

Naval Pontoon Assembly Detachment 5

*Historical
Information*



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



NOTE - Davisville
 AED - Hueneme
 Ready Date - 15 Nov'44
 Left AED - 18 Dec'44 (left San Fran 20 Dec'44)
 Location - Guam

LOG

- 9-9-44 - CNO requests that PAD #5 be assembled ready for overseas shipment by AED Hueneme by 15 Nov. (CNO disp. to BuPers and BuDocks OP30-2CK23-MJP(SC)N5 - Ser 01244630 2 Sep)
- 9-21-44 - PAD #5 to be transferred from Davisville to Parks about 5 Oct. (Conf. Disp. from CNO NR6 181437 NCR 5673 GR23 to NCTC Davisville)
- 10-19-44 - PAD #5/11 off and 416 men/ arrived Barks from Davisville 10 Oct'44. (Parks 12TWX 2041 Oct'44 to Budocks).
- 10-30-44 - PAD #5 arrived Hueneme from Parks 21 Oct'44. (Hueneme conf. disp to CNO 232323 NCR 1155 dtd 24 Oct'44).
- 11- 9-44 - PAD #5 assigned to DUVA and will be the last complete F-10 Component formed for overseas shipment. (Conf. ltr from CNO to Budocks dtd 1 Nov'44 - Op30-2CK15-UQT-(SC)N14-4/NB0357) Ser 01357030)
- 11-9-44 - PAD #5 will be ready for shipment to DUVA (Guam) 15 Nov'44. (Conf. ltr from CNO to addressees Op30-2CP2-3fp(SC)N5 Ser 01334730 dtd 1 Nov'44)
- 1-3-45 - PAD #5 departed Hueneme 18 Dec'44 for San Fran FFT with 13 offs and 412 men. (Hueneme Sec. disp to CNO 201652 dtd 20 Dec'44).
- 1-3-45 - PAD #5 departed U.S. for Guam. (Com 12 Sec. disp to Com 14 & Cincpoa 222232 dtd 23 Dec'44).

Location - Guam

PAD #5

- 1-14-45 - PAD #5 is located at Guam. (IsComGuam Sec. disp to CNO 030621 dtd 8 Feb'45).
- 22-45 - 1 Feb'45 report of PAD #5 - located at Guam - herewith brief history of this unit:
- 16 Sept'44 - PAD #5 commissioned at NCTC Davisville.
 - 5 Oct'44 - Departed Davisville.
 - 10 Oct'44 - Arrived Camp Parks.
 - 20 Oct'44 - departed Parks.
 - 21 Oct'44 - arrived ABRB Port Hueneme.
 - 18 Dec'44 - Departed ABRB Port Hueneme.
 - 20 Dec'44 - Embarked from San Fran. (Made brief stops at Pearl & Marshall Is)
 - 16 Jan'45 - Arrived at destination - Guam.
- 3-10-45 - 1 Feb'45 report of the 5th Brg. - PAD #5 (approx 412 men) reported to the 5th Brg. in Jan'45.
- 4-45 - 1 Mar'45 report of PAD #5 - located at Guam. 1 off. and 49 men assigned to duty as ABCD Sumay Annex and will be ret'd approx 1 Apr'45.
- 4-10-45 - PAD #5 is located at Apra Hbr (Guam) (5th Brg. War Diary 1 Feb to 28 Feb'45).
- 4-16-45 - PAD #5 is located at Apra Harbor, Guam. (5th Brg War Diary of 1 Apr'45)
- 4-17-45 - 1 Apr'45 report of PAD #5 - 28 men working with 59th CB at Sumay-ABCD Yard returned to PAD 5 on 10 Mar'45 and 20 men & 1 officer returned on 24 Mar'45. No info re location.
- 5-22-45 - 1 May'45 report of PAD #5 - located at Guam. Report end. by ABCD Guam and 5th Brg.
- 6-19-45 - 1 Jun'45 report of PAD #5 - located at Guam. Report routed via 5th Brg.
- 7-21-45 - 1 Jul'45 report of PAD #5 - located at Guam. 31 men from PAD #5 worked on the Adv Base Sec DryDock #6 under supervision of CED 1053 from 19 April to 6 May.

