

6th Naval Construction Brigade

*Historical
Information*



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



ON BOARD			
DATE	OFF.	MEN	AUTHORITY
1 Nov'44	35 (16-T)	0	MoR
1 Dec'44	33 (18-T)	13	MoR
1 Jan'45	17 + 7 T.O.	29 + 5 T.O.	MoR
1 Feb'45	20 + 7 T.O.	59 + 6 T.O.	MoR
1 Mar'45	39	60	MoR
1 Apr'45	39	60 - 4 are ACEPD personnel 69 - 13 are ACEPD personnel	BNP625 & R
1 May'45		60 - 4 are ACEPD personnel 65 - 13 are ACEPD personnel	BNP625 & R
1 Jun'45	23	101 - includes 49 ACEPD personnel	BNP625 & R
1 Jul'45	22	104 - includes 64 ACEPD personnel	BNP625 & R
1 Aug'45	21	101 - includes 50 ACEPD personnel	BNP625 & R
1 Sept'45	18	39 - 50 ACEPD personnel	BNP625 & R
1 Oct'45		37	BNP625

6th Construction Brigade (INACTIVATED)

- | Location - Tinian | 6th Brigade | 29th & 30th Regs. |
|-------------------|---|-------------------|
| 6-22-44 | 6th Construction Brigade established to consist of the 29th and 30th Regiments.
29th Reg. to consist of 18th CB, 92nd, CB 107th CB and Det. 1036. 30th Reg. to consist of 67th, 110th and 121st CB's (CominCh U.S. PacFlt & POA to Commander Task Group 10112 secret ltr Pac-484-Wn over P16-4 Ser. 001730 dtd 18 Jun'44). | |
| 7-28-44 | Lt. Urlass has been requested that he be assigned from Comsopac to 6th Brdg. for duty (Dirpaclocks P.H. spd ltr to Cincpacflt and Poa 2862 dtd 16 Jun'44). | |
| *10-24-44 | 9th CB ordered to Tinian and to the 6th Brdg. (Cincpoa Sec. disp. 150545 NCR 4878 to CNO dtd 16 Oct'44). | |
| 10-27-44 | 50th CB ordered detached from the 3rd Reg. and 2nd Brig. and to report to the 6th Brig. for duty in the Central Pacific. (OinC Hawaiian Area NC Brigades Conf. ltr. HAB-06-HCB/fnf over P16-4/00/MM over Ser. 6087 to OinC of the 50th CB dtd 27 Sep'44) | |
| 10-27-44 | 13th CB to be detached from the 3rd Reg. and 2nd Brig. and ordered to report to the 6th Brig. (OinC of Hawaiian Area NC Brigades conf. ltr HAB-06-HCB/fnf over P16-4/00/MM Ser. 6046 to the OinC of the 13th CB dtd 23 Sep'44) | |
| 10-27-44 | 135th CB detached from the 33rd Reg. and ordered to report to the OinC 6th Brdg. (Hawaiian Area NC Brig's conf. ltr. HAB-06-HCB/fnf over P16-4/00/MM over Ser. 6047 to OinC of 135th CB dtd 23 Sep'44) | |
| 12-13-44 | 1 Nov'44 report of 6th Brdg. - no comments. | |
| 1-1-45 | 1 Dec'44 report of 6th Brdg. - no comments. | |
| 1-4-45 | 112th CB ordered detached from the 31st Reg. to proceed and report to the 6th Brdg. for duty. (HANCB conf. ltr HAB-06-HCB/mv over P16-4/00/MM over Ser. 7781 dtd 7 Dec'44 to the OinC of 112th CB). | |
| 1-4-45 | 38th CB ordered detached from the 32nd Reg. to proceed and report to the OinC 6th Brdg. for duty. (HANCB conf. ltr HAB-06-HCB/mv over Ser. 7784 dtd 7 Dec'44 to the OinC of 38th CB). | |

