

Naval Construction Battalion Detachment 1036

Historical Information



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



1036 Detachment #1036 (Special)

NCTC - 18th CB(Sp)
 ABD - Hueneme
 Ready Date - 15 Jan'44
 Left ABD - 20 Feb'44
 Location - Gropac-6 Tinian Is.

LOG

- 12-8-43 - Officer set-up of this detachment derived from the 18th C.B. (Special).
- 2-26-44 - Detachment 1036 departed for FRAY 20 Feb'44.(AES).
- 6-22-44 - Det. 1036 assigned to 29th Reg. (See kardex card under 29th Reg. - same date).
- 7-18-44 - The 160 men from 27th (Sp) on temp. duty with this activity will remain with this ~~activity~~ unit on permanent duty. (CNO Sec. 051445 Jul'44 despatch).
- 8-7-44 - According to 27th CB (Sp) report for Jun'44 - 13 men were transferred to Det. 1036. Co. "A" of 27th (Sp) consisting of 3 officers and 160 men were transferred to Detachment 1036 for Temp. duty for a forward move.
- 9-16-44 - Det. 1036 has reported to 6th Brig. at Tinian Is. from duty with Gropac #6. (6th Brig. conf. end. 2 dtd 10 Aug'44 on Gropac #6 1st End P16-3 over Ser. 135)
- 11-18-44 - 1 Oct'44 report of Det. 1036 - No info on location. Report endorsed by 29th Regiment. 92 men enroute.
- 12- 1-44 - 1 Nov'44 report of Det. 1036 (Sp) - operating at Tinian.
- 1-4-45 - CBD 1036 (Sp) inactivated and absorbed by the 27th (Sp). This consolidation will be effective upon such date as Cincpoa may specify.(CNO conf. ltr Op30-2CK14 UOT over (SC)P16-5 over Doc. No. 147009 over Ser. 01437330 to Cincpoa dtd 22 Dec'44).
- 1-24-45 - ~~Cincpac~~ and ~~Cincpoa~~ requests orders be issued carrying out the inactivation of

Det. 1036 (Special)

- 1-24-45 - (Cont) - of Det. 1036 (Sp) by consolidation with 27th (Sp) effective 20 Jan'45. (Cincpac and ~~Cincpoa~~ ltr to Comservpac P16-5 over Ser 0322 dtd 12 Jan'45)(Conf.)
- 2-8-45 - CBD 1036(Sp) inactivated this date(27 Jan'45) - all personnel transferred to the 27th (Sp).(Comservpac conf. disp to the 6th Brg. 270303 dtd 28 Jan'45).
- 3- 3-45 - 1 Feb'45 report of the 29th Reg. - The 27th (Sp) and Det. 1036 were consolidated effective 20 Jan'45.

INACTIVATED

ON BOARD

<u>DATE</u>	<u>OFFICERS</u>	<u>MEN</u>	<u>AUTHORITY</u>
1 Jul'44		256	BNP625
1 Aug'44	6	416	BNP625
1 Sep'44		507	BNP625
1 Oct'44	9	407	MoR - (7 months)
1 Nov'44	17	491	MoR
1 Dec'44	13	483	BNP625 & MoR
1 Jan'45	14	478	BNP625 & MoR

C.B. Detachment #1036 (Special) (INACTIVATED)

DECLASSIFIED

Det. 1036 (Special)

<u>Date</u>	<u>Organization</u>	<u>Location</u>	<u>Reference</u>	<u>Notes</u>
6/20/44	Stropac 6	Oahu	C.B. report 1 June	Left U.S. Feb. 1944.
9/14	-	part - FRAY	Com 14 sec. act. dis. 040056 Sept.	
10/11	-	(Tinian)	Com 14 sec act dis. 042028 Oct.	Delete FRAY
1/10	-	LIRP (Tinian)	20. Tinian sec act dis. 010521 Nov.	
4/29	-	Inactivated	Com Stropac Com. 270303 Jan	at this time - inactivated to - date 1036 - only for several months 27 sep 44 re 01437030 - Inactivated this date. Personnel left to 27 sep.

27TH U. S. NAVAL CONSTRUCTION BATTALION (SPECIAL)

STEVEDORING AT TINIAN
27th USNCB (Special) & CBD 1036 (Special)
By Lt. (jg) P. F. Tear

General --

Stevedoring operations were begun at Tinian Harbor on August 2, 1944 (D plus 10), by CB Detachment 1036 (Special) -- a detachment of half-battalion strength -- whose Officer in Charge was Elder Lee Craft, Lt. CEC V(S), USNR, of Portsmouth, Virginia. } 1036 performed all transfer of cargo from vessels in the open stream to LCT's, while working parties of the Army and Marine Corps unloaded the LCT's at the beach.

On November 19, 1944, the 27th USNCB (Special) -- another half-battalion -- whose Officer in Charge was Lt. Clarence P. Romig, CEC, USNR, of Denver, Colorado, arrived at Tinian. On December 12, 1944, 1036's two companies took over all beach operations, while the two companies of the 27th Special handled the cargo in the stream jointly with the 510th U. S. Army Port Battalion.