Location - Guam

PAD #5

- 8-18-45 - 1 Aug'45 report of PAD #5 - located at Guam. Report via 5th Brig.
- 9-18-45 - Comarrianas, Iscom Guam & OinC, 5th Brig have recommended to Comservpac that PAD #5 be inactivated and that the diversion of PAD #2 pers to PAD #5 be cancelled. Inactivate PAD #5 immediately. Inactivate PAD #2 upon arrival at Marianas. Cincpac's approval is requested. (Comservpac conf ser 05107 dtd 5 Sept'45 to Cincpac).
- 9-19-45 - 1 Sept'45 report of PAD #5 - located at Guam. Report via 5th Brig. 118 men on TAD at ABCD.
- 9-24-45 - In accordance with CNO ser 00111013 dtd 29 Aug'45 which requires that one PAD be retained at Guam, PAD#5 will not be inactivated but will be retained in a non-operating status. Comservpac is requested to direct PAD #5 to cease operations and transfer all pers to ABCD, Guam. (Cincpac conf spdltr(1st end) ser 032876 dtd 14 Sept'45 to Comservpac).
- 10-23-45 - 1 Oct'45 report of PAD #5 - located at Guam. Report via 5th Brig. 40 men transferred to U.S. for leave & reassignment. 5 off. & 226 men transferred to 144th CB; 3 off. & 27 men transferred to 94th CB, this is merely a recommendation submitted to 5th Brig as to the disposition of pers. by the OinC, ABCD, Guam. 94 men are on tempdu at ABCD.
- 10-31-45 - PAD #5 is placed in a non-operating status as of 25 Oct'45. (5th Brig. conf ltr ser 011979 dtd 16 Oct'45).
- 1-30-46 - Comservpac directs Comarrianas to transfer PAD #5 to NOB, Guam in present non-operating status. Inactive after transfer. (Comservpac disp 252055 Jan'46 to Comarrianas Area).

INACTIVATED

Date	Organization	Location	Reference	Notes
9/20	-	(Camp Banks) " Hueneke	Cno conf disp. 18/1437 Sept.	Davisville Transfer about 5 Oct to Camp Banks. Then on to Hueneke
10/11	-	" (Soulepoa)	Budoko memo 2 Oct.	Ready Nov. 15 at Hueneke - asid Soulepoa
10/20	-	Banks (Cinipoa)	Budoko memo 10/24.	Ready Nov 15 - asid Cinipoa.
10/21/	-	Hueneke	Hueneke Cm) disp-232323 Oct.	Arrived Hueneke at October 21
10/26	-	Hueneke (Suam)	Budoko memo 21 October.	Ready Nov 15 - asid Suam.

ON BOARD

DATE	OFFICERS	MEN	AUTHORITY
1 Nov'44		400	BNP625
30 Sep'44		430	Recap
1 Dec'44		384	BNP625
1 Jan'45		411	BNP625
1 Feb'45	16	412	BNP625
1 Mar'45	17	409	BNP625 & MoR
1 Apr'45	16	404	MoR
1 May'45	16	402	BNP625 & R
1 Jun'45	16	387	BNP625 & R
1 Jul'45	16	379	BNP625 & R
1 Aug'45	16	394	BNP625 & R
1 Sept'45		386	BNP625
1 Oct'45	12	313	
		180 Trans.	BNP625 & R

THE HISTORY OF PAD

Formation At NCTC Davisville, R. I.

Pontoon Assembly Detachment No. 5 was formed at the Naval Construction Training Center, Camp Endicott, Davisville, Rhode Island. Memorandum orders were received on 12 September 1944 by Lieutenant Commander Perry M. BOOTHE (CEC) USNR to form PAD5. Two yeomen and some office equipment were received on 13 September and a headquarters was established in "H" Area in which the men were quartered upon transfer. The first men were received on 14 September and receipts were continuous until about 28 September 1944. On 16 September 1944 Lt. Comdr. Boothe received BuPers orders 94499 Pers-31 CEC-WAA-4 dated 13 September 1944 directing him to report for duty as Officer in Charge of Pontoon Assembly Detachment No. 5. By subsequent correspondence with NCTC 16 September 1944 was determined to be the commissioning date of PAD 5. All the officers reported to PAD 5 on or shortly after 16 September 1944. The following is a list of officers:

