Sixth Brigade Log
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, (CEB), USN, and for the cheerful and forceful leadership of his representative in the Pacific, Rear Admiral G. H. Cotter, (CEB), 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.B. MALLORAN
Commander, CEB, USN
Brigade Commander
They eat around a conference table in Washington --- or it may be Cairo or Teheran --- and they study 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 150 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 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 Sea 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.

It was the first time that the Seabees had been landed in the field, and the first three days of the attack on the island, 150 hundred Seabees stormed ashore. Later, this number grew to a peak of 15,000.

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-Seabees 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 Engineers Corps -- Commodore Paul J. Balcomb.

The principal Seabee task on Tinian was to build super airfields for those super airplanes, the B-29's --- a lot of fields, in a hurry.

The plateaus 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 B-29 Superforts swept down from a clear blue Pacific sky and landed on the first completed 5,000-foot runway of many such strips on Tinian and the first of many such planes to make their appearance here. That initial Superfort trip was completed with typical Seabee speed --- all days ahead of schedule.

Though it was the first "super" trip, 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 fast-judged Jap airfield at Uahi Point for the expected landing of 200 planes. A sudden storm prevented the removal of casualties by sea as planned. The field then was so full of hikers and Army troops 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 10.

The first "all-American" runway built on the island was started September 15 and put into use after only 43 days and 12 hours of around-the-clock operations to move the coral into the airfield. It involved the moving of a million cubic yards of coral, and was built primarily for Navy patrol bombers and fighter planes.

As the writing, one year after the first American troops set foot on Tinian, the island's development as an air port 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, 1945) says will be the "biggest airport in the world" in 1947. The little flower will have to expand its plans, or else turn a couple of hundred Seabees loose on the project, if he wants to make good for 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:

<table>
<thead>
<tr>
<th>Length of runway</th>
<th>Width of runway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idlewild</td>
<td>14.5 mi.</td>
</tr>
<tr>
<td>Tinian North</td>
<td>19.9 mi.</td>
</tr>
<tr>
<td>Tinian West</td>
<td>19.2 mi.</td>
</tr>
</tbody>
</table>

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 after its 350 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, and pack away 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 canyon" coral pits --- all over the island. All hoes, spades, and hands drilled as many as 12,000 holes to place, that many charges of dynamite for a single blast.

Cuts on the airstrip extend 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 --- is equal in volume to more than 100 acres of farmland.

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

Asphalt, about 4,760,000 square yards is enough to pave a highway from Boston, Massachusetts to Washington, D.C.

In Cagp Churo, where they are interned, the island's Jap 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 Japanese civilians, whose stubborn insistence that the Nipponese would resist Tinian hung on a long time, finally admitted the Americans would keep the island, maybe, in the war. "Big sweep" they gave as the reason for the American superiority, seeming the great carry-alls, the fleet of trucks, the bulldozers, the power shovels, and all the other Seabee con-
At the peak of the construction, "big scoops" in use included 450 trucks, 55 power shovels, 50 power graders, 125 giant carry-allis or "pans," 150 large vee-dug 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 materials to the men, the Seabees had to make every truck, every bulldozer, work to the limit of its capacity—and beyond. Marston mats were used to build truck sides higher, so they held more coral. Machine shops were set up alongside the runways, to make repairs immediately. Tire men battled the most persistent cause of breakdowns—tire trouble, caused by the jagged coral, which cut heavy duty tracks to shreds. 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 streams of trucks shuttled at high speed between coral pits and runways on special "haul roads," guarded by bronze Seabees wearing the "SP" arm bands of Shore Patrol authority. And worse to the men, 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 onto the haul road from an end of the way lane. They tried to turn off when they discovered their error, but to the SP's a truck was a thing of terror and they were having the objecting soldiers back into line. The entire morning, until all the drivers stopped for noon show, they wearily hauled coral for the Seabees.

Bom Jap snipers along dark stretches of road failed to halt the coral-hauling. Only air raids, when the whole island blacked out, temporarily stopped the 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. I 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 the death-throes of Tinian on all the places where it would hurt Japan most. And the sooner Japan could be hurt hard, the faster Hirohito's backyard would be burned and blasted, the sooner America could be delivering the warning words "catch on" that they were whipped—and the sooner Seabees and everybody else could go home.

