

30th Naval Construction Regiment

Historical Information



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



- 5-22-44 - 6th Const. Brigade established to consist of the 29th and 30th Regiments. 30th Reg. to consist of 67th, 110th, and 121st CB's. (CominCh U.S. PacFt&Pos to Com Task Group 10.12 secret ltr Pac-484-Wn over FlC-4 Ser. 001730 dtd 18 Jun'44).
- 11-29-44 - 1 Nov'44 report of 30th Reg. - No info on location. Covered activities on the 67th, 110th, and 121st CB's. The 13th and 135th CB's arrived 24 Oct'44. Report endorsed by 6th Brigade.
- 1-10-45 - 1 Dec'44 report of the 30th Reg. - no info on location. Regiment consists of the 13th, 67th, 110th, 121st, and 135th CBs. Report endorsed by the 6th Brigade.
- 1-20-45 - The 38th CB reported to the 6th Reg. 28 Dec'44 and assigned to the 30th Reg. (6th Brg. 5th End. dtd 28 Dec'44 on HAB ltr 7784 dtd 7 Dec'44 to the OinC 38th CB).
- 2- 2-45 - 1 Jan'45 report of the 30th Reg. - No info on location. Covered reports on the 13th, 67th, 110th, 121st, and 135th CB's. Report endorsed by 6th Brg.
- 2-22-45 - The 30th Reg. reorganized to consist of the 13th, 67th, 121st and 135th CB's. (CNO conf. ltr Ser. 055130 to Cincpac and Supers dtd 10 Feb'45).
- 3- 3-45 - 1 Feb'45 report of the 30th Reg. - Report endorsed by 6th Brg. Comments on the 13th, 67th, 121st, and 135th CBs.
- 3- 6-45 - OinC 6th Brg. directed to reorganize 29th and 30th Regiments in accordance CNO Ser 055130 of 10 Feb. (Conf Disp 030050 from Cincpac Pearl to Comservpac)
- 4-2-45 - 1 Mar'45 report of the 30th Reg. - Covered activities of the 13th, 67th, 121st, and 135th CBs. End. by 6th Brg.
- 4-25-45 - 1 Apr'45 report of the 30th Reg. - Batts of the 30th Reg. first started coming ashore on Tinian on 27 Jul'44. 13th, 67th, 121st, and 135th CBs attached. The 13th and 135th CBs have been alerted and are relieved of all duties on 6 May and 6 Jun'45 resp. Projects of the base develop plan assigned to this Reg will be completed by the end of Jun'45. Report end by 6th Brg.

30th Reg.

- 5- 7-45 - The 30th Reg. is located at Tinian. (Dirpaddock's S.F. Sec Rep of 15 Apr'45)
- 5-25-45 - 1 May'45 report of the 30th Reg. - located at Tinian. Comments on the 13th, 67th, 121st, and 135th CBs. Report routed via the 6th Brg.
- 6-5-45 - The 30th Reg Staff has been assigned to advanced base ARTU by CNO. (Comservpac sec ltr ser 002038 dtd 8 May'45 to CNO)
- 6-27-45 - 1 Jun'45 report of 30th Reg - located at Tinian. Comments re the 13th, 67th, 121st & 135th CBs. Report end. by the 3rd Brig.
- 7-23-45 - 121st CB detached from the 30th Reg and 6th Brg on 5 July. Ordered to proceed to COT Okinawa. (6th Brg conf orders ser (0159) dtd 5 July to OinC 121st CB and end thereto)
- 7-23-45 - 13th CB detached from the 30th Reg and 6th Brg on 5 July. Ordered to proceed to COT APO 331. (6th Brg conf orders ser (0158) dtd 5 July to OinC 13th CB)
- 7-28-45 - 1 Jul'45 report of the 30th Reg - The 121st CB secured all work in the field on 30 June preparatory to mounting for Saipan. The 13th CB secured all work in the field on 10 June preparatory to mounting for a forward movement. The 67th and 135th CBs were detached from this command on 27 June. "This summary of operations will be the last to be submitted by the 30th Reg covering constr work on Tinian". Report via 6th Brg.
- 8-25-45 - Remove from alerted status my 091943 July of higher classification staffs of NCRs 29, 30, 40 & 49. (Comservpac Sec disp 242213 to Commarianas).
- 8-28-45 - 1 Aug'45 report of 30th Reg - no info as to location given. Report came via 6th Brig.
- 9-24-45 - Comservpac directs OinC, 6th Brig to inactivate the 30th Regt. Staff. (Comservpac conf spltr ser 05220 dtd 15 Sept'45 to OinC, 6th Brig).

Location-

30th Reg.

10-2-45 - 1 Sept'45 report of 30th Reg. Location not stated. Report via 6th Brig.
10-31-45 - 30th Reg. inactivated on 1 Oct'45. (OinC, 6th Brig. ltr dtd 19 Oct'45 to Conserv-
pac).

INACTIVATED

Location- Marianas, Guan 30th NAVAL CONSTRUCTION REGIMENT

10-27-47 - ACTIVATED immediately upon inactivation of the 5th NavConBrigade.
Under adm. & op control of ComMarianas. OinC Capt. Baumer.
All pers. fm 5th NavConBrigade. (Rest. ltr fm ComMarianas to
Capt H.W. Baumer, CEC, USN, file: FF12/031/A4-2 HWB:tes). (Ltr
filed in 30th NavConstRegiment).

11-1-47 - 30th NCR was Activated this date (11-1-47)

30th NAVAL CONSTRUCTION REGIMENT

30th Regiment

Date	Organization	Location	Reference	Notes
6/19/44	-	Cincpoa	C. B. report	67th, 110th,
10/14	-	Cincpoa (6th Brig.)	1 June. C. B. report	121st.
11/22	-	Yunian 6th Brig.	1 October. C. B. report	
2/20	-	-	1 November Op 30 Conf serial 055130 7 10 Feb.	To be reorganized by Cinc 6th Brig. - 13, 67, 121, 135 C. Co.

ON BOARD

<u>DATE</u>	<u>OFFICERS</u>	<u>MEN</u>	<u>AUTHORITY</u>
1 Nov'44	3	0	MoR
1 Dec'44	5	0	MoR
1 Jan'45	5	3 Temp.	MoR
1 Feb'45	5 (v.v.a.)	3 T.D.	MoR
1 Apr'45	3	0	MoR
1 May'45		0	BNP625
1 Jun'45	3	3	BNP625 & R
1 Jul'45		3	BNP625
1 Aug'45	3	0	BNP625 & R
1 Sept'45	3	0	BNP625 & R

THIRTIETH
REGIMENT

~CONSTRUCTION~



CORAL PIT



QUONSET



'FLAK' TOWER



PREPARATION OF
SUB-GRADE



TAXIWAY CULVERT

The 30th Naval Construction Regiment was activated on 18 June 1944 with Commander P. J. Falconer CEC, USNR, as Officer in Charge. Since all air-drome construction work had been assigned to this Regiment during the planning of the Tinian operation, the title of "Airfield Construction" Regiment was unofficially tacked on for purpose of local liaison.