Lieutenant Commander P. M. BOOTHE, CEC USNR 94499
Lieutenant H. S. DUTCHER CEC USNR 235515
Lieutenant H. D. MUSE CEC USNR 231223
Lieutenant (jg) A. H. INCLEDON CEC USNR 321320
Lieutenant (jg) J. B. SKEWES CEC USNR 215836
Lieutenant (jg) J. F. TOTH CEC USNR 399986
Lieutenant (jg) E. E. McCANN CEC USNR 399985
Ensign R. T. RICHARDS CEC USNR 331 509
Ensign G. L. ROSS CEC USNR 369915
Ensign E. P. HENNELLY CEC USNR 369846
Chief Carpenter E. R. RICH CEC USNR 291641
Chief Carpenter W. E. RAFFIN CEC USNR 291637
Carpenter K. E. MacWHINNEY CEC USNR 350709

Since the unit was expected to train at a West Coast Port, all East Coast men were given embarkation leaves while at Camp Endicott. The remainder of the men were assigned to various Technical Training Classes, drills and camp work details.

During this period the organization of the Detachment was planned. Three companies were formed; one, a Headquarters Company, containing all camp operation personnel and maintenance, and the others to be two construction companies. It was originally contemplated that at our ultimate destination "A" Company could build the pontoon factory and "B" Company the Camp.

The Firesafe Builders Products Company in Cranston, R. I., just out of Providence, manufactured pontoons for the Navy. All the officers made an inspection of the plant in order to familiarize themselves with manufacturing procedures. Through the cooperation of the President of the Company an inspection of the plant by approximately 300 of the men was made possible. This proved of considerable benefit subsequently in enabling the men that were actually to do the work to visualize their problems. Another inspection trip by 6 officers was made to the Holyoke Boiler Co., in Holyoke, Mass. This was also valuable as it contrasted the "A" Frame method of pontoon fabrication with the stiffener on plate method as used at Firesafe.

The day before entraining for California, an informal review of the unit was held which went off very well considering that there had only been a day or so to practice after the men came back from embarkation leaves. Lt. H. S. Dutcher was designated acting Officer in Charge of the detachment of eleven (11) officers and 417 enlisted men of PAD#5 when it entrained on 5 October for Camp Parks. One enlisted man from the 64th NCB was attached for transportation bringing the total to 418.

The route to the west coast took the train through New York, Albany, Buffalo and across southern Ontario to Port Huron, Michigan and thence to Chicago. Here it was necessary to detach one man (M.L. Harber Slc) and send him to the Naval Section of the Wesley Memorial Hospital. Under way again, the detachment passed through Omaha, Council Bluffs, Denver, the Moffitt Tunnel, Salt Lake City, Elko & Winnemucca Nevada, to Sacramento and thence to Shoemaker, California.

Visits to Pontoon Plants

Upon a verbal request by the OinC, travel orders were requested by NCTC, for Lieutenant Commander P. M. BOOTHE and Lieutenant (jg) A. H. INCLEDON to travel on separate orders across the continent to visit several pontoon manufacturing plants enroute. Through misdirection, these orders were not received until 13 October 1944 on which date these 2 officers left Davisville for Washington, D. C.

The afternoon of 14 October was spent in the Advanced Base Section of the Bureau of Yards and Docks. Here reports from the three operating PAD's were inspected and a moving picture on pontoon production at PAD#1 was shown. The visit proved of considerable benefit even though Washington was not on the list of places to visit.

The first pontoon plant inspected was that of the Stacy Brothers Gas Construction Company in Cincinnati. This firm manufactured the T-6 jigs furnished to the PAD's in addition to manufacturing T-6, T-8 and T-11 pontoons. Careful attention was paid to time of operation and the flow of materials into the production line. In Chicago the Advanced Base Division, Bureau of Yards and Docks was visited and talks held with the pontoon men. Arrangements were made for BOOTHE and INCLEDON to visit two Pontoon Plants in the Chicago area; the Industrial Fabricators Company, and San-Equipment Co. Both companies manufactured T-6 pontoons in a very efficient manner and here again notes on and flow of materials and time of operations were made.

Upon advice of the Advance Base Section of the Bureau and the Chicago office, the itinerary was changed to include the Brown Tank Co. T-7 pontoon plant in Minneapolis, Minn. This firm also manufactured the T-7 jigs. Since this was the only plant visited that manufactured T-7 pontoons the visit was of inestimable benefit in planning the T-7 line for PAD5's factory.

The next plant visited was the Eaton Metal Products Company in Omaha. This plant manufactured T-6 pontoons on elevated rails and the pontoons were rotated on attached large diameter trunions in order to produce down hand welding for all interior and external welding. This plant claimed the lowest man hours per pontoon manufactured of all plants visited.

