIFE AT CAMP PARKS

Camp Parks was found to be a virtual paradise. The camp was clean and offered many individual facilities such as Ship's Store which sold beer and ice cream. Its proximity to Oakland and San Francisco was an added asset, for these two cities lay approximately forty miles away and liberties were plentiful.

In California, as in Rhode Island, the civilians were good to servicemen. Canteens, dances, shows and the natural sights of these two cities were a constant attraction. Treasure Island, the Golden Gate and Oakland Bay Bridges, Alcatraz, the wharves and other points were a great source of pleasure. At this time the California State Mining Association undertook sponsorship of the battalion as tribute to the officer in charge, Commander Harold F. Lynn, who was formerly a member.

More training followed at Camp Parks, consisting mostly of long hikes carrying full field equipment, battle skirmishes and the firing once again of various weapons, not to mention an often visited obstacle course. Bulldozer and heavy equip-

ment operators had another opportunity to operate on public works programs.

On one occasion half of Headquarters Company and Companies C and D made a twenty-four mile march inland to Mount Diablo, remaining overnight and returning the following evening. It is said that one can see more land and water from Mount Diablo than any other point in the world. This, however, was not much of an attraction, for blistered feet and appetites jaded from eating condensed rations dispelled all thoughts of pleasure.

ON TO CAMP ROUSSEAU

One month was spent at Camp Parks, the next in line being Camp Rousseau, at Port Hueneme, California, sixty miles north of Los Angeles. Because of overcrowded conditions at Camp Rousseau, the battalion had been routed temporarily to Camp Parks which ordinarily was a recuperation center. Port Hueneme was a port of embarkation from which the 93rd was to depart for overseas service.

Camp Rousseau was a bit different from the rest of the camps, due to its housing facilities. There were no wooden barracks there, but Quonset or Nissen huts, each accommodating ten men comfortably. It was divided into two sections, one being the camp itself, the other being known as "Splinter City", so-called because of its wooden barracks. Incoming battalions such as the 93rd would first be stationed at Camp Rousseau, continuing the previous training program. Upon moving into the "Splinter City" location each battalion would receive its allotment of construction equipment for use overseas, such as tractors, bulldozers, cranes, power shovels, trucks and jeeps, carpentry and plumbing equipment. This procedure was followed by the 93rd.

ACORN 15 CEREMONY

8 September was a day that shall not be forgotten. It marked the date of Italy's unconditional surrender to the Allies. On that date the 93rd was attached to a new unit, Acorn 15, in an impressive ceremony. Seabee battalions were at that time being shipped overseas together with newly formed Acorn units in the belief that as a combined organization the efficiency of both would be increased. The Seabees were to build a strip and the Acorn units were to operate it. And so it was that the 93rd and Acorn 15 joined forces.

On the following day a portion of the battalion participated in its first parade, in nearby Ventura. The occasion marked the opening of the Third National War Bond Drive. Thirty men from each company, together with the drum and bugle corps, marched in the hour long parade along with other representative units of Seabees, Army, Navy and Marines.

A GREAT CHANGE

At this point the battalion underwent a great change. Gone were the days of military training. Everyone had received enough training and knew thoroughly the part he should play in the event of any enemy action. Each construction department took over its own tools and equipment. At Point Mugu, a few miles south of camp, dump trucks, shovels and tractors, (to mention only a few) were placed into operation. This was a breaking-in period during which men and equipment worked together with other departments in practicing amphibious landings by loading and unloading LST's under specified time limits.

In Hollywood, the Hollywood Guild Canteen was in operation, being maintained by the film colony. Finding it necessary to provide more sleeping quarters for transient servicemen, the 93rd was asked to help. In answer, crews of carpenters, plumbers and electricians were dispatched. Those who worked there had the time of their lives and were royally

entertained. Work was completed early in October and a large plaque was presented to the Canteen by Commander Lynn, in behalf of the battalion. In turn, the 93rd became the Canteen's own battalion. A similar project was in progress at the same time, improving facilities at the Naval Aid Auxiliary's Shore Station which consisted of two houses on Wilshire Boulevard and was similar in purpose to the Hollywood Guild Canteen. Many hearts were heavy when these two projects were completed, for it meant termination of many pleasant associations, a direct contrast to anything encountered in Virginia.