Location - Tinian

6th Brigade

- 1-5-45 - The 9th CB reported to the OinC 6th Brg. 1 Dec'44 and ordered to report to the OinC of the 29th Reg. for duty. (6th Brg. Conf. 4th End. dtd 1 Dec'44 on HAB ltr HAB-06-HCB/fnf P16-3/00/MM Ser 6569 dtd 19 Oct'44 to OinC 9th CB)
- 1-16-45 - 1 Dec'44 report of the 29th Regiment - the 50th CB was detached from the 2nd Brg. on 24 Oct'44 and ordered to report to the 6th Brg., reporting on 19 Nov'44. The 27th (Sp) reported to the 6th Brg. on 20 Nov'44.
- 1-20-45 --- The 38th CB reported to the 6th Brg. 28 Dec'44 and assigned to the 30th Reg. for duty. (6th Brg. 5th End. dtd 28 Dec'44 on HAB ltr 7784 dtd 7 Dec'44 to OinC 38th C)
- 2-22-45 --- The 6th Brigade is reorganized to consist of the 29th, 30th and 49th Regiments. The establishment of the 49th Reg. is to be effective immediately to consist of the 9th, 38th, 110th and 112th CB's. The 29th & 30th Regiments to be reorganized by the 6th Brg. as follows: The 29th Reg. is consist of the 18th, 92nd, 50th, 107th and 27th (Sp). The 30th Reg. to consist of 13th, 67th, 121st and 135th CB' (CNO conf. ltr Ser. 055130 to Cincpoa and Bupers dtd 10 Feb'45).
- 3- 6-45 - OinC of 6th Brg. directed to reorganize 29th and 30th Regiments in accordance CNO Ser 055130 of 10 Feb. 49th Reg. hereby established effective at once and to consist of the following CBs: 9th, 38th, 110th, and 112th. (Conf Disp 020050 from Cincpoa Pearl to Comservpac)
- 3-29-45 - 1 Mar'45 report of the 6th Brg. - location hot given.
- 4-24-45 - 1 Apr'45 report of the 6th Brig. - located at Tinian.
- 5- 5-45 - The 6th Brigade is located at Tinian. (Dirpadoocks Sec Rep of 15 Apr'45)
- 5-16-45 - Comservpac conf ltr ser 01681 dtd 12 Apr to CNO requests establishment of CBD at Tinian formed from P-13 personnel attached to the 6th Brg. In accordance therewith CBD 1089 is hereby established. Its complement will consist of 3 off. and 75 men. The compl of ABCD FRAY will be decreased accordingly to compensate for formation of above CBD. (CNO conf ltr ser 0192530 dtd 7 May'45 to Comservpac)

6th Brigade

- 5-25-45 - 1 May'45 report of the 6th Brg. - no info on location.
- 6-5-45 - The 6th Brg Staff has been assigned to advanced base ARTU by CNO. (Comservpac sec ltr ser 002038 dtd 8 May'45 to CNO)
- 6-7-45 - Reur conf disp 190706 May. Direct OinC 6th Brg to inactivate 18th CB. Transfer all enl personnel who will be out of U.S. cont 21 mos as of 1 June to West Coast RecSta for leave and reassignment. Transfer other enl personnel to other units of 6th Brg. Transfer off. to 6th Brg on tempduty. Advise Comservpac when inactivation completed. (Comservpac conf spdltr ser 02837 dtd 31 May to IsCom Tinian)
- 6-13-45 - There are 13 offcrs assigned to the 6th Brg on temp duty from unit Batts accordi to 6th Brigs BNP-349(Auth. Compliment & on bd count of offcrs) dtd 31 May'45. Als this Brg functions as a joint Reg & Brig Staff & includes 10 offcrs from 6th Bri 10 from the 30th Reg, 3 from ACEPD, 10 from 29th Reg, 10 from 49th Reg & 1 from ABCD Annex.
- 6-26-45 - 1 Jun'45 report of the 6th Brg - location not stated.
- 8-28-45 - Remove from alerted status my 091943 July of higher classification HCBrigs. 6 & 9 (Comservpac Sec disp 242213 to Commarianas).
- 8-28-45 - 1 Aug'45 report of the 6th Brg - location not given.
- 9-20-45 - 6th Brg to be inactivated in accord with Cincpoa disp 050804 (Comservpac conf d 142259 Sept'45 to Cincpoa).
- 9-24-45 - 6th Brg staff to be inactivated. (Comservpac conf spdltr ser 05220 dtd 15 Sept' 10 to OinC, 6th Brg).
- 10-2-45 - 1 Sept'45 report of 6th Brg. Location not stated.
- 10-30-45 - 1 Oct'45 report of 6th Brg. Location not stated.

Location -

6th Brigade

- 11-8-45 - 50th CB is detached from the adm. & operational control of the 6th Brig. & will report by ltr to OinC, 5th Brig. for adm. control. 50th CB will report to IsCom, Tinian. (ComMarianas ltr ser 12288 dtd 25 Oct'45 to OinC, 50th CB).
11-19-45 - 6th Brig was inactivated on 25 Oct'45. (6th Brig. ltr dtd 26 Oct'45 to Comservvps)

INACTIVATED

SIXTH BRIGADE
LOG

TANK



Gift of

Capt. R. E. Bassler, CEC, USN, Ret.
DIRECTOR OF TECHNICAL INSTITUTE DEVELOPMENT
University Of Tampa Tampa 6, Fla.

This book in years to come should serve as a reminder of the great bond of friendship and personal association that were such vital factors in the accomplishments of our Brigade. The work of the 6th Brigade on Tinian was unique in that the magnitude of several major projects dictated a close harmony and a smoothly coordinated activity of many men from several Battalions and even from a group of Regiments in the round-the-clock field associations. Realization of the timely completion of two of the largest airfields and one of the best small harbors in the Pacific attested the splendid character of that perfect teamwork. It is my belief and faith that these bonds and associations will continue long after the 6th Brigade is inactivated.

The accomplishment of the impossible in such important projects for the support of the long range bombers is a great tribute to the integrity, the industry, and the unselfishness of every officer and man of this construction unit. Each and every man should and does take more than ordinary pride in his direct contribution to the war effort. When you return to your normal peacetime occupation, there is no doubt that the examples manifested by your Tinian performances will assist in making the world a better place and you may honestly feel that your personal sacrifices have had a definite influence on the early termination of the war.