The two officers rejoined PAD5 at Port Hueneme on 25 October. The benefits from this trip were obvious. It enabled a comprehensive view of pontoon manufacturing procedures based on Stateside methods. It was of material benefit in setting up PAD5's production line and in subsequently getting into production with the minimum of confusion. Such trips are considered amply justified by the results obtained.

CAMP PARKS

At 1835 on 10 October 1944 the officers and men of PAD5 debarked from the troop train at the CB Replacement Depot, Camp Parks, Shoemaker, California. Four hundred and sixteen (416) enlisted men and one additional man from the 64th USNOC completed the trip together with eleven (11) officers. On 1500, 14 October Martin L. HARBER reported aboard after being released from the Wesley Memorial Hospital in Chicago.

After logging in, all officers and men were quartered in "K" area and arrangements completed to mess with the 64th U.S. Naval Construction Battalion in a nearby area.

The following day offices were set up to carry on routine business and it was learned the stay would be a short one. Just enough time would be spent to have all men issued the balance of their G.I. Gear, have a medical check up, get the necessary immunization shots, and for the A & B supplementary gear to be issued.

Outfitting the men was begun immediately by holding bag inspections to learn which men were still short some items and which sizes etc., would have to be drawn for men going on leave. The balance were then mustered by companies and marched to the various warehouses for issue. In the meantime Lt. HUSE and Ensign HENNELLY made arrangements to draw the supplementary gear but due to previous commitments the outfitting department could not start crating and issuing to PAD5 until about the 17th. With the help of work parties and all the storeroom keepers checking, the ordnance and raingear, bedding, office supplies infantry equipment and rations etc., were finally received and loaded aboard two freight cars on the 20th.

Overseas medical and dental examinations were scheduled on the 17th and 18th with approximately two hundred men being handled each day. A number of men were found to need dental work and nearly all were in need of typhoid and booster shots etc. Only four men however, were rejected and these were ordered transferred to the USNH Shoemaker, California.

In between all this, the military training department found time on two or three occasions to take the men out to drill fields and spend some more time on close and extended order formations. This training was not extensive, however, as the unit was there primarily for outfitting.

Two officers (Lt. (jg) John B. SKEWES Jr. & Lt. (jg) Edwin E. McCANN) were granted embarkation leaves together with fifty two (52) enlisted men. Later all were telegraphed to report for duty to the detachment at Camp Rousseau, Port Hueneme, California at the expiration

of their leave on 24 October.

Highlights of the detachment's stay were the wonderful food served to officers and men alike by the 64th Battalion and the morning color ceremony. Of the latter it suffices to say that the split second timing necessary to get about twenty thousand men on the big double track at 0755 sharp without having them get in each other's way was a problem that had to be surmounted daily.

On the morning of the 20th, trucks were furnished to carry personal and organizational gear to cars on the R.R., siding. However, with the loading approximately half done the Railroad informed Ensign HENNELLY that the cars assigned by the Parks Operations Department were the wrong cars and it had to be done over. Working with great haste the working parties completed just barely in time to run for early chow and fall in for the march to trainside.

At 1710 all were aboard; a total of 360 enlisted men and 9 officers. Three cars at the rear of the train constituting a draft of approximately 150 men for the Fifth (5th) Special Battalion completed the train. A second train with two CBMU's was loaded simultaneously and after approximately thirty minutes delay for a clear main line PAD5 closed its Camp Parks Chapter.

HUENEME

After an uneventful but somewhat delayed overnight train ride in coaches, the detachment arrived at the Advance Base Receiving Base of Port Hueneme, California and logged in at 1115 on 21 October. All were present at the completion of the trip except for the 52 enlisted men and 4 officers on leave or other duty.

The stay at Port Hueneme was featured by the many changes made in the personnel of the unit. Regarding personnel, approximately 75 men were ordered detached and assigned to outgoing units or to the Station Force and General Detail. A similar number were received so the detachment was able to depart at full strength. Lt. (jg) George SEDIVEC DC USNR, Lt. (jg) Max W. SHARP MC USNR reported aboard on 14 November for Dental and Medical Duties respectively. Ensign John A. CARDON SC USNR joined PAD5 on 9 November for such supply and disbursing duties as were to be assigned him. On 24 October, Lt. (jg) McCANN and Lt. (jg) SKEWES rejoined the unit from leave. Lt. Comdr. BOOTH and Lt. (jg) INCLEDON completed their tour of pontoon plants throughout the country and logged in the next day bringing the officer complement to full strength. Lt. Dutcher was relieved of duties as acting OinC. The enlisted men were not as prompt in returning from leave, however, and a number of Summary Courts were required to discipline the late arrivals.