The first Regimental Headquarters was located in the 6th Brigade Area of the 67th Naval Construction Battalion Camp at the north end of the island. For the first few weeks Commander Falconer carried on alone until the arrival of Lt. Commander Grable, on about the 18th of August. The early days found the Regiment on a "Super-Streamlined" basis struggling alone in a crude field office consisting of a 16' x 16' tent with one desk, a simplified file system carried in the pockets of Commander Falconer and Lt. Commander Grable, and one yeoman, Dave Marden, who spent most of his time longing for the day when he would be assigned a typewriter. On the first of October the Regiment moved into its present office in the 6th Brigade Area near the Island Command Headquarters.

The staff was subsequently enlarged with additional officer and enlisted personnel on temporary duty assignments from either the Brigade or Battalions. The final roster included the following: Commander J. P. Falconer, Officer in Charge; Lieutenant Commander E. F. Grable, Executive Officer; Lieutenant J. H. McAuliffe, Jr., Operations Officer; and Ensigns R. D. Barry and E. T. Di Berto, Liaison Officer and Adjutant, respectively. The enlisted personnel was comprised of D. J. Marden, Y2c; L. R. Layendecker, E3c, and H. T. Overton, M02Mc. O. G. Simpson, Sic, was on board until April, at which time he returned to the states for V-12 training.

The first Battalion of the Regiment to "hit the beach" was the 121st, which landed with the Marine assault-troops, and installed the landing ramps to help the flow of combat supplies and equipment. Ushi Field was repaired and the first fighter landed on 28 July. The 67th Naval Construction Battalion followed the initial assault parties immediately joining forces with the 121st Naval Construction Battalion in extending both ends of the Jap air strip to accommodate Navy heavy bombers.

In mid-August the 1st Separate Engineer Marine Battalion was operationally attached to the Regiment, and their efforts were directed to the reconditioning of West Field Four, a Jap strip here on Tinian. Work continued on surveys, airfields, roads, water facilities, sanitation, camps, hospitals, tank farms, pipe lines, tanker moorings, drainage and other construction items as assigned by the Brigade.

The 110th Naval Construction Battalion arrived from Eniwetok in September and was immediately put to work on the construction of the island's first revetted bomb dump. In the meantime it became imperative to move the Naval Aviation Units at Ushi Field from the Jap strip to West Field in

order that the B-29 program be started at the north end of the island. Approximately one million cubic yards of coral rock had to be moved in the building of an air strip six thousand feet long by four hundred feet wide at West Field to accomplish this transfer of Navy planes--all by 15 November 1944. At the same time the building forces of the Regiment were erecting a three hundred-quonset hut base consisting of quarters, warehouses, shops, mess halls, dispensaries and other types of structures. The Battalions were on a round-the-clock working schedule on a push which continued throughout the complete B-29 program, and never let up until the Battalions left the island.

The 13th and 135th Naval Construction Battalions arrived on Tinian on 24 October 1944 to further augment the forces engaged in the construction of what has been designated the mightiest airdrome the world has ever seen.

The B-29 program was set up in a series of phases, with each Battalion of the Regiment assigned a phase during which it served as the "lead" Battalion in coordinating the construction efforts and field reports of the other Naval Construction

Battalions engaged in the construction of the North Field Airdrome. In quick succession the deadline dates for the eighty-five hundred feet long air strips were met or bettered. Strip #1 with its taxiway and hardstands was completed nine days ahead of schedule, and the first B-29 landed on Tinian on 22 December 1944; on 14 January 1945, strip #3 was dedicated one day ahead of schedule; on 27 February, strip #2 was completed two days ahead of schedule; and finally, on 5 May, strip #4 received its first B-29, twenty-five days ahead of the deadline date.

Coral Pit #16, the largest single quarrying operation on Tinian provided over a million cubic yards of coral for the airdrome, from 25 November 1944 to 23 February 1945. The pit covered fifteen acres of ground and kept twelve large shovels steadily at work.

The Seabees of the 30th Naval Construction Regiment can lay claim to constructing the largest airdrome in the world, and feel proud that they have played a large part in making Tinian a springboard for the greatest force against the homeland of Japan.



History
of the

30th U. S. Naval Construction Regiment

1944 - 1957

Thirtieth Naval Construction Regiment - Introduction

Not a regiment in the first quarter century of Seabee history can match the 30th Naval Construction Regiment for sheer grandiosity of construction. It was the Thirtieth's task and fortune during World War and Cold War to build thrice on the Asian seas major and mammoth Naval strongpoints. Crucial to the success of United States Naval power at the time of building was each of the three strongpoints. They were the Tinian airdrome built in 1944 - 1945, from which B-29 Superfortresses bombed Japan to defeat; the engineering marvel of Cubi Point Naval Air Station carved from 1951 to 1956 across a mountainous peninsula of Eastern Luzon; and last, the gigantic base building since 1965 along 200 miles of the Republic of Vietnam's upper coast. The third great task is not yet finished, and a judgment of its significance awaits the end of the war and return of security and peace to South Vietnam. But from Tinian and Cubi Point the returns are in on a record of large deeds hardly equalled in the annals of the naval construction regiments.

Part I - Tinian (July 1944 - October 1945)

TATTERSALLS was the code name for Tinian, the island of the Pacific War where in July, 1944, the history of the 30th Naval Construction Regiment began. The Seabees called it "Timmanhat" because early photo reconnaissance reported a rough similarity in its configuration to the island of Manhattan. Twelve miles long by six at its broadest, Tinian was third largest of the Mariana Islands, 3800 miles west of Pearl Harbor and 1480 miles south of Tokyo. American seizure of Tinian and the other islands of the group in June and July of 1944 was the move that furnished United States air power its springboard for unremitting, mass raids by Very Long Range B-29 bombers on the cities of Japan.

Of the island group, Guam, 90 miles south southwest of Tinian, became the principal naval base with major ship repair and supply facilities for the staging of missions northward and westward. Saipan, visible three miles distant from Tinian's northeastern shore, became a naval and air base. Tinian, somewhat flat in its northern part, was selected for the principal B-29 airdrome.