From the time the first B-29 landed on the first strip, a Seabee "ping-pong" game developed between the grizzled old Seabees, the earthwork builders, and the eager young Army filers, the airborne warriors. Seabees "sponsored" the gleaming goliaths of the air and "adopted" their crews. Every Seabee outfit on the island had its insignia on a "CB-29." Crews ate and practically lived with the rugged, grizzled builders. Acquaintances ripened into genuine friendships.

At the commissioning of each ship as many Seabees as possible were included in the first take off, a privilege cherished by all who so positively contributed. And the ship maiden would be on board, the first female to enter a war ship. When the planes headed toward Japan, Seabees watched them roar down the runways and "sweeted out" each mission. When a "CB-29" was reported missing, units on the island would hold a memorial service. When the planes returned, the same thing was done.

On Guadalcanal a correspondent from the Pacific, Seabees built the him of a brother was a reality.

When the planes headed toward Japan, Seabees watched them roar down the runways and "sweeted out" each mission. When a "CB-29" was reported missing, units on the island would hold a memorial service. When the planes returned, the same thing was done.

From Guadalcanal on west through the Pacific, Seabees built the him of a brother was a reality. Cooperation between the two forces 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 invasion and did not create much of a public stir. Even now, the phrase in the communique, "Marines based," still seems to mean only Iwo and Okinawa. In May of this year, the Seabees built a base on Tinian, the biggest airport in the world, is by far the most important springboard for the devastating air strikes which already has wiped out city after city after city on the Japanese mainland.

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 lor storing many thousands tons of weapons. And tank farms—to store the juice that runs the planes. Seabees built gaso line 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 personnel and air corps personnel were erected—plus chapels, gallies, mess halls, huts, all the other buildings military camps require.

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

Seabees built 70 water towers, 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 has said 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 per 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. A single plant of 6,000 kilowatt capacity is to be erected.

Seabees on Tinian were among the first Americans to dump into the problem which will grow as we get closer to Tokyo. The task 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 Chunto, 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 clothed 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 first-rate 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. Badminton, tennis courts, and a few boxing rings, and several small but completely equipped gymnasiums for individual exercises are "in" at the many "hobby lobby" shops, equipped with lathes, drills and other tools; for a good many Seabees, like the proverbial postman, make their work their play.

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 are men often acquire a strong and healthy feeling of independence and pride in their own organization.

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 arrived on Tinian by the end of December were members of 12 Construction Battalions, one Special (Stevens) 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.
EDITOR'S NOTE:

As the task of the Seabees on Tinian neared completion, Commodore Halloran, with a skeleton staff consisting of Commander G. Gane, Commander J. Falcóner, Commander T. Jones, Commander J. Beville and Lieutenant Commander R. 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 25 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 realised that there was still a job to be done on Tinian and we continued our task - completing all of the assigned construction which provided 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 systems; 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 New Port, Rhode Island. He was also Contract Superintendent at Great Lakes, Illinois, and, later, at the Norfolk Naval Yard, and in addition served in the Republic of Haiti as Department Engineer. In the Navy Yard 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-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.

Other honors received by Commodore Halloran are the Mason Medal, awarded him in 1943 by the American Concrete Institute for his outstanding contribution to concrete research, and the Haitian Presidential Citation, "Merite et Honneur, Grade de Chevalier," presented to him by the Republic of Haiti. He was also admitted to the Seacor Builders Guild (the agapian, So Tagalong Family) as a member. In addition, with the title "Asofamusia" this award was given for work on the Seacor library and his contribution to Seacor culture.

～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 W. 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 craftsmen 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, Catharine, his sons, Richard and David, aged 15 and 13 years respectively, and his 11 year old daughter, Joan, await his return at 25 Pearl 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.
SIXTH BRIGADE PLANNING STAFF - OAHU

SIXTH BRIGADE STAFF - TINIAN, MARIANAS
TWENTY-NINTH
REGIMENT
CONSTRUCTION

'BROADWAY'

CAMP

TANK FARM

BOMB DUMP

TINIAN HARBOR
The 29th Naval Construction Regiment, as presently constituted, dates from 8 July, 1944, for the organisation which was the original 29th Regiment is now the 6th Naval Construction Brigade.