On January 20, 1945, the 27th Special Battalion with an approximate strength of 545 men and officers and CB Detachment 1036 with an approximate strength of 473 men and officers were consolidated. Lt. Comdr. Harold A. Fager, CEC(S), USNR of Seattle, Washington, was made Officer in Charge, with Lt. Wilbur G. Beck, CEC, USNR, of Pittsburgh, Pennsylvania, as Executive Officer. Lt. Comdr. Fager was detached for a physical disqualification on April 6, 1945, and Lt. Arthur B. Carson, CEC, USNR, of Philadelphia, Pennsylvania, became acting Officer in Charge.

The first dock was opened at Tinian on March 14, 1945, and stevedore operations were henceforth carried on by the Port Superintendent's assignments to individual companies of both the Army and the 27th Special. One company of the

27th was usually assigned to moving freight across the dock (or apron). Ammunition ships, etc., were often handled in the stream, and in such cases a company of the 27th would be assigned to the beach to unload lighters, while another company of the 27th would work the vessel in the stream. In cases where all ships in the harbor were working at the dock, the 27th would handle three ships, while the fourth company would handle the dock operations and whatever inter-island LCT shipping was necessary at the beach.

Administration:

General; (i.e. "of the port")

With the opening of the Port of Tinian for Allied shipping, GroPac 6 was in charge of all harbor facilities and operations. CBD 1036 handled the unloading of cargo ships in the stream and various CBMU's and Marine Corps units supplied working parties for unloading LCT's on the beach.

In November, 1944, three companies of the 510th Army Port Battalion arrived, and the Army relieved GroPac 6 ~~to~~ supervision of stevedoring activities. The units which had been supplying beach details were relieved, and all cargo-handling was performed by cargo specialists -- i.e. the Army port battalion, the 27th Special and CBD 1036. Major Gordon E. Scruton, T.C., U. S. Army, was made Port Superintendent and had charge of expediting the ship to consignee movement of cargo. Until December 12, 1944, the Seabees (1036 and 27 Special) handled all cargo operations in the stream, while the Army unloaded the LCT's on the beach. A shift was then made putting 1036 in charge of all unloading at the beach and the 27th Special and the Army working the stream.

This procedure was followed until the completion of the docks, when varieties of jobs changed frequently and the Port Superintendent ordered the battalion to supply working parties according to the job at hand.

Administration:

(Unit)

Unit organization of the present 27th Special Battalion breaks down into the organization of four companies -- all with a different history. [Companies A and C were originally in the 27th Special which was commissioned as a half-battalion at Camp Peary, Va., April 1, 1944. However, Company A was transferred to CBD 1036 in June, 1944, not to return to the 27th until January 20, 1945, when 1036 was inactivated. Company B was originally part of the 18th Special Battalion, commissioned as a detachment on 22 December 1943. Company D was originally part of the 25th Special, commissioned as a detachment on 26 February 1944, and replacing Company A of the 27th on July 15, 1944.]

Though the various companies had different histories, their training and organization was essentially the same. All were rushed through ABRD, Hueneme in the spring of 1944 and all had several months stevedore training in ABRD, Iroquois Point, Pearl Harbor, T. H.

Upon the arrival of the 27th at Tinian, both units were housed in the same camp--originally planned and built by 1036. Union of the two outfits was gradual, and continually for the better. [Morale was the biggest factor in the consolidation. The typical Seabee "esprit de corps" was rampant in each small unit and for a time "company" came before "battalion". Conflicting personalities

among some officers and men furthered this situation, but the endless stream of ships to unload gave men little time to waste in petty differences, and as time passed by, the 27th found itself a full-battalion, taking pride in its work and "grousing" at the faults of the Army rather than faults in other parts in the same unit.

Operating as a full battalion, the benefits of a larger unit were soon attained. A three-quonset sick-bay, including a two-chair dental office and a 20-bed hospitalization ward, was completed on January 1, 1945, by the 135th Construction Battalion. The 135th also constructed a quonset-hut administration area, while the headquarters company of the 27th built a modern galley and mess hall and a ship's store unit of two quonset huts, including a three-chair barber shop, photographic laboratory and cobbler shop. The moving picture area--started in December 1944 with one 16mm projector, was gradually equipped with a stage, two 25mm machines, and seats of sandbags and "Marston mats".

The battalion has continually been hampered in its operations by the average loss of men through emergency leaves, illness, transfers effected by commissioning of warrant officers and enlisted men, etc. Inasmuch as both here and at Iroquois Point each company was expected to handle a five-hatch cargo ship in both day and night operations, it was necessary to change company organizations from the four platoon-eight gant stevedore section to five stevedore platoons, consisting of two gangs each. It is difficult to keep these gangs up to the necessary working strength of 17 men each.

Stevedoring:

The harbor at Tinian was originally a harbor in name only. The southwest (and leeward) side of the island forms a slight bay, in which it was possible to anchor five or six ships at one time. Under normal conditions the moving of cargo from ocean-going vessels to LCT's was a comparatively easy task, but at times high seas and heavy ground swells would make safe stevedoring a virtual impossibility.