The base development plan for the Marianas was the work of a joint Army-Navy-Marine planning staff at Pearl Harbor, the Joint Intelligence Center Pacific Ocean Areas, which established the scope and sequence of facilities for each island. For the development of Tinian, brigade and regimental staffs were organized, and these carried the planning further in May and early June en route to the Marianas invasion.

All construction on Tinian was directed by the 6th Naval Construction Brigade under Captain Paul J. Halloran, CEC, USN. Subordinate to the brigade were the 30th Regiment (under Commander Jonathan Paul Falconer, CEC, USNR), the 29th Naval Construction Regiment, and after early 1945

the 49th Naval Construction Regiment. The 6th Brigade and the 30th Regiment were officially activated on Saipan July 8, 1944, as D-Day for Tinian neared. Initially constituting the 30th Regiment were U. S. Naval Construction Battalions 67, 110, and 121.*

* Ltr, CINCPACFLT, Ser. 001730, 18 Jun 44; and Ltr, HQ, CTG 10.12, 00201, 8 Jul 44.

The invasion of Tinian by the 2d and 4th Marine Divisions of U. S. Naval Task Force 52 took place July 24 across the three-mile wide Saipan Channel from Saipan, itself invaded June 15 and mopped up during the three weeks following. Against relatively weak Japanese resistance, elements of the 30th Regiment's Naval Construction Battalion 121 landed as part of assault units of the 4th Marines on two narrow, hard-coral lined beaches on Tinian's northwestern coast.

As was the case on other Japanese defended islands, few of the enemy surrendered; ~~8000~~ were killed, American losses were 389 killed and 1816 wounded. Groups of Japanese retreated into Tinian's catacombs of caves, and although the Marines had secured the island by August 1, isolated bands of snipers were active into March, 1945, when two Seabees of the 30th *Regiment's* 135th Battalion were killed.

The Tinian landings featured one of the novel amphibious inventions of the war. This was the "Doodlebug", developed under the direction of Captain Halloran to scale the 5 - 10 foot high jagged coral cliffs flanking the too-narrow assault beaches. The Doodlebug was a Tracked Landing Vehicle with its own jointed landing ramp of Saipan scrap lumber. The vehicles

drove inshore, hooked the ramps firmly on the cliff tops, then rolled out from under the ramps and up over them onto the island.

As the Marines occupied the island, Seabee battalions of Tinian's Naval Construction Regiments landed to meet the pressing construction priorities. Foremost of these was repair of the 4700-foot Japanese-built Ushi (North) airstrip. The bulk of NCB 121 landed July 27, filled bomb craters with swept-up shrapnel fragments, and had the airstrip in shape for the landing of the first American plane, a P-47, the following day. By July 29, Ushi Field was cleared to its full length, the first B-24 landed July 30, and air transports began operating from it. For their valor in the Tinian and Saipan assaults the landing parties of the 121st NCB were awarded the Presidential Unit Citation.

Other elements of the Thirtieth landed in the following weeks, NCB 67 August 2, the 1st Separate Engineers, U. S. Marine Corps (attached to the 30th Regiment through December 1) on August 21, NCB 110 on September 9, and NCB's 13 and 135 on October 24 to make the Thirtieth a six-unit regiment.

August passed in readying the island for the gargantuan face-lifting to ensue. Besides the early airfield work, the Thirtieth's battalions joined in the construction of roads, water facilities, camps, hospitals, tank farms, pipe lines, tanker moorings, and drainage and sanitation lines. This preliminary and early construction helped provide the bases of shelter and supply for the building of the airfields.

Interestingly, Tinian's Seabees laid out the Manhattan shaped island's road system on the Manhattan model. The Seabees built and for over a year traversed familiar Broadway, Fifth Avenue, and Wall Street.

On September 1, 1944, the 30th Naval Construction Regiment began to function as a unified entity. Designated unofficially ^(The) "airfield construction regiment" the Thirtieth ^{Regiment} had before it a pressing schedule of assignments and a plethora of problems.

The assignments were two, both of them big: to build laterally across the north of the island an airdrome of four 8500-foot B-29 runways (revised from early plans for only two) complete with taxiways, parking aprons, hardstands, service areas, and all other required facilities. In 1944, there was no airdrome in the world larger than that planned for Tinian. The smaller assignment was to complete on the west central portion of the island a major naval air base.

The order of construction was carefully planned and adjusted during the next months by a closely coordinated planning staff of the 6th Brigade and the 30th Regiment.

The quick repair and expansion of Ushi Field and its facilities accommodated the traffic of Navy planes during the weeks following the seizure of Tinian. A temporary surfacing sufficed for the moment. But since the restored Ushi Field lay in the midst of the proposed Very Long Range airdrome, no work could begin on the airdrome until Naval air traffic was moved elsewhere. Preliminary to airdrome construction then was the building of the first Naval Air Base runway, known as West Field #3.

These needs thus fixed the 30th Regiment's order of construction priorities. From September 28 to November 15, 1944, the Regiment concentrated on West Field #3, and in mid-November, the Navy planes moved down from Ushi Field. On November 4 began in four phases construction of the airdrome with its four runways, its taxiways, hardstands, two big service

areas, and all accessory facilities. The fourth principal phase was finished in May, 1945.

Work on the dimension of that on Tinian raised problems of like dimension. The major problems, the problems posed by topography, climate, time span, material, and organization, were apparent at the outset. Close staff planning brought all of them under control.

Topography determined the scope of the Thirtieth's job. The airfield construction sites were deceptively flat. Actually, the amount of earth, rock, and coral that had to be moved was staggering. At West Field, a ravine crossed midfield, requiring 18-foot cuts and 40-foot fills. But for the airdrome in the north, the airstrips required fills even larger. These were up to 42 feet in depth, 500 feet wide each, and in lengths extending to 3700 feet. A factor in the immensity of the fill was the hardness of the coral subgrade. Blasting to a depth of one foot left protruding coral heads. Consequently depths had to increase to two-three feet and one single gargantuan blast at the airdrome site required 60 tons of dynamite. Yet coral in places was of such hardness that regimental ~~PLANNERS~~ diminished cuts in favor of vastly larger fills. Moreover, because Tinian's planes were to taxi under their own power, grades of all taxiways could not exceed ^{SPILL OUT} 1½%; this consideration alone added one million cubic yards to the Tinian total.