The reconstitution of the present Regiment became effective at a time when the newly formed 6th Brigade was enroute to Tinian. Commodore (then Captain) P. J. Halloran, CEC, USN, anticipated this change and, therefore, had selected Commander W. Y. Meely, CEC, USN, to be Officer-in-Charge.

The original members of the Regimental Staff, and incidentally, who are still with us, are: Commander W. Y. Meely, our Skipper, Lieutenant Commander J. S. Barnwell, our Executive Officer, and Lieutenant J. J. Beaman (of the Brigade) our Engineering Operations Officer. During the year we received Lieutenant J. Stubblebine, who was on our roster but was always on temporary duty with the Brigade as Supply Officer until he was recalled to his Battalion, and Lieutenant (j.g.) W. R. Lin and Chief Carpenter D. Breckney who were assigned to the Operations Department for a few months, but since have been reassigned. Recently, Lieutenant P. O'Donnell, Construction Operations Officer (on temporary duty with us) and Lieutenant (j.g.) T. Prothero, Preventative Maintenance Officer, reported aboard. The enlisted personnel (all on temporary duty) include: L. Majewski, CPO; E. Strickland, CT1; L. Williams, CT2; and K. Logan, SC2, who handle the paper work; P. Levy, CSF, who does the procuring and J. Seward, CC, who works in Operations. R. Leland, E2c, and J. Howard, CPO, were assigned to us until recently.

Our first Regimental office was located on a spot which has since been transformed into the largest airfield in the world. We remained there but a short time and then piled our gear and records onto a truck and took off for our second location in the Old Island Command area. Here, Commander Meely, Lieutenant Commander Barnwell and Chief Strickland held down the fort during the days of field telephones, mosquitoes, flies, field rations, air raids, rains and terrific heat. Our third move was to the "Little Joe house" where we both lived and worked; we rather enjoyed the privacy of the house, and the garden with the papaya and breadfruit trees, and were amused at the cows, goats, and pigs who always returned "home" to us after their day's activity. Commander Meely, who invariably would bump his head on the low partitions of the house, was the least reluctant to move to our present office in the Brigade area, where we have been situated for almost eight months.

The Regiment first assumed operational control in the field on 8 July, 1944, at which time three battalions had landed, and during the following three months we added one full battalion and two special battalions (later merged into one). At this point your battalion was assigned the lead in waterfront work, camp construction and public works, although we have also been called upon to divert large portions of our heavy equipment and practically all of our dump trucks to the airfields. We constructed all temporary harbor facilities consisting of a cellular breakwater and marginal wharf and pier. Our battalions have constructed about 75 camps, 2 hospitals and are working on 5 more, have been responsible for all construction work to date for the Military Government Camp containing over 30,000 civilians, have dismantled five 200 foot radio towers for future use, and have provided skilled personnel for dismantling the old sugar mill. During the year we built storage for kerosene, gas, and diesel fuel and laid over 25 miles of main pipe line. From the development of existing wells and drilling of new ones, we have developed a water supply system of 1,500,000 gallons per day capacity. Our battalions also constructed the Naval Supply Depot, an oxygen plant, an acetylene plant, the Army Quartermaster Depot, a refrigeration plant, and Advance Base Construction Depot, the Spare Parts Depot, two bomb dumps, a mine assembly depot, a vulcanising plant, a joint communications center, the VLR boxing tower and the Army Airway Communication System. We also constructed 85 miles of primary roads, all of which have been coral surfaced.

Our Regiment has served a very definite purpose in scheduling and co-ordinating the construction work accomplished by the Seabees of our Battalions on Tinian.
The 30th Naval Construction Regiment was activated on 18 June 1944, with Commander F. J. Falcomer OBE, USNR, as Officer in Charge. Since all airfield construction work had been assigned to this Regiment during the planning of the Tinian operation, the title of "30th Construction" Regiment was unofficially dropped for purposes of local liaison.