Quarters provided at Hueneme were prefabricated frame buildings for all hands. Two such structures were set aside for offices and two for BOQ's. Messing was accomplished in one wing of the master galley building and the commissary staff was given an opportunity to run its assigned section.

There were still some men who were lacking articles of clothing and gear, misfit shoes, etc., and these were taken care of. Men with

dental work were sent to the camp dispensary at the rate of three or four a day. The main functions of the stay however were the issuing of the P-10 Component with the necessary checking required, requests for additional material, work on camp and factory layout, technical training classes, and work projects undertaken.

Having only one supply corps officer aboard, the assignment of cargo and equipment officer was made to Lt. Howard D. MUSE with Lt. (jg) John F. TOTH and Chief Carpenter William E. RUFFIN as assistants. Under YD-H-4214, PAD#5 was authorized to receive one P-10 component (No. 2) and two (2) N 1 B's (NO's 87 and 103). Work was started at once checking over the components and comparing them with estimated needs. One of the major items was the buildings to be used for factory construction. Originally eight (8) 40x100 Utility Huts were included and the engineering department under Lt. (jg) Albert H. INCLEDON CEC USNR proceeded with the factory layout using this type. Discovering they were not very practical however for manufacturing purposes, authorization was sought and obtained to substitute eight (8) Butler type straight sided buildings also 40x100 feet.

Changes were received in the component and the master list was rechecked and brought up to date as of Nov 1st and again on the twenty second. Some of the changes involved the doubling of the cement allowance, increasing the size of the concrete mixer from a 10-S to 14-S, and then removing it altogether. The 315 cubic foot air compressors were taken out and smaller ones substituted. The 16mm movie camera was removed etc.

Additional items were requested and subsequently authorized as follows:

- 1 - Additional set of T-6 jigs.
- 4 - Additional two ton bridge crane supporting structures and a change in the original 9 cranes authorized to increase the spans from 26 feet to 36 feet.

Blowers, exhaust fans and roof ventilators were ordered to protect the welders from excessive heat.

- 2 - 105 cubic foot portable air compressors and tool sets.
- 40,000 square feet of steel reinforcing mesh for narrow gauge track work outside of the buildings.
- 1 - Electric oven for baking welding machine armatures.
- 1 - 35mm dual sound movie projector and various operating gear and materials, safety shoes, welders goggles etc.

Actual outfitting and issuing of gear did not go forward until the latter part of November when the ABD started segregating materials for shipment. Checking up to this point consisted mostly of working with the various section heads and finding out what items were short in stock and indicating acceptable substitutes etc. When the material started for the Docks and loading aboard ship, however, the

delivery tickets were closely scrutinized and posted against the outfitting lists. On 11 December Lt. (jg) TOTH and Chief Carp. REPTIN boarded the S.S. Thomas F. HUNT and that afternoon they left with the cargo.

Soon after the trip to the various pontoon plants across the country was completed Lt. (jg) INCLEDON was directed by the OinC to start an engineering department and proceed with a factory layout. The work originally started with the Quonset type utility building and 26 foot spans on the bridge cranes. Due to their shape, considerable headroom and space was lost especially at the sides. It was therefore necessary to plan on raising the buildings approximately 2'9". About this time one of the first Butler type buildings was received by the Advance Base Depot and an erection test made near the PAD5 area. If this type of building could be made available in place of the utility huts, the advantages of extra space would be enormous. As mentioned previously, the request was granted and a new factory layout was initiated. Bridge crane spans were increased to 36 feet.

Briefly the plan was to set up a production line method of fabricating pontoons. Two (2) buildings were placed end to end making a structure of two hundred feet long. The sides were then opened out to form a shed on each side and the floor area consequently increased to approximately 60x200. Two of these double buildings were set parallel to each other and a total four production lines laid out; one building having two (2) T-6 lines while the other had one each of T-6 and T-7.

Knockdown steel storage space was set aside at one end of the buildings and at the other end of the line a hydrostatic test and paint building of a single Butler opened up as before was planned. This would give a straight line flow through the production stages, testing and painting and into the finished storage area. The addition of another single building to house T-8 and T-11 production was planned.