The primary subgrade and surfacing material for the airfields was Tinian's abundant and varied coral deposits, staked out in August and September by the 30th Regiment staff for excavation. Since such great quantity was needed, excavating and hauling constituted the great bulk of the regiment's work. Coral pits divided by degree of hardness into pits

excavatable respectively by bulldozer, power shovel, or dynamite. A full 50 percent had to be blasted loose. Shovels and bulldozers in a continuous clatter loaded the nearly ceaseless chain of dump trucks that carried the coral over specially built 30-foot wide haul roads to the airfield sites. Of the island's many pits, Number 16 covering 15 acres was the largest. It had a peak daily output of 14,000 cubic yards of coral.

Time on Tinian was of major importance. The Thirtieth's airdrome loomed large in the planning for the destruction of Japan. The regiment's Seabees worked around the clock, seven days a week. There were two ten-hour shifts daily with four hours spent in equipment repair and overhaul. Then in November, 1944, deadline dates for the four runways of the airdrome were advanced. The Regiment met the deadlines and bettered them. That the time problem was mastered lay in the Thirtieth Regiment's superb organization of the phases of work.

Close and careful organization of men, machines, and material was the precondition of deadlines met in the gigantic Tinian enterprise. At the base of good organization was the unusually close brigade-regiment staff relationship referred to above by which the Commander of the 6th Naval Construction Brigade kept a firm grasp on all aspects of island construction.

The brigade distributed work to the regiment and its battalions by instituting an automatic means of passing down individual work orders. True to this model was the Thirtieth Regiment's own direction of its subordinate battalions. As the Brigade and Regimental planners determined the priorities of construction phases at the airdrome and at the Naval Air Base, Regimental Commander Falconer designated a succession of "lead battalions" for the successive phases. Each lead battalion was responsible for coordinating the entire engineering and construction of its respective phase.

Thus, Naval Construction Battalions 121, 67, 13, and 135 in that order directed the completion of the four principal phases of the airdrome construction. Staffs of the battalions met together weekly to iron out immediate field problems and to allocate equipment. In this manner, each week and each phase passed in a tightly coordinated and rigorous schedule of quarrying, carrying, filling, and paving.

Climate inevitably presented problems. Most of the mean 67 inches annual rainfall fell on the semi-tropical island during the four months of August through November. Hard driving rains during this period were rather the rule than the exception. They greatly hampered construction on the airfields and roads. High typhoon seas made the regiment's work on the submarine pipeline and tanker anchorage hazardous. Fortunately the end of the rainy season coincided with the dates set for beginning the major airdrome work.

Enemy attack posed little problem. Sporadic small strafing attacks extended into January, 1945, but damage from each attack was minor. More dangerous were the bands of Japanese holed up in Tinian's caves who emerged from time to time from their cave hideouts to fire on the Seabees.

Other problems emerged as the construction proceeded. Generally, these were the problems of men and machines wearing out under the strain of the fast-paced, hard, and exhausting job they had to do. Long hours and hard pounding over haul roads shuttling coral to the airfield sites rapidly exhausted the Seabee truck drivers; weakened kidneys were a common complaint. The coral itself badly cut truck tires and a lack of tires was a continuous problem in 1944. Equipment wore out fast. Flexible scheduling and allocation were the chief remedies.

In sum, no major problems facing the 30th Naval Construction Regiment on Tinian proved to be insuperable. Important was the fact that the war was moving forward. Men, machines, and supply were ever more abundant. Tinian was a measure of the war-making might of the United States.

The 30th Regiment's battalions had started on the Naval Air Base on western Tinian, in August. This was the temporary restoration of a 4700-foot Japanese fighter strip in that area, known as West Field #4. The Seabees filled the bomb craters, graded the strip, and in early September provided a serviceable runway 4000 feet by 150.

By mid-November, 1944, the regiment had completed the Naval Air Base's first permanent runway, West Field #3. A B-24, the "Cannonball", landed November 15, and Naval Aviation Units immediately began operations from the 6000 by 450-foot strip. Since commencement of work in late September, the Seabees at West Field #3 had excavated 411,000 cubic yards and placed 1,235,800 cubic yards of fill. Flanking the coral-asphalt surfaced strip were built taxiways, service aprons, 70 hardstands, and auxiliary facilities.

Expansion of the Naval Air Base during the early months of 1945 was the work of the 49th Naval Construction Regiment which was activated January 1 of that year. As the 30th Naval Construction Regiment Reinforced. On February 10, newly arrived Naval Construction Battalions 38 and 112 together with the 30th Regiment's 110th Battalion and the 29th Regiment's 9th Battalion were officially transferred into the 30th Naval Construction Regiment Reinforced, or as it was designated the same day, the 49th NCR.*

*Sixth U.S. Naval Construction Brigade Order No. 12, 29 Dec 44; and Ltr, CNO, Ser. 055130, 10 Feb 45.

Assisted in February and March, 1945 by heavy equipment divisions from three battalions of the 30th Regiment, the 49th Regiment completed the essentials of the four-runway Naval Air Base in late April.

The airdrome project was far vaster than the Naval Air Base, and it occupied the 30th Regiment from mid-November 1944, through mid-1945. The Regiment as detailed above completed its four B-29 runways in four principal phases. The "Purple Shaft", the first B-29 to land on Tinian, inaugurated Strip #1 December 22, 1944, to the cheers of a huge throng of 30th Regiment Seabees. Strip #3 was dedicated January 14, 1945; Strip #2 went into use February 27, and Strip #4, May 5. All four strips were surfaced with asphaltic coral over a coral base of 15-18 inches.

By any standard in 1945, the Thirtieth's airdrome was immense. Besides the four 8500 by 500-foot runways, the airdrome had eight taxiways whose total length was 51,000 feet. There were 265 hardstands as well as service aprons and warm-up mats for the big bombers. Total hard-coral surface exceeded 34 million square feet. The regiment had built 265 large and small quonset structures at the airdrome for maintenance, shops, storage, radar, communications, and for a top secret project. Windbreaks, control towers, and anti-aircraft towers completed the bomber center. For the airdrome the regiment had excavated 1,857,100 cubic yards of material and placed 3,700,100 cubic yards of fill. Tinian's proportions were outsized.

Physically immense, the airdrome played from December, 1944, on, a role of mounting significance. Superfortresses of the Guam-headquartered XXI Bomber Command mounted from Tinian attacks on the Japanese cities that were in full fury by the end of 1944. For this, the Seabees claimed their measure of credit by christening the big bombers "Sea B-29's".

Each Seabee organization on the island sponsored a superfortress and its crew. The big planes rose from Tinian bearing the painted symbol of the angry flying ocean bee.

Monumental in size and significance, the airdrome was a monument as well to the energy and spirit of its builders. "The men worked like demons", recounted the 6th Brigade Commander, Commodore Halloran.*

* Address by Commodore Paul J. Halloran, CEC, USN, Commander, 6th Naval Construction Brigade, 19 Nov 45, at Atlanta, Ga., "The Seabees of the Navy, Administration of Large Units, and Their Marianas Accomplishment", p. 17.