The first Regimental Headquarters was located in the 6th Brigade Area of the 6th 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 Lieutenant Commander Grable, on about the 16th 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 Lieutenant Commander Grable, and one yeoman, Dave Warden, 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 personnel and enlisted personnel on temporary duty assignments from either the Brigade or Battalions. The final roster included the following: Commander J. F. Falconer, Officer in Charge; Lieutenant Commander E. F. Grable, Executive Officer; Lieutenant J. H. Makiiff, Jr., Operations Officer; and Ensign R. D. Bishoff, Lithography Officer and Adjutant, respectively. The enlisted personnel comprised of D. J. Ricketts, T/O; E. M. Laydner, T/O; and H. K. Overton, Motor. D. L. Simpson, Sig, 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 112th, which landed with the Marine assault-troops, and installed the landing ramps to help the flow of combat supplies and equipment. Uahi Field was repaired and the first fighter landed on 20 August. The 30th Naval Construction Battalion followed the initial assault parties immediately joining forces. The 112th Naval Construction Battalion in extending both ends of the Jap air strip and the Jap heavy batteries using the latter as its main objective.

In mid-August the lst Separate Engineer Marine Battalion was operationally attached to the Regiment, and their efforts were directed to the reconditioning of West Field Four, a Jap airstrip on Tinian. Work continued on surveys, airfields, roads, water facilities, sanitation, camps, hospitals, tanks, firetrucks, piers, lines, tanker mooring, 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 and paved runways. In the meantime it became imperative to move the Naval Aviation Units at Uahi Field to the Jap airstrip 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. The 110th Naval Construction Battalion followed the initial assault parties immediately joining forces. The 112th Naval Construction Battalion was extending both ends of the Jap air strip and the Jap heavy batteries using the latter as its main objective.

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 Airfield. 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 hangar was completed nine days ahead of schedule, and the first B-29 landed on Tinian on 27 December 1944. Strip #2 was dedicated one day ahead of schedule on 27 February, strip #3 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 airfield, 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 made a claim to constructing the largest airfield 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.
THIRTIETH REGIMENT

CONSTRUCTION

CORAL PIT

QUONSET

FLAK TOWER

PREPARATION OF SUB-GRADE

TAXIWAY CULVERT
Late in 1944 operational demands on the island of Tinian indicated the need for an increase in construction forces to meet the nearly impossible completion dates of all major projects. The Officer in Charge, 6th Naval Construction Brigade, requested assignment of additional naval construction battalions to assist in the work. A number of battalions were assigned and arrived just before the new year. Arrival of more units necessitated additional administrative forces so a new regiment was formed to augment the 25th and 30th Naval Construction Regiments already active on the island.

The new regiment was designed to administer two of the battalions that had been working on the island for some time, 9th and 110th Battalions, and two of newly arrived units, 38th and 112th N.C. Battalions. Approval of this reorganization of the 6th Naval Construction Brigade was requested, but in the meantime the regiment went to work under the temporary title of 30th Regiment—Reinforced.

The 30th Regiment—Reinforced began its activities on 1 January 1945 under the direction of Commander Thomas H. Jones, CEC, USNR, formerly Officer in Charge of the 110th Construction Battalion, and was directly concerned with the construction of the West Field Very Long Range Airfield. This project encompassed construction of two 500’ by 8900’ runways, 25,000 linear feet of 100’ taxiways, 214 hardstands, 4 harmonization stands, two 300’ by 1930’ service aprons, four warm-up aprons, five sub-service areas, engineering and service areas totaling 251 buildings, four camps for service personnel, permanent runway lighting, all of the incidental appurtenances for operation of a full wing of B-29’s, and the widening of the existing Navy runway from 150’ to 240’. The yardage handled amounted to 3,850,400 cubic yards.

Design and layout was being completed in the engineering office of the 110th Battalion at the time of inception of the regiment so it was possible to begin clearing and surveying on the same day the regiment was formed.

On 8 January 1945 Lieutenant (jg) Elberg J. Tate, CEC, USNR, Engineering Officer of the 110th Battalion, reported to the new regiment on temporary duty orders to act as Assistant to the Officer in Charge. Actual full scale operations on the airfield project began on 1 February 1945, West Field #2 was completed and ready for operation on 25 March, and 20 April 1945 West Field #2, taxiways, and service aprons were completed.