A combined warehouse and maintenance shop was designed using the remaining two buildings and with the addition of heads, a power house narrow gauge R.R. tracks and underground electric air and water lines, the plan was complete. A section of waterfront for barge assembly was considered but could not be planned as the site was not known at this time. With additions of a mess hall and water tower the factory was later built almost exactly as here laid out.

Lt. (jg) SKEWES was called upon to make a tentative camp layout using quonset huts and a plan was laid out based on the site being adjacent to the factory. Some facilities such as central power plant and telephone service were to be jointly available to both camp and factory.

To carry out the work it was decided that Lt. (jg) INCLEDON and his company "A" could be responsible for the factory portion and Lt. (jg) SKEWES with Company "B" would start the camp. This way the man responsible for the construction would be the same one who had given the time and thought to the preliminary plans and could get under way with a minimum of delay.

As mentioned before technical training was stressed throughout the stay at Hueneme especially in welding. Without welders pontoons could not be produced. It was decided to send all men who indicated any previous experience in welding to the Technical Training Department for a screening test and grading. One hundred and six (106) men were tested in all during the weeks beginning 30 Oct and 8 November. The least experienced ones were sent through the school operated by the ABRE together with beginners.

A few of the best were retained by PAD5 and a school was set up near "N" area under the supervision of Chief Carpenter E. R. RICH. To do this, twelve (12) Hobart Gas Driven welding machines were drawn from ABD with rod, old scrap pontoons and other accessories. The Public Works Department of the base cooperated in keeping the machines filled with gasoline. Four (4) more machines were subsequently obtained bringing the total to sixteen (16). A summary of welding training is given herewith:

Advance Base Receiving Barracks - Technical Training Dept.

48 men - 1 week - beginning 30 October
50 men - 1 week - beginning 8 November

Pontoon Assembly Detachment Number FIVE School

83 men - beginning 8 November
109 men - beginning 15 November
80 men - beginning 27 November
77 men - beginning 4 December
186 men - beginning 11 December

Of the groups assigned to the PAD5 school, some of the men were retained week after week until they developed some proficiency in the welding at least. Others who developed more rapidly were taken out of school and assigned to either other schools or the work project on causeways at dock No. 4. Also beginning 4 Dec., 52 men were broken up into groups and started assembling ten (10) knockdown T-6's drawn from ABD. In order to accommodate the large number of men assigned, classes were run right around the clock and a good many men returning at 3 or 4 in the morning from liberty will remember the glare of arcs over the baseball field to which the school moved early in November.

In addition a total of one hundred and eighteen (118) men attend various other classes in earthmoving, refrigeration, barge handling, pontoon assembly, communications, fire fighting etc. Some of these schools were one week courses of approximately thirty eight (38) hours while others were longer.

While at Camp Rousseau, the detachment was also required to unpack and issue infantry gear and ordnance equipment. Each man was also required to go on the range and zero in his own carbine. At 0700 training instructors met the men in N area and under light marching order walked approximately two miles to the ranges. Instruction was also given in Mortars, BAR's, Machine guns, gas mask drill and allied subjects during this period 22 to 26 November.

Under the operations officer, Lt. GOODWIN, PAD5 was also required to "pay its board" by furnishing work parties. In addition to mess cooks and galley personnel the following were called upon:

- 10 men - daily - Provost Marshals General Work Detail.
- 30 men - daily - Commissary warehouse - food handling.
- 1 man - daily - Sign painter for Public Works.
- 1 man - daily - Draftsman for Public Works.
- Detail for Acorn Detachment - work on causeways.

Of the latter it can be said the men of PAD5 first came into contact with one phase of expected future work. Approximately 40 were assigned to Pontoon erection school and it was decided to give them practical experience by assigning them to assist civilian contractors in making up barge tows and 2x30 pontoon causeways. They were split up into a 26 man day crew and a 14 man night crew continuing this work until 4 November.