However trite it may sound to us, the jaded beneficiaries of the 1960's, it was the persevering energy of this regiment, organized and directed with precision, that got a hard job done fast when time meant lives.

The bombing attacks mounted en masse out of Tinian through the last year of the war crippled the enemy's war production and supply. Then on August 6, 1945, the B-29 "Enola Gay" loaded cargo at the airdrome's top secret cluster of buildings and lifted off amidst the greatest of security precautions. Several hours later, the Enola Gay dropped the first atomic bomb on Hiroshima. A second atomic bomb August 9, levelled Nagasaki and on August 10, the Japanese Government sued for peace.

It was one of the passing ironies of history that Tinian, the Manhattan shaped island, called Timmanhat by the Seabees, became the springboard for the historic test over Japan of the Manhattan Project, code name for the production of the atomic bomb.

Besides the Naval Air Base and Very Long Range airdrome work, the Thirtieth Regiment built during the year a considerable range of other facilities, although the responsibility for Tinian's other shore works

belonged in the main to the 6th Brigade's other two regiments, 29th and 43d.

In September, 1944, the 30th commenced a tank farm for aviation gas, installed 19 1000-barrel tanks and 30,000 feet of pipeline, and undertook construction of a revetted bomb dump of 20,000 tons capacity. The Regiment also built two Army Service Group camps to house 3600 men. These they erected first as a tent city which they replaced in the spring of 1945 with plywood and quonset structures. The Regiment also erected camps for its own battalions and for other Seabee battalions and detachments on the island. Beginning in March, 1945, the Regiment built additional camps for six Army Quartermaster Truck Companies, and barracks for one Ammunition Company, two Chemical Companies, and two Bombardment Groups.

These and other additional jobs produced impressive statistics: 842 20x56 quonset huts, and 31 40x100 quonset huts, 1555 tents, 1640 acres cleared, 86,000 feet of roads, and 135,242 feet of pipe line.

By June, 1945, the mission of the 30th Naval Construction Regiment was completed and redeployment of its battalions began. Naval Construction Battalion 67 was detached from the regiment June 28, Naval Construction Battalion 135 June 30, and Naval Construction Battalions 13 and 121 July 5. Scarcely a month later, after the atomic destruction of two of her cities, Japan on August 10 sued for peace. On Tinian, springboard for the destructive, last bombing mission over Japan, the 30th Naval Construction Regiment was inactivated October 1, 1945.*

* Ltr, ComServPac, Ser. 05220, 15 Sep 45; and Ltr, 6th U. S. Naval Construction Brigade, subj: Notification of Status of 6th Brigade Units, 19 Oct 45.

Part II - Guam (November, 1947 - March, 1952)

After an interim of two years and a month, the 30th Naval Construction Regiment was on November 1, 1947, activated again.*

* NCR 30 Ltr, Ser 001, 1 Nov 47.

Its new residence was Guam, main island of the Marianas and southerly 90 miles from the regiment's World War II locus of Tinian.

The Thirtieth was activated to coordinate and direct Seabee construction on Guam, the island groups of the far-flung United States Trust Territory of the Pacific Islands, and other locations around the Pacific rim. This mission the 30th Regiment took over from the 5th Naval Construction Brigade inactivated on Guam October 31.*

* Ltr, U. S. Pacific Fleet, Cdr, Marianas, Ser 20380, 27 Oct 47.

Captain Harry W. Baumer was first Officer in Charge ^{(ACTING) OF THE REGIMENT;} succeeded late in November, 1947, by Captain Arthur C. Eberhard, CEC, USN, ~~(Acting) of the regiment.~~ The regiment was under the administrative and operational control of the Commander, U. S. Naval Forces, Marianas (after 19 Dec 49 Commander, Naval Operating Base, Marianas). Important was its auxiliary duty - staff work under the Naval Public Works Center for Guam's base planning, development, and maintenance.

November, 1947, found few Seabees under the newly reactivated 30th Regiment. One battalion, Naval Construction Battalion 103, was on Guam. About a dozen small and transitory Construction Battalion Detachments

were scattered on Guam and throughout Trust Territory archipelagoes.

The activity of the scattered units was principally minor construction and base maintenance. Across the islands of the Western Pacific, the historic bases built during World War II lay empty. For many of them decay and in some instances reclamation by the jungle was an inevitable process. But some bases were in part preserved and others refitted to the altered purposes of the postwar Navy. The most important among them such as the bases on Guam were expanded.

However, larger construction of Naval shore facilities in the Western Pacific during the early postwar years was chiefly the concern not of Seabees but of civilian construction firms. Moreover, after June, 1950, Korea was the vortex of United States Naval activity in the Pacific. It was there that the few Seabee battalions were needed most. Not until the close of the Korean War period did the U. S. Navy again use large numbers of Seabees in several battalions to build Naval facilities in the Pacific. 1952 marked this upswing when the new Pacific Mobile Construction Battalions deployed en masse to the Philippines to build the Cubi Point Naval Air Station on Subic Bay. But the years 1947 - 1952 on Guam constituted a period of comparative quiescence for the meagre ranks of the 30th Regiment.

Few in actual numbers, the regiment possessed a sizable if shifting contingent of small subordinate units. Under its direction was a single Battalion, NCB 103, which varied in size from 700 to 1300 men and was occupied principally by construction on Guam. The regiment's dozen or so Construction Battalion Detachments were Seabee units of 100 to 250 men which the regiment variously assigned for short periods to other islands as well as to work on Guam's naval facilities. Most of these detachments

were activated in 1947; their life span varied from several months to several years; some were absorbed by others or by NCB 103 as organizational convenience dictated; all were inactivated by January, 1953.

Construction and repair on Guam was the 30th Regiment's chief assignment during its entire tenure there. Work by NCB 103 and Construction Battalion Detachments 1502, 1506, 1507, and 1803 divided about equally between independent assignments and Public Works Center assignments.

On Guam the Seabees built the 6th Marine Division camp, the Piti Drum Cleaning Plant, the Barrigada water tower, the Mount Lamlam Road, and buildings for administrative and camp use. Those integrated into the Public Works Center work force, provided a wide gamut of services - transportation, security, drafting and surveying, supply, operation and maintenance of utilities, roads, and other island facilities, and restoration of buildings and camps. NCB 103 had mainly Public Works Center jobs. Construction Battalion Detachments 1502 and 1506 were assigned to the Naval Air Stations, Orote and Agana, respectively, while Construction Battalion Detachment 1507 was located at the U. S. Naval Operating Base. In sum, the Seabees' mission on Guam rather than construction was maintenance.