WE SAIL FROM PORT HUENEME

The USAT Perida sailed from Port Hueneme on 14 October 1943, and the 93rd was aboard, bound for the tropics. The Battalion's construction equipment, together with a few men, followed on a freighter, the Sea Bass, which departed a few days later. Hearts were heavy that afternoon as the friendly shores of California faded away in the distance. Some wives who had followed their husbands to California stood on nearby beaches, taking pictures, waving handkerchiefs or just crying.

The first three days found many cases of sea-sickness, prompted by huge, rolling swells, characteristic of the Pacific Ocean. Thereafter all was peaceful and quiet. No bad weather was encountered during the crossing, excepting small rain squalls. Aboard ship everyone relaxed. Favorite pastimes were reading, playing cards or shooting dice. Protestant and Catholic church services were held daily above deck, drawing good attendance.

EQUATOR CROSSED

Land was first sighted on 22 October. Early in the morning Christmas Island was sighted in the distance. That day marked the crossing of the equator, at one hundred fifty-four degrees longitude. The usual festivities and horseplay were evident as everyone observed the traditions accompanying the crossing. Seventy men were found to be "Shellbacks"; they had crossed before. These seventy conducted the ceremony, initiating the "Pollywogs" who were dressed in shorts and socks. Each pollywog stood trial before the court of King Neptune, having been subpoenaed on hypothetical charges of "mistreatment rendered creatures of the King's realm." The court invariably adjudged the pollywog guilty of something or other, and he was subjected to some form of punishment. Several old fashioned stocks had been built, similar to those used by the Puritans and Quakers in colonial America. This type imprisoned a man by pinioning his neck and wrists between two grooved wooden bars, giving the Royal Barber an excellent opportunity to experiment with his scissors and clippers. Some specimens of "expert tonsorial art" evoked many hearty laughs. While the subject was thus imprisoned he was roundly whacked on the posterior accompanied by cold water dousings on his perspiring back, and storage batteries provided an occasional charge of animated electricity on the already be-deviled posterior,—just to liven things up a bit. Next in line was the baptismal chair mounted on a pivot and placed on the edge of a large, water-filled tank. Now it was the Royal Doctor's turn to punish the seated pollywog, which he readily did, administering a dose of "medicine". If a man had survived sea sickness, this concoction provided a comparable substitute, being composed of a variety of hot sauces used in food preparation diluted with salt water and flavored with a small but effective laxative content. The medicine was no sooner downed than the chair was suddenly tilted backwards, plunging the poor pollywog into a tank full of cold water. Royal Bears armed with an assortment of paddles, that felt like clubs, lined a path through which the pollywog had to run, upon climbing out of the tank. Bruised survivors of these ordeals, sporting the very latest in hair styles, were

proclaimed to be shellbacks, entitled to all privileges of the sea. War had taken a holiday while men complied with the oldest tradition of the sea.

EXPLOSION IN NOUMEA HARBOR

Skirting the southern fringe of the Samoan Islands, land was next sighted on passing the Tonga Islands, when the Isle of Eau came into view in the distance. The International Date Line, at one hundred eighty degrees longitude, was crossed the night of 28 October. Everyone went to sleep Thursday night, awakening Saturday morning, 30 October. Early Monday morning, 1 November, New Caledonia's myriad of mountain peaks appeared on the horizon. At 1130 anchor was dropped in the harbor of Noumea, capital of Free French New Caledonia. At 1410 of that same day everyone was brought to his feet by a tremendous explosion at the western portion of the harbor where ammunition and explosives were being unloaded from ships. The original blast was followed by hundreds of smaller ones, lasting four hours. Bright red tongues of flame leaped over a large part of the docks, sending huge billowing clouds of smoke upward into the sky. Three endangered freighters pulled away to safety under their own power. A fourth was towed by a tug which braved the hail of flying debris and flames to effect the rescue. The toll in injured and killed was high.