Asphalt paving also became the responsibility of the regiment. The 110th Battalion finished erecting and operating a plant on 19 March 1945, and on 22 March 1945 paving operations began on North Field. Paving has continued throughout the regiment on Tinian, but output was increased by the addition of another plant that went into operations on 30 June 1945.

2 March 1945 marks the official birthday of the 49th Construction Regiment for it was on that date that the arrival of a CinCPAC dispatch announced the formation of the regiment and signified that it consist of the 9th, 38th, 110th, and 112th Construction Battalions. Ten days later on 12 March 1945 Commander Jones received orders detaching him from the 110th Battalion and Designating him as Officer in Charge, 49th Naval Construction Regiment. One month later, on 12 April 1945 Lieutenant (jg) Tate received orders detaching him from the 110th Battalion and assigining him as a staff officer of the 49th Naval Construction Regiment. Lieutenant (jg) Harold E. Ulrich, Preventive Maintenance Officer, reported aboard on 16 July 1945. The enlisted personnel, all on temporary duty, included John N. Bittner, COM, Office Manager, and responsible for field records and quantities and progress reports.

N. W. Tate, SKc, expeditor and stock record clerk, H. W. Peather, Ynd, and William J. Mounts, Yd, handled the paper work.

Construction demands in more forward areas began to eat on the structure of the regiment when the 9th Battalion was detached for a forward move on 25th of May to be assigned to the 39th Naval Construction Regiment. The 112th Battalion was detached for a similar reason on 5 July 1945.

Commander Jones received orders for temporary duty in connection with operational planning of Commander Service Force, U.S. Pacific Fleet and departed for Pearl Harbor on 4 July 1945. On 5 July 1945 the 38th and 110th Battalions were temporarily assigned to the 29th Naval Construction Regiment until such time as the 8th Regiment again became operative. The staff of the 49th Regiment was loaned to the 29th Regiment for assistance in engineering and operational supervision.
FORTY-NINTH REGIMENT