The same held true on the other islands. On Truk in the Carolines, NCB 103 Seabees built headquarters facilities in 1949 - 1950 for the Trust Territories. But assignments were chiefly those of small construction and repair and routine maintenance. Also on Truk was CBD 1503 and on Peliliu CBD 1504.

Detachments employed on Saipan in the Marianas were CBDs 1504 and 1512. On Kwajalein in the Marshalls was CBD 1509. CBDs 1503 and 1505 performed maintenance on Midway Island, CBD 1507 on Wake Island, and CBD 1501 on

Johnston Island. CBD 1506 saw duty in Samoa. Three detachments were assigned at various times to Okinawa, CBDs 1511, 1525, and 1802. In the Philippines, at the Subic Bay Naval Operating Base and the Sangley Point Naval Air Station, CBDs 1505, 1507, 1508, 1511, 1512, and 1513 maintained Naval facilities. Several more detachments saw duty at stations in Alaska. If the 30th Regiment's assignments were minor in scope, they were spread wide.

In March, 1952, the regiment's four-year and five month employment on Guam ended. Under the impact of the Korean War the Naval Construction Forces were undergoing basic changes in organization and planning. Before the armistice halted hostilities in July 1953, the Navy had activated in the Pacific Fleet six new Mobile Construction Battalions and one Amphibious Construction Battalion to replace the old system of Naval Construction Battalions and battalion detachments. Four of the new battalions were in existence by March, 1952. Moreover, the North Korean attack had pointed the direction the new Cold War was likely to follow in the vulnerable lands of East Asia. ^(United States) ~~U.S.~~ and Philippine defense planners determined on a massive construction project on the South China Sea. This was a Naval Air Station near the big U. S. Naval Subic Bay complex to base strategic air forces and to dock aircraft carriers. Preliminary construction began in August, 1951, and the following March, the 30th Regiment was transferred thither to direct it. On March 19, the regiment's subordinate units were transferred to the Public Works Center of the Guam Naval Operating Base.

Part III - Cubi Point - (March 1952 - May 1957)

Steeply mountainous Cubi Point on a jungled and deeply indented shore was an unlikely spot to build an 8,000-foot airfield and deepwater pier for aircraft carriers. This was the task that lay before the 30th Naval Construction Regiment in March, 1952. With monsoon interruptions, the Seabees of the Thirtieth did it in five construction seasons. With more than 20 million cubic yards moved the Cubi Point project ranks among the greatest earth-moving feats in construction history.

Cubi Point lay on the irregular eastern shore of Subic Bay 50 miles northwest of the Philippine capital, Manila. Two miles across the water from Cubi Point was the United States Naval Station, Subic Bay, on land in American hands since 1898. Cubi Point itself was the center ridge of a three-pronged peninsular extension of the Zambales Mountains that sloped sharply down into the bay's eastern reaches. A few rice fields stood out in the peninsula's predominant jungle and abundant mahogany forest, but human habitation was sparse. This was confined to a fishing village of 40 families, Benikain, which the Seabees moved together with its cemetery to a new location five miles distant. Other Cubi inhabitants - pythons, large lizards, monkeys, honey bears, wild boar, and carabao - were numerous. Many joined the 30th Regiment as pets, but most were compelled to beat a grudging retreat once clearing began.

The area was sheltered from the severe seasonal typhoon winds by the Zambales range, but the rainy season (June through October) brought a tremendous and concentrated rainfall that constituted most of the area's annual total of 150 inches. During a 32-day period in July - August, 1952, 87 inches are reported to have fallen.

The unusually placed airfield was laid out from the southwestern spur of the peninsula, Point Pamocan, to Nagcaban Point on the northeast. Its 8000-foot length and 1000-foot overruns required cutting down mountain slopes and filling in valleys, swamps and bay arms between these two points. Cubi Point itself became the site of the carrier pier, jutting out to the northwest into the water off the airfield's midsection. Down the indented bay southward from Pamocan Point, the Thirtieth laid out the Camayan ammunition magazines and pier. From Nagcaban Point northward and up the mountain sides above the deeply cut airfield were built most of Cubi's facilities for fueling, storage, quarters, administration, and services.

The choice of the rugged and wet Cubi site, which was weathered in for days on end during the rainy season, proved nonetheless to be a wise one. Other areas of Luzon offered drier climate and more even topography, but none was so close to the big Subic Bay Naval Station. The addition of the Cubi Point NAS would make the Subic area a compact and complete Naval complex in the Philippines, on the order of the Pearl Harbor complex in Hawaii.

The great engineering project that loomed in 1951 had three essential parts - moving the mountain, dredging the bay, and building the manifold temporary and permanent auxiliary facilities of the Naval Air Station. Of the three essentials, the 30th Regiment did virtually all the earth moving, built a considerable amount of the station's auxiliary facilities, and accounted for an early, minor part of the dredging. In all three facets of the job at Cubi Point, the Seabees did the pioneering. However from 1954 on, the body of work assigned to the civilian contractor exceeded that of the Seabees.

Single direction of both construction forces until 1954 by the regimental commanding officer - Officer in Charge of Construction, Philippines, ensured the close liaison required during the early construction stages.

Civilian contract construction was in the hands of a combine constituted of J. H. Pomeroy and Co., Hawaiian Dredging Co., Ltd., and Bechtel Corporation. Known successively as "MID-PAC" and "P-HD-B," the contractor began dredging and filling with the dredges Norfolk and McMullen in May and September, 1952, respectively. Dredging continued through 1957. Ultimately 12,521,238 cubic yards were removed.

Contract construction included varied U. S. Navy projects and was scattered throughout the area. P-HD-B worked at cost plus a fixed fee and placed approximately \$30 million in construction yearly. The combine's work force reached 7000 during its peak 1956-1957 construction season.

Surveying the rugged peninsula began in January, 1951, when forty men of MGB Two arrived from Atsugi, Japan, to gauge the terrain and to take depth soundings in the adjacent waters. Construction Battalion Detachments 1802 and 1803 arrived in August, 1951, to continue this and other preliminary work.

Work began on a large scale when in late 1951 two Seabee battalions arrived. MCB Three, arriving in October, became the basic earthmoving battalion throughout the five principal construction seasons. MCB Five, landing at Cubi Point in November, was the battalion principally charged with waterfront projects.