SEA BASS ARRIVES

A few days later the Sea Bass arrived and on 6 November the two ships, together with another freighter formed a convoy under protection of two destroyer escorts. This time the course was northward. Guadalcanal was sighted on 10 November, after having passed the New Hebrides Islands, Rennell and San Christoval. A few hours were spent lying off shore. Nearby Henderson Field was catapulting a constant stream of American planes into the sky, bound on missions of destruction. The beaches were littered with hundreds of landing craft, some large, some small, some in use, some wrecked, and here and there was the wreckage of enemy shipping. The beaches themselves were lined with rows of coconut palms blending into dense jungle undergrowth, not in serene beauty always associated with palms, but in an awesome, shell-torn manner. It was a panoramic scene which vividly portrayed the gruesome spirit of war, a scene which could be representative of Guadalcanal alone. Later that evening the 93rd had reached its destination, Banika Island, of the Russell group, approximately sixty miles west and north of Guadalcanal.

WE REACH BANIKA ISLAND

After camp had been set up a few projects were engaged by the 93rd. Roads were built, other camp facilities were enhanced, warehouses and storage areas were constructed and existing dock facilities were improved.

Then followed the first major overseas assignment, construction of Medical Operating Base 10. Banika was to become a major supply and recuperation base. The Christmas holidays, though lonely ones, were spent peacefully. Shortly after the holidays the enemy put in his first appearance. One night early in January the air raid warning systems started their ominous wailings. A few minutes later the sky was filled with bursting flak. Anti-aircraft fire was so effective that no bombs were dropped on Banika, but fell harmlessly on a nearby island in the bay.

12 February, 1944, one fourth of the battalion, known as the first wave or advance echelon, boarded an LST, invasion bound. The destination was Green Island, a small but important coral atoll midway between Bougainville and the enemy's mighty bastion of Rabaul, at the western end of the Solomons

chain. The remaining portion of the battalion was to follow in later waves.

A convoy was formed together with other LST's and destroyers off Banika and proceeded past the remaining Solomon Islands. While circling off Vella Lavella the afternoon of 13 February, more landing ships and destroyers arrived, forming a larger, well protected convoy.

OUR LST 220 ATTACKED BY AIR

At dawn of 15 February, after having passed enemy occupied Bougainville and Buka, the convoy was in sight of Green Island. While New Zealand infantry was making the assault landing, several enemy planes appeared to attack the convoy. The destroyers formed a protective ring around the landing ships and very few planes penetrated to make attempts against the LST's. Two penetrations reached the LST 220, carrying the 93rd, whose anti-aircraft guns were manned largely by men of the battalion. One Jap flew low over the bow, evidently disabled yet with his guns spewing hot lead. In turn he received a good reception from 220 and finally ground out past to crash into the ocean. Another came down out of the low sun, in a screaming power dive. The LST's of this convoy were flying a barrage balloon each, held at three thousand feet by a strong steel cable. In order to miss the cable, the Jap dive bomber veered to the right, dropping two bombs at the time. As the plane pulled out of the dive and started to climb, the rear gunner strafed the length of the ship. However, the barrage balloon "Miss Missouri" had done a good job at spoiling the aim of both bombs and bullets. Three enemy planes were seen to crash, two in flames, but there were others. Later dispatches placed the count at eleven enemy planes destroyed. At one point in the engagement twenty-six American destroyers were counted off the port side alone.

WE LAND AT GREEN ISLAND

At 0915 of 15 February, the 93rd landed on Green Island. New Zealand infantry could be seen going by, in one wave after another, clearing dense jungle of the enemy who were later to put up a mildly organized resistance at the southern end of the island.

Upon landing, bulldozers crashed headlong into the jungle which started no more than three or four feet from the water's edge. Equipment pouring out of the huge mouth of LST 220 followed the bulldozers inland and occupied areas almost as soon as they were cleared. There being no fresh water supply on Green Island, the first piece of equipment placed into operation was a huge still which purified ocean water. In less than four hours this still was producing enough water to satisfy everyone's needs.