From D-Day (July 20, 1944) until the completion of docking facilities on March 14, 1945, all cargo was moved to the beach by lighters. In some instances pontoon barges could be used, but nearly 100% of all the cargo was loaded into LCT's and LCM's. Pontoon barges were of little value because of the necessity to lash cargo for the trip to the beach and because of the danger to personnel trying to land cargo on a small surface with no guard rail. Large crates (for example: crated Chrysler pumps) were about the only items that could be carried on these barges. The LCM's were of little value except to "keep the hook moving" when no LCT's were available. They could not carry more than 10 ton of freight because of the shallow water on the way to the shore. They were extremely difficult to load in rough weather--especially on hatches one and five. Chief value of the LCM was in discharging cement and general cargo which could be left in cargo nets, thus eliminating the time of restowing cargo for its trip to the beach. The LCT was the best kind of "lighter". Its only disadvantage was the lack in number of LCT's available.

At all times, the chief disadvantage in cargo handling in this harbor has been the lack of trucks to transport cargo to the consignee. Before the docks

were built, LCT's had to be held up at the beach waiting to be unloaded--while ships were held up in the stream waiting for LCT's. After the docks were completed, it was estimated that 100 trucks per ship were necessary to keep the ship working at all times. However, there were seldom that many trucks available to work for the whole dock area, which generally had six ships working.

The surface of the docks was made of coral, and all finger-lifts were the 5-ton "Towmotor" type with hard surface tires. It was impossible to use these vehicles on the dock, because they had no traction whatsoever. Had the battalion been issued four light-weight finger-lifts (for working in the holds of ships) and eight or ten "Hysters" with pneumatic tires, work could have been speeded up considerably. The "Towmotor" lifts might just as well have been left behind because they could not be used on the docks and it was dangerous to lift them on ship's gear for use in the holds. The dock mules in the original battalion issue had hard-rubber tires, which were traded for pneumatic tires at Iroquois Point. Even so, the wheels were too small to gather traction for pulling "lowboys" on the dock. One rubber-tired tractor could have replaced four of the small dock mules and could have been used, whereas the dock mules were used only for hauling jeep trailers around the camp area.

The battalion procured one "Hyster" at the Navy Yard in Pearl Harbor, and in some instances was able to speed up the discharge of cargo by stacking lumber, airplane engines, etc., on the dock instead of waiting for trucks.

In a nine-month period, nearly 25% of the gang working hours were lost waiting either for barges in the stream or for trucks on the shore.

Cargo Tonnage reports are as follows:

1036:

	Weight Tonnage	Gang Hrs. Gross	Gang Hrs. Lost	No. Ships	Average Tons Per Gang Hr.
August	27,220	Not Available	Not Available	9	10.8
September	26,131	Not Available	Not Available	14	10.7
October	14,089	3,067	3,335	9	11.4
November	19,654	2,822	1,915	12	15.0
December	7,443	1,224	696	3	14.0

27th Special:

December	25,406	3,858	1,546	13	10.9
January	31,911	4,333	1,599	17	11.7
February	22,407	2,314	635	10	13.0
March	30,325	3,499	815	17	11.4
April	<u>29,464</u>	<u>3,399</u>	<u>635</u>	<u>19</u>	<u>10.7</u>
Totals	234,041			122	11.9

BEACH TONNAGE

(Discharge of LCT's, LST's, LCM's and lighters in ship to shore movement of cargo and inter-Marianas transfer of freight).

	Tonnage	LST's	LCT's	LCM's	Lighters
January	61,637	3	782	971	7
February	44,202		462	494	1
March	30,511		325	552	1
April	<u>15,085</u>	<u>1</u>	<u>251</u>	<u>42</u>	
Total	151,435	4	1,820	2,059	9
GRAND TOTAL HANDLES:	385,476 Weight Tons (2,000 lb.)				

When stevedoring operations began at Tinian, each company supplied ten gangs per day to each five hatch ship. Day gangs worked from 0700 to 1700 with an hour for lunch and night gangs worked from 1900 to 0500 with an hour for lunch. On December 1, 1944 the entire cargo-handling operation went on a 24-hour operation schedule. Gangs worked six hours on and twelve hours off. Each company was then divided into 13 sections of 12 men each, four sections being "heavy-lift" specialists and maintaining the original schedule.

In the middle of January 1945, the harbor had done away with its dock-log of shipping and stevedores had to wait for new ships. By this time, the loss of manpower (as mentioned under Administration) had cut the gangs so far below working strength that it was advisable to revert to the original two-shift, 18-hour working day.

Letters of commendation are attached.

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ITINERARY OF CONSTRUCTION BATTALION DETACHMENT 1036

- 20 Feb 1944 - CB Detach. 1036 departed U. S. for Pearl Harbor, going on to Tinian where it reported sometime in March.
- 20 Jan 1945 - Inactivated and absorbed by the 27th CB(Sp).

NOTE: This information based on records available in CB Operations & Personnel Section of the Bureau of Naval Personnel.

21 August 1945

According to monthly reports
transfer from Pearl to Marianas
(Tinian) took place in Sept 1944.



**NO
LOGO
AVAILABLE**