The 30th Naval Construction Regiment assumed command of construction at Cubi Point March 24, 1952. In actuality, the Thirtieth that day absorbed its six-months old predecessor at Cubi Point, the Philippine Naval

Construction Regiment, together with the latter's commanding officer, Commander James Douglas, CEC, USN, and staff.*

* Ltr, 30 NCR, Ser. 3, 24 Mar 52.

The staff of the old Thirtieth remained behind on Guam. Under Commander Douglas, the Philippine Naval Construction Regiment had been activated in September, 1951, and Douglas had both directed the preparatory surveying and construction and in the fall of 1951 had inaugurated the big project itself.

Military command and operational control over the Thirtieth was exercised by the Commander, U. S. Naval Forces, Philippines. The Director, Bureau of Yards and Docks, Pacific Division, had direct administrative and technical control over the 30th Regiment until 1955, when the 10th Naval Construction Brigade was reactivated at Pearl Harbor and assumed that function.

The Thirtieth Regiment itself embraced a varying number of Mobile Construction Battalions and other subordinate units over the five years of its Philippines activity. At Cubi Point were Mobile Construction Battalions Two, Three, Five, Nine, and Eleven, Construction Battalion Detachments 1802 and 1803, and Detachment A of the 10th Brigade. Battalions customarily arrived in October or November to begin work when the rains let up, and remained until the rains again set in in June and July. The work season of 1951-52 saw about 1400 Seabees and two battalions at Cubi Point. Work force for the next three seasons was 2400 - 2800 Seabees and four battalions. There were three battalions, about 1600 men, under the regiment during the fifth work season, 1955-56. The following season was the last; a single

battalion was assigned during 1956-57 to the regiment.*

* Note: Supplementing the Seabees were work gangs of Philippine laborers. Their numbers rose from 50 in 1953 to 190 in 1954 and 300-500 in 1955-1956.

With a mammoth assignment before them, the Seabees paid scant attention to their own early accommodations. Early arrivals berthed aboard a floating barracks anchored off Cubi Point. When tent camps overlooking the airstrip were finished the battalions moved into them to stay for most of the next six years.

In 1953, they began to build two three-story permanent reinforced concrete barracks and a galley and messhall. During the several construction seasons, they also provided their camp with a bamboo chapel, "Club Sawali" (an enlisted men's club), and structures for shops, storage, and administration.

Carving down the mountainside was a huge undertaking. The surface of the airfield was set at 48-54 feet above sea level, and the top of the slope above the big cut was 250 feet higher. The regiment divided the mountain-moving project into five big earthmoving zones. Progress by the shovels, draglines and clams, the bulldozers and drawn scrapers was steady and tedious. An almost continuous line of bottom and end dump trucks hauled away the excavated dirt and rock and placed the fill. Sheepfoot rollers and graders levelled and packed the huge artificial plane.

Movement of the immense quantities of dirt over a period of several years required precise organization and supervision of men, equipment, supply, and repair. In September, 1953, Captain Madison Nichols, CEC, USN as Commanding Officer of the 30th Regiment took over this responsibility from Commander Douglas. Succeeding Nichols in June, 1954, was Captain

Stanley P. Zola, CEC, USN. In September of that year, Captain Neil E. Kingsley, CEC, USN, assumed command of the regiment and during the next two years supervised the work to completion. All regimental heads worked closely with MCB Three, the battalion that had overall supervision in the field throughout the course of construction.

Rock for the Cubi Point construction came in the main from a quarry opened and operated by MCB Five at nearby Mancha Blanca Bluff. This quarry produced the crushed stone and riprap that was the basic material for construction as well as aggregate for the subgrade. However, the Seabees used a second quarry across Subic Bay for the finer gravel and sand needed for paving.

Featured during the early phase of construction was an unusual tribute to visiting Admiral Arthur W. Radford, who as Commander in Chief, Pacific Fleet in 1950 had helped select the Cubi site. The Seabees entertained the Admiral with a "17-Stump Salute." Radford watched while the tree stumps, mined and timed, blew up one after the other in his honor.

An unexpected problem was the sudden development of a long longitudinal crack in a former valley area 2500 feet from the runway's west end. But the slippage soon stopped, the crack was filled, and no further difficulty ensued. Drainage of a field that had been slashed across ancient topographical features was a key assignment, and the Seabees installed systems of box culverts and 48-inch pipe culverts.

By May 10, 1952, the first small plane landed on a section of the field's subgrade. Paving began in February of the next year with a surface course of asphaltic concrete. On April 22, 1953, an R4D piloted by Chairman of the Joint Chiefs of Staff, Admiral Arthur W. Radford, landed on the partially paved strip and inaugurated the Cubi Point runway.

The last square foot was tamped into place May 15, 1954, and the 8,000-foot runway, 2,850,000 square feet of asphaltic concrete, was completed.

Work continued on the 1000-foot overruns at each end and on the parallel secondary runway. The Seabees built another 3,818,100 square feet of concrete taxiways, warm-up aprons, and parking areas, and installed eight miles of airfield lighting.

A bizarre adjunct of the airfield construction was the moving of Mount Maritan. Soon after work had begun it became clear that the 243-foot peak would obstruct the airfield's northeastern glide path approach. Accordingly, Seabees of MCB Two set to work cropping off the mountain's top 85 feet. The operation produced 212,000 cubic yards of rock to fill in the tank farm site near Mancha Blanca Bluff. By June, 1953, Maritan had been cut down to size and the airfield's northeastern approach was clear.

Simultaneous with the main airfield construction was the busy activity of the regiment's Seabee waterfront force, constituted of MCB Five with assistance from MCBs Two and Three.

Around the shore, the Seabees operated small craft, crane barges and pontoon barges. In preparation for dredging by the civilian contractor, Seabee demolition men blasted shoals and Seabee divers removed several barge loads of dumped ammunition from shallow water.

Along the changing shoreline of the Cubi Point Station were three principal waterfront projects. The main one was the carrier wharf 984 feet long which was built, paved, and outfitted by Mobile Construction Battalions Five and Two. The wharf went into use in January, 1955. Carrier planes rolled off the flat tops to their own separate repair and hangar facilities adjacent to the long runway.

North of Nagcaban Point, the Seabees cleared away old coaling docks and built a 2160-foot sheetpile bulkhead for the Public Works and supply areas. They placed 278,000 cubic yards of riprap along the solid seawall. A third waterfront project was the 450-foot ammunition pier at Camayan Point, completed in 1955.

The Camayan Point ammunition depot was another important feature of the Naval Air Station. Seabees of the regiment's Mobile Construction Battalion Two began it in 1953. MCB Nine completed the depot in 1955. It comprised 20 25x80-foot magazines, 16 of reinforced concrete and four constructed of Armco corrugated metal.