The first two nights were spent almost entirely in fox-holes, due to air raids and weak bombings which did no damage. Thereafter the skies were free of the enemy.

The first few days were spent in building shelters and longer roads going south to a new campsite. In many instances dozer operators were fired upon by snipers concealed in tree tops. Some Japs penetrated New Zealand lines to the 93rd camp's perimeter, only to be found and killed.

THE 22nd CONSTRUCTION REGIMENT

The Green Island campaign included the 33rd, 37th and 93rd Seabee Battalions, plus a portion of the 15th, all of which formed the 22nd Construction Regiment of Seabees. 19 February found bulldozers moving into an abandoned coconut plantation which had become a second growth jungle. This area was to be converted into two airstrips and on that day it began changing in appearance as trees were felled and small patches of clearings were linked together.

The following day, 20 February, the greater portion of the 93rd Battalion arrived at Green Island, having encountered no opposition en route. That same day marked the end of organized enemy resistance. New Zealanders brought Valentine tanks into action annihilating the remaining Japs who had concentrated near what formerly had been a Catholic Mission. A few days later the remainder of the 93rd arrived.

FIRST PLANE LANDS ON AIRSTRIP

On 3 March a disabled Corsair, piloted by Marine Lieut. J. G. Killefer, landed on Green Island, being the first plane to do so. The former coconut plantation had been converted into a fighter strip in sixteen days and nights of ceaseless work. Crews worked around the clock, under powerful floodlights at night, and engines stopped running only long enough to be greased and lubricated. Three days later several squadrons of Navy and Marine fighters and medium bombers arrived. Green Island was the furthest Allied outpost in the Pacific theater of war. To the rear, in the Solomons, some twenty thousand Japs were trapped, with no means of escape. Two days later, on 8 March, the enemy attempted a futile and costly uprising on Bougainville which was repulsed by Marines.

By 29 March a new strip was ready for use. It was a bomber strip, running parallel to the fighter strip. The first plane to land on the bomber strip was a Liberator bomber. It had been seriously damaged in a raid over Truk and the pilot radioed in to say he was attempting a crash landing. The crew had refused to bail out, preferring to ride their plane to earth. The plane made a perfect approach, but as the wheels touched ground a flat tire deflected the plane off the strip, causing it to nose over and disintegrate. All occupants were killed, some mangled beyond recognition. War had exacted its ugly toll and Green Island's new bomber strip had been inaugurated in blood.

15 April saw a decline in activity. Emirau and the Admiralty Islands further ahead were in American hands, and action shifted forward. Green Island was no longer an outpost, having served its primary purpose. Long range bombers flying from Green Island had bombed Truk and the Caroline Islands by day and by night. Medium bombers and fighters had rendered nearby Rabaul and Kavieng useless and had cut off enemy shipping. From that date on only a small number of planes remained for patrol flights and occasional raids on Rabaul and Kavieng. The 15th Battalion departed and the 22nd Regiment continued its activities along other lines.

Camps, roads, fuel and ammunition dumps, warehouses, communication lines, hospitals and messhalls were either built or improved. Dock and camp facilities were constructed for several squadrons of PT boats which were forever attacking enemy shipping and shore installations on Bougainville, Buka, New Britain and New Ireland.

SERVICES CONDUCTED

Five men reported for work as usual on the morning of 10 June. Some were members of a dynamite crew. Others were working on or with nearby equipment. None was ever seen in camp again, for a premature dynamite explosion snuffed out their lives, injuring others. Funeral services were held the following day at Green Island's populous cemetery, nearly every man of the 93rd in attendance. Pallbearers dressed in whites placed the flag-draped coffins in open graves dug out of the coral. With bare heads bowed, the overflow crowd paid their last respects to five mates, friends and brother-in-arms, while Protestant Chaplain W. L. Ball, Jr. of the 93rd and Catholic Chaplain C. W. Buckley of the Marines conducted joint services. Three volleys fired into the air by the guard o

honor created a disturbance in the trees as birds left their perches to fly away, trailed by the resonance of Taps.