It is an excellent opportunity to express the appreciation of the 6th Brigade for the constant inspiration given us by our Chief, Vice Admiral Ben Moreell, (CEC), USN, and for the cheerful and forceful leadership of his representative in the Pacific, Rear Admiral C. H. Cotter, (CEC), USN. Without this support success would not have been possible. May I offer to all my sincere and hearty congratulations on a enviable record and on a mission well done. My affiliations with the men of the 6th Brigade will always be held as one of the highlights of my experiences.



P. J. HALLORAN
Commodore, CEC, USN
Brigade Commander

TASK ON TINIAN

by H. F. Mertens



They sat around a conference table in Washington --- or it may have been Cairo or Teheran --- and they studied the maps and the charts.

"From here," somebody said, "we can reach the heart of Japan. With air bases here, we can break the back of Japan's war industries, we can take the war to the people who started it."

Then he added thoughtfully: "With bases here - we can shorten the war."

His finger pointed at a cluster of tiny islands 15 hundred miles from Tokyo---the Marianas. And he particularly indicated three of those islands: Guam, Saipan---and Tinian.

Guam, the largest, had been wrested from us by Japan in the early days of the war. Saipan had long been a key island for Japan in both a military and a commercial way. From it, Japan controlled vast areas of her ill-gotten South Seas empire.

But for us, Tinian was to play the greatest part, greater than either of the others, as an air base for dealing immediate death and destruction to the Japanese home islands, where it would hurt most.

And that is why, several months after the decision was made, the Seabees came to Tinian.

On the morning of July 24, 1944, United States Marines hit the beaches of Tinian under a terrific aerial and naval bombardment, and with the Marines were Seabees of specially trained assault patrols.

Seabees started their task on Tinian early. In the first three days of the attack on the island, 15 hundred Seabees stormed ashore. Later, this number grew to a peak of 15 thousand.

From the very beginning, the job of transforming this island of cane fields and banana trees---and Jap pillboxes---into the mightiest American military air base has been an all-Seabee job. All major construction, from start to finish, has been accomplished by Seabees of the Sixth U. S. Naval Construction Brigade, commanded by a veteran career man of the Navy's Civil Engineer Corps---Commodore Paul J. Halloran.

The principal Seabee task on Tinian was to build super airfields for those super airplanes, the B29's---a lot of fields, in a hurry.

The plateau and gentle hills of the tiny island (38 square miles) made it a "natural" for an air base. Writing in the December 23, 1944, issue of the Saturday Evening Post, John Bishop wound up his story on the Battle of Tinian by describing this island as "the finest potential

air base in the Central Pacific."

Two days before Mr. Bishop's words appeared, Seabees already had transformed the "potential" into reality in a big way. On December 21, three giant B29 Superforts swept down from a clear blue Pacific sky and landed on the first completed 8,500-foot runway---the first of many such strips and the first of many such planes to make their appearance here. That initial Superfort strip was completed with typical Seabee speed---11 full days ahead of schedule.

Though it was the first "super" strip, that was not the first landing strip completed by Seabees on Tinian. At 7 a.m. on July 27, 1944, three days after the first assault waves hit the island, orders came from Saipan to repair the just-captured Jap airfield at Wahi Point for the evacuation of wounded. A sudden storm prevented the removal of casualties by sea as planned. The field then was so full of bomb craters a Piper Cub could not have landed there. With only eight trucks, nine bulldozers and two tandem rollers, augmented by hastily repaired Jap equipment, the Seabees had the field ready for the first plane less than 24 hours after the repair order was given. Three hundred wounded men were removed by C-47 transport planes that first day. Evacuation by air continued until August 19.

The first "all-American" runway built on the island was started September 25 and put into use after only 45 days and nights of around-the-clock operations. Six thousand feet long, it involved the moving of a million cubic yards of coral and was built primarily for Navy patrol bombers and fighter planes.

At this writing, one year after the first American troops set foot on Tinian, the island's development as an airport strains your imagination---even when you see it. It is larger than Mayor LaGuardia's proposed Idlewild field on Long Island, which Fortune magazine (issue of April, 1947) says will be the "biggest airport in the world" in 1947. The little flower will have to expand his plans, or else turn a couple of hundred Seabees loose on the project, if he wants to make good the claim---because Tinian's facilities now surpass Idlewild's expectations of two years in the future.

Tinian's airport is split into two parts, known simply and undramatically as North Field and West Field. One section alone exceeds Idlewild. Together they more than double the Long Island dream.

Look at these comparisons:

	Length of runways and taxiways	Width of runways
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Idlewild	14.5 mi.	300 ft.
Tinian North	19.9 mi.	500 ft.
Tinian West	19.2 mi.	425 ft. to 500 ft.

Taxiways of the New York and Tinian fields are the same width---100 feet.

Theoretically, planes will be able to land and take off at the Idlewild field at the rate of 360 and hour---six every minute. On the same theoretical basis, planes can land and take off at Tinian at the rate of 480 an hour---eight every minute.