CONSTRUCTION

SUB-GRADING FOR HARDSTANDS

REPAIRING HEAVY EQUIPMENT

PAVING NORTH FIELD

COATING HARDSTANDS

WEST ASPHALT PLANT
AERIAL VIEWS
of
C.B. CONSTRUCTION

WEST FIELD

NORTH FIELD

TINIAN HARBOR

G-2 HOSPITAL
SIXTH BRIGADE
CAMP SITES

FIRST CAMP - SAIPAN

"ROUGHING IT" - TINIAN

TEMPORARY QUARTERS

AERIAL VIEW

TINIAN

PRESENT CAMP
AROUND

OUR AREA
BRIGADE
ENLISTED
PERSONNEL
REGIMENTAL

ENLISTED PERSONNEL
COOKS
and
STEWARDS
MEN AT WORK

EXECUTIVE DEPARTMENT

RED CROSS
FIELD DIRECTOR

SWITCHBOARD OPERATORS
MEN AT WORK

ENGINEERING and DESIGN SECTIONS

SUPPLY DEPARTMENT

OPERATIONS DEPARTMENT
MEN AT WORK
BRIGADE-SPONSORED

B-29 & CREW
SPORTS

and

RECREATION
DEMOLISHED JAP SUGAR MILL

INVASION OF TINIAN

BEACH AFTER INVASION
TINIAN TOWN

(BEFORE INVASION)  (AFTER INVASION)
PERIWINKLE

BANYAN TREE

JAP SHRINES

(PRE-INVASION PHOTO)
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALLISON, Robert M., GSP(A)</td>
<td>16 Consec Avenue, Dayton, Ohio</td>
</tr>
<tr>
<td>ANDERSON, John E., Pte 1c</td>
<td></td>
</tr>
<tr>
<td>ARNOLD, George, Yc</td>
<td>215 E., 10th Street New York, N. Y.</td>
</tr>
<tr>
<td>AUSTIN, John L., Stc</td>
<td>436 E. Bell Street, St. Louis, Missouri</td>
</tr>
<tr>
<td>BITTNER, John R., CCM</td>
<td>Route #1 Port Washington, Wisconsin</td>
</tr>
<tr>
<td>BRAINTFORD, Moses, Stm</td>
<td>408 W. 130th Street Jamaica, New York</td>
</tr>
<tr>
<td>CAID, Gordon E., CMC2c</td>
<td>1201 River Street Hyde Park, Mass.</td>
</tr>
<tr>
<td>COLAYCOCHIO, Felix A., Y2c</td>
<td>104 Hill Street Waterbury, Ct, Conn.</td>
</tr>
<tr>
<td>CANNON, Clifton Jr., Stm2c</td>
<td>Searcy, Arkansas</td>
</tr>
<tr>
<td>CARPENTER, William, Ck</td>
<td>1635 Lynn Street, San Francisco, California</td>
</tr>
<tr>
<td>CLARK, Robert E., CMC1c</td>
<td>31-42-35th Street Astoria Queens, New York</td>
</tr>
<tr>
<td>CLARK, Raphael W., St3c</td>
<td>171-16-107th Avenue Jamaica, New York</td>
</tr>
<tr>
<td>COLE, Lester, St2c</td>
<td>6113 Calhoun Avenue Chicago, Illinois</td>
</tr>
<tr>
<td>DAVIN, Arthur H., CCM</td>
<td>Tiberon, California</td>
</tr>
<tr>
<td>FEATHER, Harry W., Ylc</td>
<td>118th Comba Avenue Woodmere, New York</td>
</tr>
<tr>
<td>GRANT, Howell M., CT</td>
<td>1089 Blue Ridge Avenue, N.E. Atlanta, Georgia</td>
</tr>
<tr>
<td>HARDEN, Charles C., SK2c</td>
<td>414 Burton Avenue Macon, Georgia</td>
</tr>
<tr>
<td>HAYS, James L., CBN</td>
<td></td>
</tr>
<tr>
<td>HAYWOOD, Glenna, St3c</td>
<td>4509 Prairie Avenue Chicago, Illinois</td>
</tr>
<tr>
<td>JACOBSON, Martin, Y2c</td>
<td>Route #1 Wellsburg, W. Va.</td>
</tr>
<tr>
<td>KUHOL, Walter C., MML1c</td>
<td>2602 W. 22nd Place Chicago, Illinois</td>
</tr>
<tr>
<td>LARKIN, William, Ck3c</td>
<td>Marthasville, La.</td>
</tr>
<tr>
<td>LAYENDECKER, Louis R., Y2c</td>
<td>611 South West End Ave. Lancaster, Penna.</td>
</tr>
<tr>
<td>LEACH, Donald R., Y3c</td>
<td>Route #1 Sunnyvale, Washington</td>
</tr>
<tr>
<td>LEWY, Paul, CEP</td>
<td>1747 Pratt Blvd. Chicago, Illinois</td>
</tr>
<tr>
<td>MARTINEK, William F., Y3c</td>
<td>1015 Jefferson Road Traverse City, Mich.</td>
</tr>
<tr>
<td>MCINTYRE, H. F., CCM</td>
<td></td>
</tr>
<tr>
<td>MONTANEZ, Pedro J., St1c</td>
<td>111-27 158th Street Jamaica, New York</td>
</tr>
<tr>
<td>MORRIS, Menola, Stm</td>
<td>6711 East Place, Dept. 18 Dallas, Texas</td>
</tr>
<tr>
<td>MOUNTZ, William G., Y2c</td>
<td>146 South 12th Street Reading, Penna.</td>
</tr>
<tr>
<td>MURPHY, John A., S1c</td>
<td>11 Phoenix Street Springfield, Mass.</td>
</tr>
<tr>
<td>NICHOLS, William H., PhM2c</td>
<td>33 Ba Bart Street Morristown, New Jersey</td>
</tr>
<tr>
<td>O'CONNOR, Edward J., Ytc</td>
<td>552 N. Wyoming Street Halleton, Penna.</td>
</tr>
<tr>
<td>OVERTON, Harry W., CCMH</td>
<td>4772 Marlborough Drive San Diego, California</td>
</tr>
<tr>
<td>PAYNE, Martin G., MM2c</td>
<td>190 Grove Street St. Paul, Minn.</td>
</tr>
<tr>
<td>POTTIER, Johnnie D., CM1c</td>
<td>5616 Kirby Drive Houston, Texas</td>
</tr>
<tr>
<td>RAGLAND, Arthur W., CM2e</td>
<td>638 Eastgate Street Atlanta, Georgia</td>
</tr>
<tr>
<td>RANDOLPH, Calvin F., EM3c</td>
<td>74 Hoffman Road Rochester, New York</td>
</tr>
<tr>
<td>RYALS, Paul G., Cox</td>
<td>14750 Fruit Street Van Nuys, California</td>
</tr>
<tr>
<td>SCHERR, Charles C., CM3c</td>
<td>57th &amp; Garfield Ave. Hammond, Illinois</td>
</tr>
<tr>
<td>SHIBER, Marvin R., SP1c</td>
<td>2016 Highland Street Allentown, Penna.</td>
</tr>
<tr>
<td>SEVER, John C., CCM</td>
<td>New Hampton, New York</td>
</tr>
<tr>
<td>SHEDD, Charles R., Y1e</td>
<td>2016 Highland Street Allentown, Penna.</td>
</tr>
<tr>
<td>SMITH, Alvin L., CM1c</td>
<td>1939 Spring Garden Ave., Berwick, Penna.</td>
</tr>
<tr>
<td>SODERMAN, John E., SP1c</td>
<td>26 Bonita Street San Francisco, California</td>
</tr>
</tbody>
</table>
ADDRESS - OFFICERS