Things were moving swiftly now. On 18 June Saipan was invaded, followed on 22 July by the invasion of Guam. The New Zealanders had left Green Island to return home and reorganize for later campaigns. The American Army had arrived to occupy Green Island. On 10 September the Australian Government formally took control of its Solomon Islands mandate, of which Green Island was a part. The only visible effect this had on the 93rd was that traffic on the roads was now on the European pattern, vehicles driving on the left side of the road.

TIME FOR RECREATION

Battalion activities now centered on recreation, the 22nd Construction Regiment having moved elsewhere. A few small projects were in progress, but not of great importance. Several tournaments were held in many fields of sport, notably baseball, softball, basketball, volleyball, horseshoes, ping pong and others. Competition was keen between various crews, platoons and companies. The 93rd baseball team had engagements with other service groups, establishing a very good record and ranking among the best.

Entertainment groups on tour of bases in the Pacific made personal appearances on Green Island. Lieut. Commander Eddie Peabody, John Carter and the Tune Toppers arrived on 12 May. Bob Hope, Frances Langford, Jerry Colonna, Patty Thomas, Tony Romano and Barney Dean arrived 1 August. Fifteen days later Jack Benny, Carole Landis, Larry Adler, Martha Tilton and June Bruner put on a show. A combined Army-USO unit featuring Clark Dennis arrived on 14 October.

WE SHOVE OFF AGAIN

Early in October the 93rd Battalion was readying for another move. By 25 October all equipment had been loaded on a freighter outside the bay, the USS Middlemas. Fifteen men boarded the Middlemas and the rest of the 93rd boarded a Navy transport ship, the Cape Johnson. By nightfall both ships were under way, accompanied by another freighter and a destroyer escort.

On 31 October, New Guinea's towering peaks were seen in the distance and Humboldt Bay appeared as the ship rounded a promontory. Stops had been made at Emirau and Manus of the Admiralty Islands. The Middlemas remained there until Sunday, 5 November. The Cape Johnson did not depart until 9 November. In the meantime, men on both ships had an opportunity to go ashore at the fleet landing. This was Hollandia, where evidence yet remained to depict the stubborn enemy resistance our troupes had encountered in occupying that portion of New Guinea.

It was not until the Cape Johnson was well away from Hollandia and Humboldt Bay that the destination was announced. Scuttlebutt, or rumors had been correct. The 93rd Battalion was headed toward the frontier once again. This time it was the Philippine Islands. Nearly three weeks had elapsed since the first beachheads had been established on Leyte and Samar. Now the Cape Johnson was one of sixteen transports and seven destroyers that formed the original convoy which was increased off Pelelieu the morning of 12 November. That evening the enemy made his first appearance in the form of a reconnaissance plane. As in the invasion landing on Green Island, men of the 93rd supplemented ship's gunners on the anti-aircraft guns.

ENEMY PLANE SIGHTED

Several alerts resulted from enemy planes being in the vicinity, but adequate American air cover kept them at a safe

distance. 13 November found the enlarged convoy well past the Palau Islands and within range of enemy land-based planes flying from the Philippines. General Quarters was sounded at 0845 in the morning and continued until evening. During alerts, all men except those assigned to anti-aircraft guns were kept below decks. At such times Commander L. C. Farley, the ship's captain, would turn narrator, colorfully describing activity above deck. At 0845 "An enemy plane has been sighted and it has undoubtedly sighted us. That is all". At 1000 "This is not a drill. There are enemy planes in the perimeter of this vicinity". At 1030 "They are hanging around the perimeter, doing nothing as yet".

Things quieted down enough during mid-day that everyone had an opportunity to go above decks for a while. At 1540 "They are hanging around the perimeter. A destroyer fifteen miles astern has opened fire". At 1630 "Still nothing doing. There are three groups of enemy planes circling about, twenty five to thirty miles away". At 1632 Captain announced that "they seem to have retired". But at 1700, the ship shuddered from a violent concussion. "You men below might be interested to know that we've shot down one plane. He dropped one torpedo which missed and he was shot down. There were no survivors on the plane". Captain Farley's witty remarks eased the strain everyone was under, being inclosed in a ship's hold while up above all hell was breaking loose. At 1800 the Captain added, "Friendly planes are here. Army P-38's".