The Seabees had to blast, haul, move around and pack down a lot of coral to build strips of such gigantic size. Almost overnight they moved down hills that happened to be in the way, and carved young "grand canyons"---coral pits---all over the island. Full booms reverberated constantly as coral was blasted in more than a score of quarries and on the airfield site itself. Tinian coral, hard but porous, required the placing of dynamite charges close together. The quake-and-quiver boys on wagon drills and jack hammers drilled as many as 12,000 holes to place that many charges of dynamite for a single blast.

Cuts on the airstrip sites required the moving of 3,827,800 cubic yards of coral. Fills required another 8,087,400 cubic yards. The total---11,915,200 cubic yards of coral---is equal in volume to more than three Boulder Dams.

If used for road building, the coral would be the equivalent of a two-lane finished earth highway from New York City to Cleveland, Ohio.

Asphalt surfacing (6,790,000 square yards) is enough to pave a highway from Boston, Massachusetts to Washington, D. C.

In Camp Ghuro, where they are interned, the island's Japanese civilians got an idea of what was going on. The speed with which the Seabees changed the face of the island amazed them, so great was the contrast to Japanese construction methods, which relied more on slow hand labor than on machines.

Even some of the Tokyo-bred Jap civilians, whose stubborn insistence that the Nipponeese would retake Tinian hung on a long time, finally admitted the Americans would keep the island and, maybe, win the war. "Big scoops" they gave as the reason for the American superiority, meaning the giant carry-alls, the fleet of trucks, the bulldozers, the power shovels, and all the other Seabee con-

struction equipment.

At the peak of the construction, "big scoops" in use included 450 trucks, 55 power shovels, 50 power graders, 125 giant carry-alls or "pans," 150 tractors and bulldozers, 75 wagon drills, 12 well-drilling rigs and 120 air-compressors.

Though it seemed an amazing amount of equipment to Japanese eyes, it really was not enough. To get the job done, and done on time, the Seabees had to make every truck, every bulldozer, work to the limit of its capacity---and beyond. Maraton mats were used to build track sides higher, so they would hold more coral. Machine shops were set up alongside the runways, to make repairs immediately. Tires soon battled the most persistent cause of breakdowns---tire trouble, caused by the jagged coral, which cut heavy duty treads to shreds. As a preventive measure, they rigged a device consisting of an endless steel cable to knock out rocks caught between dual tires, without stopping the truck.

Day and night the endless stream of trucks shuttled at high speed between coral pits and runways on special "haul roads," guarded by bronzed Seabees wearing the "SP" arm bands of Shore Patrol authority. And woe to the man, no matter what his rate or rank, who turned on to a haul road when he didn't belong there.

One morning two Negro members of an Army port battalion, driving a truck for another purpose, inadvertently turned on to a haul road from an out-of-the-way lane. They tried to turn off when they discovered their error, but to the SP's a truck was a truck, and they belligerently waved the objecting soldiers back into line. The entire morning, until all the drivers stopped for noon show, they unwillingly hauled coral for the Seabees!

Even Jap snipers along dark stretches of road failed to halt the coral-bombing. Only air raids, when the whole island blacked out, temporarily stopped the steady stream of trucks.

But it was more than quantities of equipment and more than hard labor, night and day, around the clock, in good weather and foul, that built Tinian. It was fighting spirit, if you want to call it that, a high determination to get the job done---fast. Here was one project for which every man knew there was an immediate, urgent need. The sooner it was finished, the sooner the silver sky giants would be dropping bombs on Tokyo, on Yokohama, on all the places where it would hurt Japan most. And the sooner Japan could be hurt hard, the faster Hirohito's backyard could be burned and blasted, the sooner the imperial Japanese war lords might "catch" on that they're whipped---and the sooner Seabees and everybody else could go home.

From the time the first B-29 landed on the first strip, a strong feeling of kinship developed between the grizzled old Seabees, the earthborne builders, and the eager young Army fliers, the air-borne warriors. Seabees "sponsored" the gleaming

giants of the air and "adopted" their crews. Every Seabees outfit on the island had its insignia on a "CB-29." Crews ate and practically lived with the rugged, genial builders. Acquaintances ripened into genuine friendship.

At the commissioning of each strip as many Seabees as possible were included in the first take off, a privilege cherished by all who so positively contributed to making the base a reality.

When the planes headed toward Japan, Seabees watched them roar down the runways and "sweat out" each mission. When a "CB-29" was reported missing, they still lingered at the airport, refusing to believe bad news, hoping against hope that in some way "our boys" would be found.

From Guadalcanal on west through the Pacific, Seabees have been "blood brothers" of the Marines, with whom they shared the invasion of island after island. And here on Tinian, Seabees became "kinfolk" of the Army, too. Cooperation between the services on this island has been a living, human reality.

B-29's were flying from Tinian long before existence of the base was officially announced. Then, the announcement came at the time of the bloody Iwo Jima invasion and did not create much of a public stir. Even now, the phrase in the communiques, "Marines based," still seems to mean only Saipan and Guam to many readers and to some State-side editors. But the Seabee-built base on Tinian, the biggest airport in the world, is by far the most important springboard for the devastating air blitz which already has wiped out city after city on the Japanese homeland.

When you build a airbase of the magnitude of Tinian's, you have to do more than level off a few million yards of coral for landing fields. You have to build everything else that goes with the landing fields, too.