On the 20th, PAD5 was again told to furnish men for this work including all welders required as the present ones were from a dozen different places and couldn't be controlled. Accordingly approximately 65 men were loaned to the Acorn Detachment to report to Lt. MITCHELL. The work consisted of welding up the angles for causeways, helping in assembly, fitting up in the water with hinges for side carry and lashing the structures down after being swung into position on the LST's. In general the assembly and hoisting work were accomplished by the day crews and the night men did the lashing work. The latter did not work successfully at first as the decks of the ships were crowded with five sections of LOT's and it was impossible to install chains and braces in accordance with BuDocks Drawings. Lt. MITCHELL directed the alterations but when pad eyes and "U" anchors on the decks pulled out and undersize turnbuckles failed, at least one LST had to put back into port. The OinC of PAD5 together with others, previously had gone on record as not satisfied with the security of the lashing. In view of this experience, all shipyard welded "U" anchors on the LST decks were rewelded, heavier turnbuckles were used throughout and additional lashing gear was added where necessary. Twenty three (23) additional men were used as substitutes or to supplement the men originally assigned. On 5 December the project was completed. At times three ships a day were loaded with causeways and secured.

A course in sanitation that really payed dividends was given to all officers. This consisted of lectures and general discussions with men who had recently returned from the field. The medical corpsmen and galley personnel were also brought in on special days where their departments were concerned.

In addition most of the officers attended the course in Moral Courts and Boards for one (1) week.

Inspection trips to Los Angeles were arranged in order that officers and Chief Petty Officers could see a pontoon plant in production. Through the courtesy of the Waiiles-Bagoman Company and BushlerTank Company a great deal of information was gained in the practical operation of this type of plant.

On 28 October Pontoon Assembly Detachment FIVE was inspected and passed in review before Captain A. D. ALEXIS OinC of the Advance Base Depot. His letter of commendation is quoted in part:

"Your unit is a credit to the Navy and your officers and men are to be commended upon the excellence of their performance".

Again on 11 November PAD5 put on a good parade, the occasion being the official color presentation by Captain SIHLER, Officer in Charge of the Advance Base Receiving Barracks. The official sponsor was Mrs. P. M. BOOTHE wife of the Officer in Charge who came down from Los Angeles for the occasion.

On 13 December 1944, Lt. H. D. MUSE was detached for temporary additional duty in connection with completing arrangements to embark the unit at San Francisco. On the 16th and 17th two cars were loaded with hold baggage, some emergency sanitation gear, records, office gear, etc., and dispatched to the port of embarkation.

In a last minute flurry, additional men were received to bring the detachment up to its complement. However, on the 18th one of the men failed to show up for the train muster and was deleted from the rolls. At 1750 on December 18th, after 1st Lieutenants inspection and completion of check out sheets, PAD5 left Port Hueneume for the overnight trip to San Francisco with 15 officers and 411 men plus one man from the 2nd Special Battalion attached for transportation overseas.

HUENEME - GUAM

Arriving on time in San Francisco, the train was backed down to Dock #54 and the men debarked, taking cover from the rain under the covered pier. Stevedores unloaded organizational gear and at 0830 the unit fell in alphabetically by companies and platoons for embarkation on the U.S.S. General Robert E. CALLAN alongside. Loading of officer and men was completed at 1045 with all gear aboard. In the afternoon the ship was moved to Pier #7 to pick up the bulk of the troops and approximately 140 Navy Nurses.

Also in the afternoon the OinC and Executive Officer went ashore to report in at headquarters of the 12th Naval District and to mail service jacket pages 9 and 10 on KING, J. S. S2c back to Hueneume. Included also were pending and previous A.W.O.L., charges and action of summary court martial. The next morning at 0945 the ship passed under the Golden Gate Bridge and headed out to sea.

PAD5 personnel were assigned to various details aboard ship including yeomen, cooks and bakers, messmen, and approximately 170 men to one watch under Lt. (jg) SKEWES for assisting the marine security guard. Officers were assigned troop compartment watches except for Carp. RICH who assumed duties as assistant wardroom Mess Officer. These assignment were continued throughout the voyage and many more men than available were requested.

Christmas was featured by the entertainment offered by the PAD5 band. On the eve before, the Glee Club and passenger nurses sang carols throughout the ship and decorations were hung. Presents were

distributed and a turkey dinner was served all hands.

The day following Christmas the CALLAN docked at Pearl Harbor for a three day stay and all hands were given an opportunity to spend a few hours ashore. During this time, the office of DirPacDocks, Pearl was contacted by the OinC and Executive Officer.

It was decided that the OinC, Lt. Comdr. BOOTHE should be detached and fly ahead to prepare for the arrival on Guam. On December 28th Comdr. BOOTHE was detached.