"FIRING ON THE OUTSKIRTS"

Later that night at 2235, Commander Farley announced that "There is firing on the outskirts. It is difficult to see, but they are out there. We can't see a thing, which is okay, for they can't see us either".

Reveille the following morning, 14 November, was at 0400. It was raining heavily as the Cape Johnson was making its way into Leyte Gulf. General Quarters sounded at 0603 followed, a few minutes later, by another explanation "Firing on the outskirts, not much else". A later announcement was made at 0751, as the ship was being anchored in San Pedro harbor, at the extreme northern end of Leyte Gulf. "Two Jap planes have been shot down; one by a P-38, the other by Army shore based (Leyte) anti-aircraft". At 0800 all men went over the side into barges. As each barge was filled to capacity it would circle the ship. When all barges were filled it was expected to strike off for shore. This was not to be the case. Around and around they went, around and around, until at noon an order was issued bringing the barges back to the side of the ship and everyone clambered aboard. While the two ships were at Hollandia, Lieutenant Hubert Schmidt had been transferred to the Middlemas. He was to have arrived earlier, as he did, and he was entrusted with selection of a campsite. When the Middlemas arrived in Leyte Gulf, Lieutenant Schmidt was not allowed to leave the ship, orders from the ship's captain. And so it was that when the Cape Johnson arrived and the 93rd prepared to land, there was no place to go. That night was again spent aboard the Cape Johnson. By next morning, 15 November, arrangements had been made and the battalion landed, but on Samar, not Leyte, as had been expected.

WE LAND ON SAMAR

The campsite was in a coconut plantation which fringed a beach. Nearby was a small village, San Antonio. It consisted merely of a cluster of thatch huts and a few frame buildings one of which was a schoolhouse. Across narrow San Pedro channel, the modern city of Tacloban, Leyte, could be plainly seen. Just below Tacloban was a landing strip and a very busy one.

For the first two weeks ashore the 93rd did nothing other than to service its equipment, build some access roads, set up a permanent camp, repair a native church which had been damaged and conduct surveys for a coming assignment. The local terrain was found to be too unstable for any permanent construction, consisting mostly of swampland and rice paddies. This led authorities to abandon the area. On 30 November sixty men of the 93rd boarded small landing craft and traveled southward to the very tip of Samar, arriving at a fair sized town of Guiuan. Here they found coral deposits that could be used in construction and the terrain presented better possibilities. The battalion had to move again but this was only a short trip, so it moved in sections, via small landing craft.

LIFE AT SAN ANTONIO

The period spent at San Antonio was one that no one should ever forget. Air raids were common. At first they came at all hours of the day. Later they started a schedule, every morning and every night. Then they stopped their morning attacks. All this time the enemy was concentrating on the Tacloban airstrip, Tacloban itself, or more often they were after the enormous shipping in the harbor. On such occasions Leyte-based anti-aircraft units were firing in the general direction of Samar . . . and the 93rd. As a result, the battalion was practically living in bomb shelters, dodging both friendly and enemy shrapnel. Not being very successful in high altitude bombing attempts, the enemy resorted to mass suicidal attacks. It was not uncommon for the enemy to come in low over the 93rd camp and attempt crash dives on ships in the harbor.

On two instances "Conditional Black" was announced. This warning meant that enemy paratroops were being expected. Extra guards were posted and everyone was armed to the teeth. The enemy did land some paratroops, and in a Seabee camp at that, but on Leyte, in the 61st Seabee Battalion camp. These Seabees posted ten parachutes on their score board. Ten Japs had gone their limit.