Bomb dumps, for instance---to store the lethal stuff the B-29's drop on Japan. Seabees built facilities for storing many thousands tons of trouble for Tokyo.

And tank farms---to store the juice that runs the planes. Seabees built gasoline and oil storage tanks to hold millions of gallons, and the pipe lines required for transferring the fuel from one area to another.

At the airfields themselves, 942 separate structures were built---control towers, gun towers, quonset huts, warehouses. In addition, living quarters for thousands of garrison and air corps personnel were erected---plus chapels, galleys, mess halls, heads, and all the other buildings military camps require.

Hospitals for both the Army and Navy, with a capacity of 7,000 beds, were built.

Seabees dug 39 wells, now producing 1,400,000 gallons of fresh water daily. A sewage system with 50 miles of pipes now is under construction.

Seventy miles of coral roads, 20 feet wide, have

been constructed, of which 15 miles consist of dual-strip, four-lane super highways. The main roads are getting an asphalt top. (New Yorkers have an easy time finding their way around Tinian. Commodore Halloran named all the roads after the streets of Manhattan).

To provide surfacing for the runways and roads, Seabees built two asphalt plants, with a capacity of 3,400 tons a day.

One battalion salvaged battle-damaged Japanese generating equipment to put together a 700-kilowatt power plant to supply electric power for several units on the island. An all-island plant of 6,000 kilowatt capacity is to be erected.

Seabees on Tinian were among the first Americans to bump into the problems which will grow as we get closer to Tokyo---that of caring for large numbers of enemy civilians. Arriving on the island during the assault phase, three days before the first civil affairs officer, a Seabee detachment provided the first food and shelter for captured Japanese and Korean civilians and helped set up Camp Churu, now housing over 11,000 men, women, and children.

The largest single job outside the actual airfield construction, a major project which required as much steel as 10 destroyers, is still cloaked in military secrecy.

As the most important work was finished, the Seabees turned their bulldozers and skill to making the island "civilized." Fifty theaters now show nightly movies or stage performances. "Play ball" rings from a score of diamonds. Volley ball and basketball courts abound, some of them lighted for night games. Bronzed men play on a dozen or more tennis courts, and swim at four supervised bathing beaches. There are five boxing rings, and several small but completely equipped gyms for individual exercise. And there are nine "hobby lobby" shops, equipped with lathes, drills and other tools; for a good many Seabees, like the proverbial postman, make their work their play.

Along with the world's largest airport, the Seabees thus brought to Tinian the unmistakable marks of American civilization.

Ask any Seabee what outfit he's in and he'll give you the number of his battalion. This is the basic unit of Seabee organization. Frequently a single battalion is the only construction outfit on an island. Battalion officers and men often acquire a strong and healthy feeling of independence and pride in their own outfit.

The higher echelons, regiments and brigades, are fluid organizations, created as the need arises to coordinate the work of several battalions. The 15 thousand Seabees who swarmed to Tinian by the end of December were members of 12 Construction Battalions, one Special (Stevedore) Battalion, and one dredging detachment.

To co-ordinate the efforts of all these separate units, to keep everybody's eye on the main goal, was the job of Commodore Halloran and his staff.

To break down the administrative function further, first one Construction Regiment was established--the 29th, with Commander Marvin Y. Neely as officer in charge. Then another regiment, the 30th, was set up, with Commander Jonathan P. Falconer as officer in charge. Later, a third regiment, the 49th, was established, with Commander Thomas H. Jones as officer in charge.

For years after the war, at veterans' meetings and impromptu bar-room "conventions," the Seabees who were on Tinian will argue long and loud about which outfit did what. In fact, the arguments already have started.

The truth is that all battalions and all units did everything. In all its multifarious phases, the Seabees task on Tinian was handled by the Commodore and his administrative staff as one big job. Equipment of all the units was pooled. Men of all units, too, were considered as being one body of highly skilled American craftsmen. Equipment and men were thrown into whatever phase of the job they were needed most---much as a combat commander throws tanks, guns and men into the line.

For Seabees, the battle was against the most relentless of all enemies---Time. To be sure, they fought the physical enemy, too: the first Seabees on the island felt the fury of Jap grenades and shellfire; nearly all knew the crack of bullets from snipers hidden in caves and cane fields, and the danger of death raining from the skies. But the biggest enemy was intangible---Time. Original deadlines were "impossible." Then these were shortened. Then the construction program was expanded---and dates for completion set still closer.

But the Seabees met---and beat---all the deadlines. The first B-29 landed less than five months after the first Seabees hit the island with the attacking Marines. The last Superfort strip was "christened"---by bombers roaring off to Japan---on May 5, this year. Along with the major deadlines, a thousand minor but important goals were reached on time---or ahead of time. A new camp for airmen had to be set up on 24 hours notice. A stretch of road had to be built overnight. New bomb revetments had to be prepared in a hurry, to handle the cargo of a ship coming into the harbor. So it went, with each day bringing new demands and resulting in new achievements.

With justified satisfaction, the Seabees have watched their great labors on Tinian pay off in a big way, as the mass Superfort raids on Japan have risen in ever-increasing tempo and fury. The Seabees have made the prophecies of the men around the conference table come true.