Lieut. William B. MacRae
274 Euclid Avenue
Lynn, Mass.

Lieut. Paul O'Donnell
Route #3
Peckskill, N. Y.

Lieut. William W. Pinkerton
839 Lake Street
Oak Park, Illinois

Lieut. Edward V. W. Gormey
331 Main Street
Seaco, Maine

Lieut. Russell L. Donely
Cody, Wyoming

Lieut. Herbert S. Thomas
1522 Glenview Avenue
Memphis, Tennessee

Lt. (jg) Ivan M. Glass
22 South 22nd Street
Harrisburg, Penna.

Lt. (jg) Clifford E. Moffet
104 Palm Court Drive
Santa Maria, California

Lt. (jg) Thomas G. Haynes, Jr.
710 East Kemah Road
Charlotte, North Carolina

Lt. (jg) Michael A. Kuryla
Walkers Lane
Murray (7), Utah

Lt. (jg) Arthur J. O'Mara
36 Coralville Street
Lambertville, New Jersey

Lt. (jg) Elbert J. Tate
F.O. Box 881
Santa Paula, California

Ensign Russell D. Barry
Route #6, Box 570
Portland, (1) Oregon

Ensign Ralph L. Metcalf
65 Broad Street
Bridgewater, Mass.

Ensign Lynn M. Cavernish
1300 Center Street
Houndsville, West Virginia

Ensign John H. Evans
Storm Lake, Iowa

Ensign Edward T. Di Berto
132 Sharon Street
West Medford, Mass.

Ensign Charles G. May, Jr.
5233 East 42nd Street
Seattle, Washington

Ensign Robert E. Wilson
1166 South Ogden
Denver, Colorado

Ensign Donald E. Carlson
2510 Grant Street
Berkeley, Califormia

Ensign Robert H. Compere
5215 Beltline Avenue
Minneapolis, Minnesota

Ensign Lloyd G. Swanson
Monterey, Minnesota

Carpenter William C. Andrews
638 Oak Avenue
Pensacola, Florida

Carpenter John G. Peck
6760 Parkland Avenue
Cincinnati, Ohio

Dean W. Bell
Field Director
American Red Cross
413 12th Avenue, W. W.
Ardmore, Oklahoma

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SIXTH BRIGADE LOG BOOK

STAFF

PUBLISHER............................Commodore P. J. Halloran
ADVISORS............................Lt. (jg) T. C. Haynes, Lt. C. R. Drum, Lt. (jg) W. A. Kuryla

EDITORS............................M. Jackert
PHOTOGRAPHY........................C. C. Harden
LAYOUTS............................H. Unland
ART............................J. E. Anderson
FEATURES............................H. F. Mertens
K. C. Striebig
W. H. Nichols
G. E. Cain

Comdr. J. P. Falconer
21 Cayuga Street
Seneca Falls, N. Y.