The regiment also built on separate levels of the mountainside two 500,000 gallon reservoirs to provide the Subic complex with a permanent water supply. The Seabees built over 213,000 linear feet of power, water, telephone, and sewage lines for the Naval Air Station and equipped it with a steam plant and a diesel electric power plant. They built and paved over 15 miles of road throughout the area, including a causeway road to the Subic Naval Station and a ~~four-lane~~ thoroughfare to Camayan Point. Near the Mancha Blanca bluff the regiment built in 1954 a temporary fuel tank farm of 13 10,000 barrel tanks. The Seabees also set up and operated two building materials plants, one to manufacture concrete block and the other to mix asphaltic concrete. They enclosed the Cubi Station with seven miles of security fencing. Last of all the regiment built in 1955-56 70 housing units and partly finished 62 more at East Kalayaan on Subic Bay, and the next year constructed replacement housing at Sangley Point.

The monumental project raised problems of like size. The regiment's biggest problem by far was its unstandard and overage construction equipment. Of dozens of makes and models, it was primarily old, "non-family" equipment, some of it deteriorated, from World War Two. To use equipment of such array and age raised problems of training, maintenance, and spare parts.

By late 1952, the problem of overhaul and repair of heavy equipment had reached a state beyond the regiment's capacity to correct. Equipment sent for overhaul to the Philippine-American Machinery Co., Inc., in Manila, was inefficiently repaired and excessively charged. In September, 1953 this expedient was terminated. Moreover, in 1953 the two-year reserve obligation of many of the regiment's experienced Seabees ended. Their replacements were green in comparison.

The Contractor remedied the overhaul and training problems to some extent by assigning employees to work on regimental equipment and to instruct newly-arrived Seabees in the use of equipment. Then in 1954 Bechtel Corporation thoroughly surveyed the equipment problem. The Bechtel report recommended the radical step of disposing of old "non-family" type equipment and purchasing new, standard, "family" makes and models. The following year, the regiment implemented this advice. Much old equipment went to the Philippine Government, and the new construction equipment permitted completion of the project in 1956.

The big machinery took a small but irreplaceable toll of lives. In the nearly six years of construction at Cubi Point, seven Seabees were killed in accidents.

The regiment solved the big problem of weather by deferring to it. After the initial mistake of maintaining three battalions at Cubi Point with

little productivity during the rainy season of 1952, the regiment thereafter ceased earthmoving work during the annual June to September downpours. This adjustment coincided with a revision in the Seabees' deployment. In the first two years, Seabees redeployed home individually; from 1953 on, they did so by battalion. Other climatic conditions affected the Seabees' comfort but not their production. These were the inevitable dust storms endemic to dry season airfield and road construction, and the sticky heat and steaming earth after rains.

The manifold facilities and the big field itself were in almost all essentials completed by the close of the fifth construction season. Since 1951, the regiment had moved a monumental 17,700,000 cubic yards of earth for the airfield and another 2,700,000 elsewhere on the station. The regiment's mandays of work reached two and one-half million. Costs of all Cubi Point construction, calculated in 1956, totaled \$80 million.

On July 25, 1956, the Naval Air Station, Cubi Point, Philippine Islands, was officially and ceremoniously commissioned. Officiating was the Chairman of the Joint Chiefs of Staff, Admiral A. W. Radford. Present among many dignitaries was the Honorable Ramon F. Magsaysay, President of the Philippines.

In November, 1956, MCB Three returned alone to Cubi Point. The 30th Regiment augmented the battalion's ranks with Seabees of MCB Two, soon to be inactivated. Through the final season at Cubi Point, the regiment completed the final airfield work, added to the station's fuel and utilities systems, and completed the 132-unit housing project at Subic Bay begun the previous season and 82 housing units at Sangley Point.

Its important work done, the Thirtieth Naval Construction Regiment was destined once more for inactivation. Most regimental operations ceased by the New Year, 1957. MCB Three assumed local operations and the 10th Naval Construction Brigade at Pearl Harbor assumed direct management. The 30th Naval Construction Regiment was inactivated at Cubi Point May 1, 1957.*

* OPNAV Notice 5450, Ser. 1602P44, 19 Apr 57;
CO MCB Three letter, Ser. 311, 1 May 57.

Thus was completed against the greatest topographical odds a new and important station of U. S. Naval power and free world strength in the vital Philippine archipelago. As at Tinian the odds were mastered by the virtually matchless energy of a well-directed construction regiment. Today behind the Seabees of the 30th Naval Construction Regiment, activated once again on May 10, 1965, at DaNang, Republic of Vietnam, lies a long and remarkable tradition.

Thirtieth Naval Construction Regiment
World War II

- 8 Jul 44 The Thirtieth Naval Construction ~~Regiment~~^{Regiment} was activated on Saipan, Marianas. After the invasion of Tinian, the regiment moved there and was known as the "Airfield Construction" Regiment of the Sixth Naval Construction Brigade. Naval Construction Battalions 67, 110 and 121 were assigned to the regiment.
- 24 Jul 44 Elements of NCB 121 landed with assault units of the 4th Marines for the invasion of Tinian. The group from the 121st Battalion that took part in this landing was awarded the Presidential Unit Citation.
- The initial invasion tasks for NCB 121, and the other battalions arriving shortly after the invasion, were rebuilding a captured Japanese airfield for use by Naval aircraft, construction of roads, water facilities, camps hospitals, tank farms, ship moorings, pipe lines and drainage and sanitation lines.
- 28 Sep to 15 Nov 44 The battalions assigned to the Thirtieth Regiment worked on the construction of West Field Number 3 for the Naval Air Base.
- 24 Oct 44 Naval Construction Battalions 13 and 135 were assigned to the Thirtieth Regiment.
- Nov 44 to May 45 The major project during this period was the construction of North Field, from which B-29 bomber strikes were launched against the islands of Japan.
- 29 Dec 44 A reorganization effective this date assigned Naval Construction Battalions 13, 67, 121 and 135 to the Thirtieth Regiment.
- 1 Oct 45 The Thirtieth Naval Construction Regiment was inactivated on Tinian, Marianas

Officers in Charge

Commander Johnathan P. Falconer, CEC, USNR	8 Jul 44 -	Jul 45
Lieutenant John H. McAuliffe, Jr., CEC, USN	Jul 45 -	Sep 45
Ensign Edward T. DiBerto, CEC, USNR	Sep 45 -	1 Oct 45





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67TH BOMBARDMENT SQUADRON
13TH BOMBARDMENT GROUP
30TH BOMBARDMENT SQUADRON
121ST BOMBARDMENT GROUP



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VAL
& NEWT
1102
CBS