Planes flying from this base have broken the back of Japan's war industries. The bitterness of war has been taken to the very hoses of the people who started it.

THE END

EDITOR'S NOTE:

As the task of the Seabees on Tinian neared completion, Commodore Halloran, with a skeleton staff consisting of Commander G. Gans, Commander J. Falconer, Commander T. Jones, Commander J. Beville and Lieutenant Commander E. Grable left for Pearl Harbor on 5 July, 1945, to plan for the next operation of the Brigade, which at that time had been assigned to it. Later, Commander T. J. White with the remaining officers of the Brigade Planning Staff followed. Subsequently, Commodore Halloran was designated as Commander of Naval Construction Troops for this proposed new operation, the scale and tempo of which gave promise of reaching record proportions. Commander Neely was given additional duty as Acting Officer-in-Charge of the Brigade, with Lieutenant W. Pinkerton, as Acting Executive Officer.

Meanwhile, the Seabees of the Sixth Brigade continued to do the job assigned them. On 15 August, 1945, after several anxious days of listening to the latest newscasts, the news for which we were all waiting was announced--The Rising Sun Had Set--THE JAPS HAD SURRENDERED! Though we all celebrated, each in his own individual way, we realized

that there was still a job to be done on Tinian and we continued our task--completing all of the assigned construction which provides full facilities for operations on the Island including the tremendous airfield installations, with the necessary fuel storages and ammunition dumps; a fine protected harbor with steel pile cellular breakwater; paved roads, water supply system, and a central electrical power installation.

Following the surrender of Japan, we were informed that the contemplated new operation for the Brigade was cancelled and that (other than the 38th Battalion which was assigned duty with the occupation forces) the Brigade, Regiments and Battalions, with all the assigned construction completed, as of September 25, 1945, were to prepare for inactivation.

For the officers and men of the Sixth U. S. Naval Construction Brigade and of the 29th, 30th, & 49th Regiments--the Headquarters "Family"--this booklet has been prepared as a personal souvenir, a reminder for the years to come of friends and events, and of the part each played in building the biggest airport in the world, in accomplishing the Seabee Task on Tinian.



Our Skipper, Commodore Paul J. Halloran, CEC, was the original Commanding Officer of the Sixth U. S. Naval Construction Brigade upon its activation. With him, he brought a record of an officer having thorough knowledge and practical experience as a construction engineer, and a long record of successful achievement in the Navy.

Commodore Halloran was born in Massachusetts, in 1898, subsequently all his primary education was had in New York schools. In 1919, he graduated from GE Thayer School of Engineering, at Dartmouth, with a B. S. degree. After his graduation, he held the following positions successively-structural draftsmen for Westinghouse Church Kerr & Company; designer for Dwight P. Robinson; and Assistant Chief Designer and Field Superintendent for Standard Oil Company of New York.

In 1921, Commodore Halloran entered the Naval service as a Lieutenant (j.g.), CEC. Progressing through each rank, our Skipper climbed the ladder to Commodore, to which he was advanced on April 3, 1945.

His assignments in the Navy included duty as Public Works Officer at the following stations: Paris Island, South Carolina; Quantico, Virginia; Tutuila, Samoa, and, at Naval Operating Base Newport, Rhode Island. He was also Contract Superintendent at Great Lakes, Illinois, and, later, at the Norfolk Navy Yard, and in addition served in the Republic of Haiti as Department Engineer. In the Navy Yards at Charleston, South Carolina, and, later, at New York, he held the post of Project Superintendent. In 1943 to 1944, he was Officer-in-Charge of the closing out of all cost-plus-a-fixed-fee contracts, Bureau of Yards and Docks and accomplished this important task in record time.

Collateral with his duties as Brigade Commander, Commodore Halloran was Construction Officer on the Staff of Lieutenant General Holland M. Smith, U. S. M. C., during the assaults of Saipan and Tinian for which he received the Legion of Merit "for exceptionally meritorious conduct" and the Presidential Unit Citation. He later received the Gold Star in Lieu of Second Legion of Merit for his accomplishment of the Tinian construction.