ANOTHER ALERT SOUNDS

Action had been heavy on 26 November. At 1100 another alert was sounded and everyone sought shelter. One man reached a foxhole but never lived to tell about it. A projectile had his name written on it. That was all. The 93rd had lost another man. Burial was at Tacloban's Cemetery. A man from another Seabee unit had been killed at the same time. Both bodies were buried together, with brief and simple services being conducted by Chaplain Ball.

At the new Guiuan location only one thought prevailed and that was to construct an airstrip as early as possible. Only on one occasion did the enemy put in an appearance and that was on Christmas morning when a Dutch freighter was torpedoed. Although one hold was damaged, the ship did not sink but the explosion killed several Seabees aboard. The plane was shot down. All passenger troops were removed and spent Christmas night in the Guiuan cathedral. Enemy air raids were supplanted by extremely bad weather. It rained almost constantly, averaging .66 inches per day for the month of December. The strip was constructed over a swamp, necessitating the use of enormous quantities of fill. It had previously been stated that construction of an airstrip in this location was virtually impossible. The 61st and 93rd Battalions broke ground on 6 December, working together. On 18 December a Fairchild L-3 Cub successfully made the first landing. On 28 December four cargo transport planes landed, bearing cargo. On New Year's Day fighters and medium bombers arrived en masse. The Guiuan strip was in operation.

CONCLUSION

Today is Saturday, 14 April, 1945. To men of the 93rd, it means completion of an eighteen month tour of overseas duty. When we'll return home is knowledge not in our possession. "Our strip" is a good one. Its planes have supported and made possible other drives elsewhere in the Philippines from Luzon to Mindanao. Since we completed our work on the strip we have done other jobs too numerous to mention, all of which go into construction of a base. We have had time to provide ourselves with fairly comfortable quarters and our camp is without question the best on the island.

Our messhall has fed as many as nine thousand men in a day, not only our own, but transient flying personnel and ground forces as well. On the strip our mobile galley has served sandwiches and ice water to any and all transients. We are pretty well known throughout the Philippines.

Three days ago, 11 April, Donald E. Shackelford and Pete Seward were in the vicinity of another unit's blasting operations. Warned of an impending blast, the two men crouched beneath a truck body, but a flying lump of coral found them. Seward lost two fingers, but Shackelford was not so fortunate. Two blood transfusions failed to save his life. Burial was at the Tacloban Cemetery, Chaplain Ball officiating.

Yesterday we were stunned by the appalling news that our Commander-in-Chief had passed away. The news which started at the breakfast table as a rumor and was later confirmed, brought forth no dispirited nor oratorical comment. Everyone appeared to be swallowing a little harder and a little more often, and very few words were spoken. Otherwise, there was work to be done and it was done.

CONTEST HELD

Architects of the battalion submitted designs in a contest held recently, when it was decided to build a chapel. The winner received a cash award and had the pleasure of seeing his drawings spring to life. The chapel has been built on the beach, facing east. It is a permanent structure, made of native wood in heavy beams and with a concrete floor. Its interior is illuminated with indirect lighting. A mural adorns the wall behind the altar. It was painted by our battalion artist and depicts the physical struggle undergone by Americans and

Filipinos alike in the liberation of the Philippines. The hardships are tied together through religious worship, with American troops and Filipino civilians kneeling side-by-side before a panorama of the Virgin Mother and Child. Long after the 93rd has departed the chapel shall be standing, a gift to the Filipinos in their pursuit for freedom of worship.

Thirty-two men have not been here at camp with us for some time now. They were temporarily detached and sent to a lumber camp location nearby. There they have combined with men of other units in producing quantities of virgin lumber. Their living conditions have been poor, for they have not had the facilities that are available to us here. We expect them to rejoin us soon. One of them has gone Jap-hunting, for there are small pockets of resistance still holding out in the vicinity. He was successful, too, according to verified reports.