At 1430 on 29 December the ship got underway again crossing the international date line at 1400 on the second of January. Eniwetok was reached on the 7th and all hands were organized into recreation parties during the 5 day stay there. The PAD5 band entertained at several shows ashore, officers dances and on two radio programs.

The last stage of the journey was started on 12 January and finally, almost a month from the start, the CALLAN dropped anchor in Apra Harbor at 1030, 16 January. Headquarters and "B" companies were put ashore on the 17th, via LCT and "A" Company followed on the 18th. It was the 20th however before all gear picked up in Pearl Harbor was ashore and all the men could have a bed and strike their pup tents.

Prior Arrival of OinC on Guam

When the General CALLAN docked in Pearl Harbor a visit was made by the OinC and the Executive Officer to DirPacDocks. In the result meeting it was disclosed that PAD5 had no temporary operating gear to take care of itself upon debarking and during the erection of the permanent Quonset Hut Camp. In order to rectify this unrealistic planning in the States, tents, field ranges, emergency rations, cots, mattresses, blankets, etc., were requisitioned and placed aboard the General Callan which fortunately had some extra space available. The procurement of this material was extremely fortunate as no facilities were subsequently found available on Guam when the unit arrived as we had been informed in the States would be the case. At this time a requisition for a 143 Concrete Mixer was placed to cover an oversight in the P-10 Component then in effect. Over 17,000 bags of cement were shipped with us but no concrete mixer.

DirPacDocks decided that the OinC should fly out to Guam ahead of the unit and make preparations for the units arrival. This also was a most fortunate decision as subsequent events proved.

On 1 January 1945 Lt. Comdr. BOOTHE left Pearl Harbor and arrived on Guam on 3 Jan. 1945. The Fifth Brigade had not been able to provide for the arrival of the unit. Consequently the fact that someone was present to plan and make preparations for the units arrival enabled certain minimum arrangements to be concluded. The area assigned to PAD5 was adjacent to that assigned to the 70th NCB and 123th NCB neither of which had arrived. The 70th did have a 10 man detachment on the Island and about 50 tents were erected on the 70th Site. Since PAD5 was scheduled to dock first, it was planned to have PAD5 use the tents for the first night or two. After which time our own temporary camp could be erected. This was subsequently done.

The water problem was solved by making a complete visual inspection of the area. A natural rock basin was located just below the 128th Camp from which it was estimated that 90,000 GPD could be obtained. This estimate was subsequently proved correct except during a period of extremely dry weather.

The 53rd NCB was given a work order by the Brigade to build a road into the camp area. This was done just in time with a course of coral to make it a passable road during rainy weather.

During this time the Oinc procured the services of an Engineer from the Brigade planning office and a tentative camp layout was made. As a result of the prior arrival of the Oinc on Guam a minimum of preparation had been made and most important plans were available for immediate execution upon arrival of personnel.

It is considered that in all moves of bodies of personnel that a small detachment in charge of a competent officer should precede the main body by 2 to 3 weeks. If the 70th NCB had not had a small detachment on Guam, considerable less preparation would have been possible as all Seabee units were heavily engaged in construction activities and could not spare manpower for accommodations for a new unit.

ACTIVITIES ON GUAM

On 19 January, Ensign G. L. ROSS and fifty (50) men were sent, on orders from the 5th Naval Construction Brigade, for temporary additional duty to the 59th Naval Construction Battalion in connection with yard operations at the LECB Sumay Annex. These men remained there on duty until approximately one half were sent back on 10 March, the balance returning on the 23rd.

On 1 March at, approximately 0120, NEMASAK, Andrew James Sloc, 646 97 22 who was a member of this detachment, suffered an injury from the accidental explosion of an American hand grenade. The administrative report covering his subsequent death from these injuries on 3 March is attached herewith:

PONTOON ASSEMBLY DET. FIVE

PAD Five left Port Hueneme Dec. 18, 1944, for San Francisco, whence it shipped out to Guam. It arrived Jan. 16, 1945, after stops at Pearl Harbor and the Marshall islands. The war's end found PAD Five on Guam.

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ITINERARY OF PONTOON ASSEMBLY DETACHMENT #5

- 18 Dec 1944 - Departed Huaname for San Francisco FFT overseas.
- 16 Jan 1945 - Arrived Guam after brief stops at Pearl Harbor and Marshall Is.
- 1 Sep 1945 - Guam.

NOTE: The above information is based on records available in the
C. B. Operations Section of the Bureau of Naval Personnel.

15 September 1945