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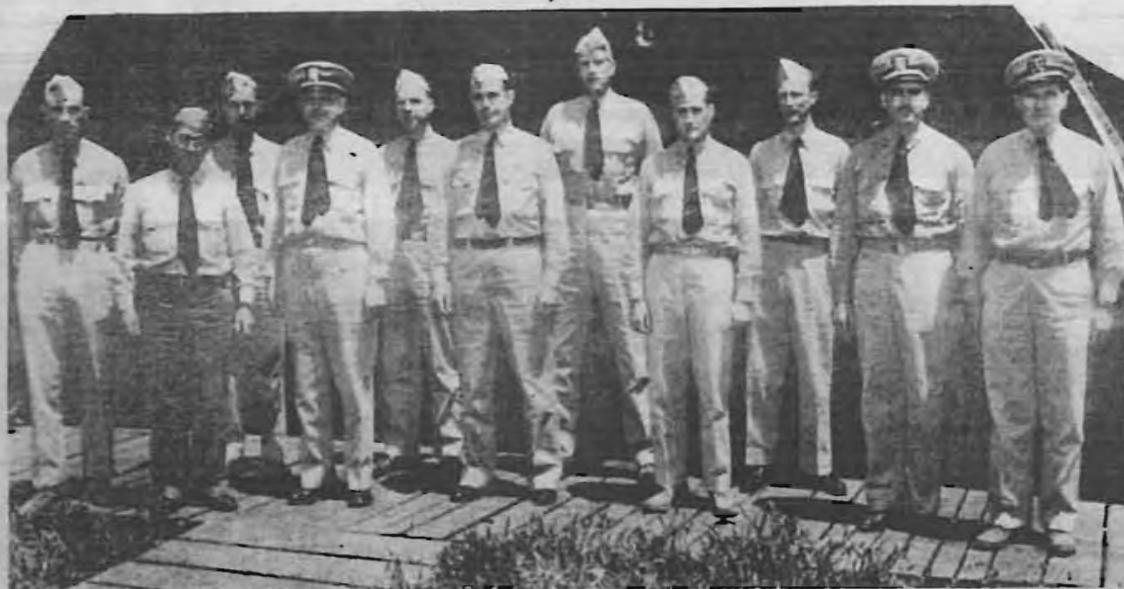
~ PAUL J. HALLORAN ~
COMMODORE C.E.C. U.S.N.

When our Skipper was advanced to Commodore, enlisted men as well as officers of his command celebrated the occasion at Brigade Headquarters and the Island Commander, Brigadier General Frederick V. H. Kimble, USA, pinned the coveted silver star on him.

Football, basketball and gymnastics, including a daily workout on his punching bag, are favorites of our Commander. Wood carving is his featured hobby and he is, also, much interested in the design and development of home craftsman power tools. He is a movie fan as well as an amateur cameraman and often he can be seen "shooting" some Seabee construction or some of the island's natural loveliness.

Commodore Halloran's wife, Catherine, his sons, Richard and David, aged 15 and 13 years respectively, and his 11 year old daughter, Joan, await his return at 25 Pell Street, Newport, Rhode Island.

The outstanding accomplishment of the extensive construction program at Tinian has been largely due to the forceful, capable leadership and experienced engineering guidance of the Commodore and marks the climax of the career, to date, of a successful Naval Civil Engineer Corps officer.



BRIGADE
OFFICERS

SIXTH BRIGADE PLANNING STAFF - OAHU



SIXTH BRIGADE STAFF - TINIAN, MARIANAS

To break down the administrative function further, first one Construction Regiment was established---the 29th, with Commander Marvin Y. Neely as officer in charge. Then another regiment, the 30th, was set up, with Commander Jonathan P. Falconer as officer in charge. Later, a third regiment, the 49th, was established, with Commander Thomas H. Jones as officer in charge.

For years after the war, at veterans' meetings and impromptu bar-room "conventions," the Seabees who were on Tinian will argue long and loud about which outfit did what. In fact, the arguments already have started.

The truth is that all battalions and all units did everything. In all its multifarious phases, the Seabee task on Tinian was handled by the Commodore and his administrative staff as one big job. Equipment of all the units was pooled. Men of all units, too, were considered as being one body of highly skilled American craftsmen. Equipment and men were thrown into whatever phase of the job they were needed most---much as a combat commander throws tanks, guns and men into the line.

For Seabees, the battle was against the most relentless of all enemies---Time. To be sure, they fought the physical enemy, too; the first Seabees on the island felt the fury of Jap grenades and shellfire; nearly all knew the crack of bullets from snipers hidden in caves and cane fields, and the danger of death raining from the skies. But the biggest enemy was intangible---Time. Original deadlines were "impossible." Then these were shortened. Then the construction program was expanded---and dates for completion set still closer.

But the Seabees met---and beat---all the deadlines. The first B-29 landed less than five months after the first Seabee hit the island with the attacking Marines. The last Superfort strip was "christened"---by bombers roaring off to Japan---on May 5, this year. Along with the major deadlines, a thousand minor but important goals were reached on time---or ahead of time. A new camp for airmen had to be set up on 24 hours notice. A stretch of road had to be built overnight. New bomb revetments had to be prepared in a hurry, to handle the cargo of a ship coming into the harbor. So it went, with each day bringing new demands and resulting in new achievements.

With justified satisfaction, the Seabees have watched their great labors on Tinian pay off in a big way, as the mass Superfort raids on Japan have risen in ever-increasing tempo and fury. The Seabees have made the prophecies of the men around the conference table come true.

Planes flying from this base have broken the back of Japan's war industries. The bitterness of war has been taken to the very homes of the people who started it.

THE END

EDITOR'S NOTE:

As the task of the Seabees on Tinian neared completion, Commodore Halloran, with a skeleton staff consisting of Commander G. Gans, Commander J. Falconer, Commander T. Jones, Commander J. Beville and Lieutenant Commander E. Grable left for Pearl Harbor on 5 July, 1945, to plan for the next operation of the Brigade, which at that time had been assigned to it. Later, Commander T. J. White with the remaining officers of the Brigade Planning Staff followed. Subsequently, Commodore Halloran was designated as Commander of Naval Construction Troops for this proposed new operation, the scale and tempo of which gave promise of reaching record proportions. Commander Neely was given additional duty as Acting Officer-in-Charge of the Brigade, with Lieutenant W. Pinkerton, as Acting Executive Officer.