QUESTION ON ALL MINDS

The prevalent question of the day is "WHEN ARE WE GOING HOME?". One person's guess is as good as another's, and estimates range from late in May to September. In Europe the war appears to be in its final stages and Germany's surrender is expected to come at any time. Here in the Pacific theater, Okinawa of the Ryukyu Islands has been invaded successfully. Our forces are now fighting the enemy only three hundred twenty five miles from the Japanese homeland. Twice in eighteen months the 93rd Battalion was active in the furthest American outposts of each period, once at Green Island and once in the Philippines. The action has now once again shifted far forward. We cannot foresee what lies ahead nor when we'll return to our homes. Time alone will tell. In the meantime the 93rd Battalion will continue to be busily engaged in a project that eventually shall play an important part in the ultimate defeat of the enemy.

Since the above paragraph was written much has happened. First, VE day and then VJ day and the war's end. Our question has been answered to everyone's satisfaction. We were sent home and the men of the 93rd have attempted to take up their lives where they left off.

We have many memories that will carry with us the rest of our lives.

END

ITINERARY OF THE 93rd NAVAL CONSTRUCTION BATTALION

CONFIDENTIAL
 ADMIRALTY
 Classification

- Battalion formed at NCTC, Camp Peary.
- 16 May 43 Transferred to NCTC, Camp Endicott.
 - 9 Jul 43 Transferred to Camp Parks.
 - 9 Aug 43 Transferred to ABD, Port Hueneme.
 - 10 Aug 43 Battalion arrived ABD, Port Hueneme.
 - 14 Oct 43 Battalion with the exception of 1 Officer and 6 enlisted men departed ABD, Port Hueneme for overseas duty.
 - 20 Oct 43 Supply ship with 1 Officer and 6 enlisted men departed ABD, Port Hueneme for overseas duty.
 - 10 Nov 43 Arrived Russell Islands.
 - 12 Feb 44 1st Echelon departed Russell Islands.
 - 15 Feb 44 1st Echelon arrived Green Island.
 - 18 Feb 44 2nd Echelon departed Russell Islands.
 - 20 Feb 44 2nd Echelon arrived Green Island.
 - 22 Feb 44 3rd Echelon departed Russell Islands.
 - 25 Feb 44 3rd Echelon arrived Green Island.
 - 25 Oct 44 93rd Battalion departed Green Island.
 - 14 Nov 44 Arrived Leyte Gulf.
 - 15 Nov 44 Disembarked San Antonio, Samar.

CONFIDENTIAL

TO: RESTRICTED

Irvin S. Bowman
 Captain USNR
 Signature

The 93rd Battalion departed San Antonio, Samar, in small echelons on the following dates, and arrived at Cuiuan, Samar the day following in each instance:

- 30 Nov 44 Reconnaissance party, 67 men departed San Antonio.
- 2 Dec 44 1st Echelon, 116 men departed San Antonio.
- 4 Dec 44 2nd Echelon, 94 men departed San Antonio.

DECLASSIFIED

ITINERARY OF THE 93rd NAVAL CONSTRUCTION BATTALION

5 Dec 44 3rd Echelon, 17 men departed San Antonio.
7 Dec 44 4th Echelon, 151 men departed San Antonio.
8 Dec 44 5th Echelon, 20 men departed San Antonio.
10 Dec 44 6th Echelon, 5 men departed San Antonio.
11 Dec 44 7th Echelon, 44 men departed San Antonio.
13 Dec 44 8th Echelon, 77 men departed San Antonio.
14 Dec 44 9th Echelon, 34 men departed San Antonio.
17 Dec 44 10th Echelon, 101 men departed San Antonio.
18 Dec 44 11th Echelon, 17 men departed San Antonio.
20 Dec 44 12th Echelon, 80 men departed San Antonio.
21 Dec 44 13th Echelon, 55 men departed San Antonio.
24 Dec 44 14th Echelon, 37 men departed San Antonio.
27 Dec 44 15th Echelon, 68 men departed San Antonio.
30 Dec 44 16th Echelon, 51 men departed San Antonio.
15 Apr 45 The 93rd Battalion is operating at Guiuan, Samar.

To Part
Administrative
Classification of
Item

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John S. Bannister
Commanding Officer, 93rd Naval Construction Battalion
15 April 1946

Instructed 25 April 1946

ENCLOSURE (A).



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BATTALION