Meanwhile, the Seabees of the Sixth Brigade continued to do the job assigned them. On 15 August, 1945, after several anxious days of listening to the latest newscasts, the news for which we were all waiting was announced---The Rising Sun Had Set---THE JAPS HAD SURRENDERED! Though we all celebrated, each in his own individual way, we realized

that there was still a job to be done on Tinian and we continued our task---completing all of the assigned construction which provides full facilities for operations on the Island including the tremendous airfield installations, with the necessary fuel storages and ammunition dumps; a fine protected harbor with steel pile cellular breakwater; paved roads; water supply system; and a central electrical power installation.

Following the surrender of Japan, we were informed that the contemplated new operation for the Brigade was cancelled and that (other than the 38th Battalion which was assigned duty with the occupation forces) the Brigade, Regiments and Battalions, with all the assigned construction completed, as of September 25, 1945, were to prepare for inactivation.

For the officers and men of the Sixth U. S. Naval Construction Brigade and of the 29th, 30th, & 49th Regiments---the headquarters "family"---this booklet has been prepared as a personal souvenir, a reminder for the years to come of friends and events, and of the part each played in building the biggest airport in the world, in accomplishing the SeaBee Task on Tinian.



Our Skipper, Commodore Paul J. Halloran, CEC, was the original Commanding Officer of the Sixth U. S. Naval Construction Brigade upon its activation. With him, he brought a record of an officer having thorough knowledge and practical experience as a construction engineer, and a long record of successful achievement in the Navy.

Commodore Halloran was born in Massachusetts, in 1898, subsequently all his primary education was had in New York schools. In 1919, he graduated from CE Thayer School of Engineering, at Dartmouth, with a B. S. degree. After his graduation, he held the following positions successively-structural draftsman for Westinghouse Church Kerr & Company; designer for Dwight P. Robinson; and Assistant Chief Designer and Field Superintendent for Standard Oil Company of New York.

In 1921, Commodore Halloran entered the Naval service as a Lieutenant (j.g.), CEC. Progressing through each rank, our Skipper climbed the ladder to Commodore, to which he was advanced on April 3, 1945.

His assignments in the Navy included duty as Public Works Officer at the following stations: Paris Island, South Carolina; Quantico, Virginia; Tutuila, Samoa, and, at Naval Operating Base Newport, Rhode Island. He was also Contract Superintendent at Great Lakes, Illinois, and, later, at the Norfolk Navy Yard, and in addition served in the Republic of Haiti as Department Engineer. In the Navy Yards at Charleston, South Carolina, and, later, at New York, he held the post of Project Superintendent. In 1943 to 1944, he was Officer-in-Charge of the closing out of all cost-plus-a-fixed-fee contracts, Bureau of Yards and Docks and accomplished this important task in record time.

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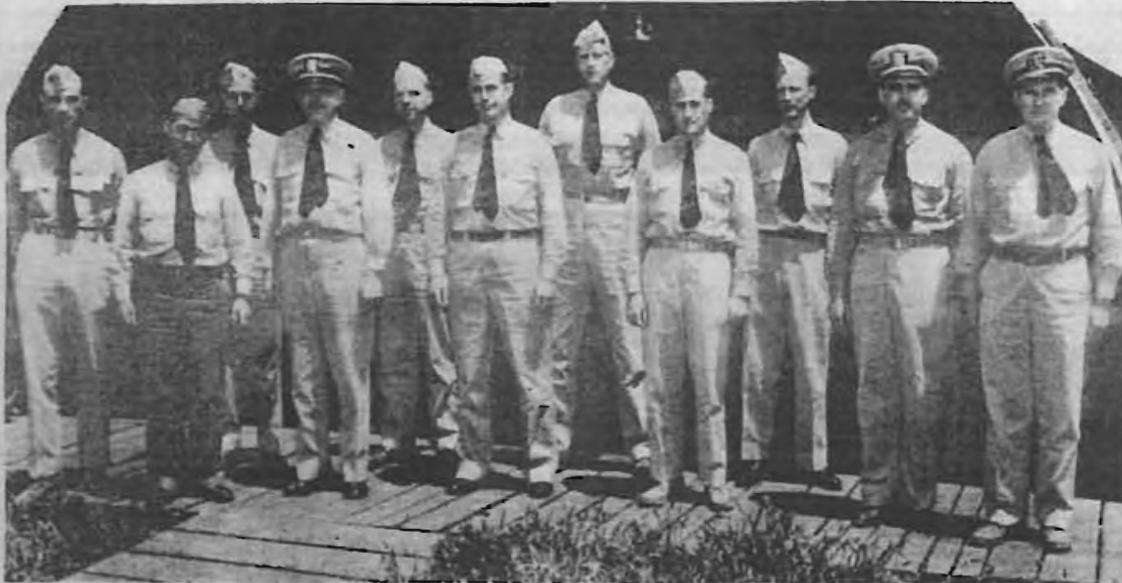
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