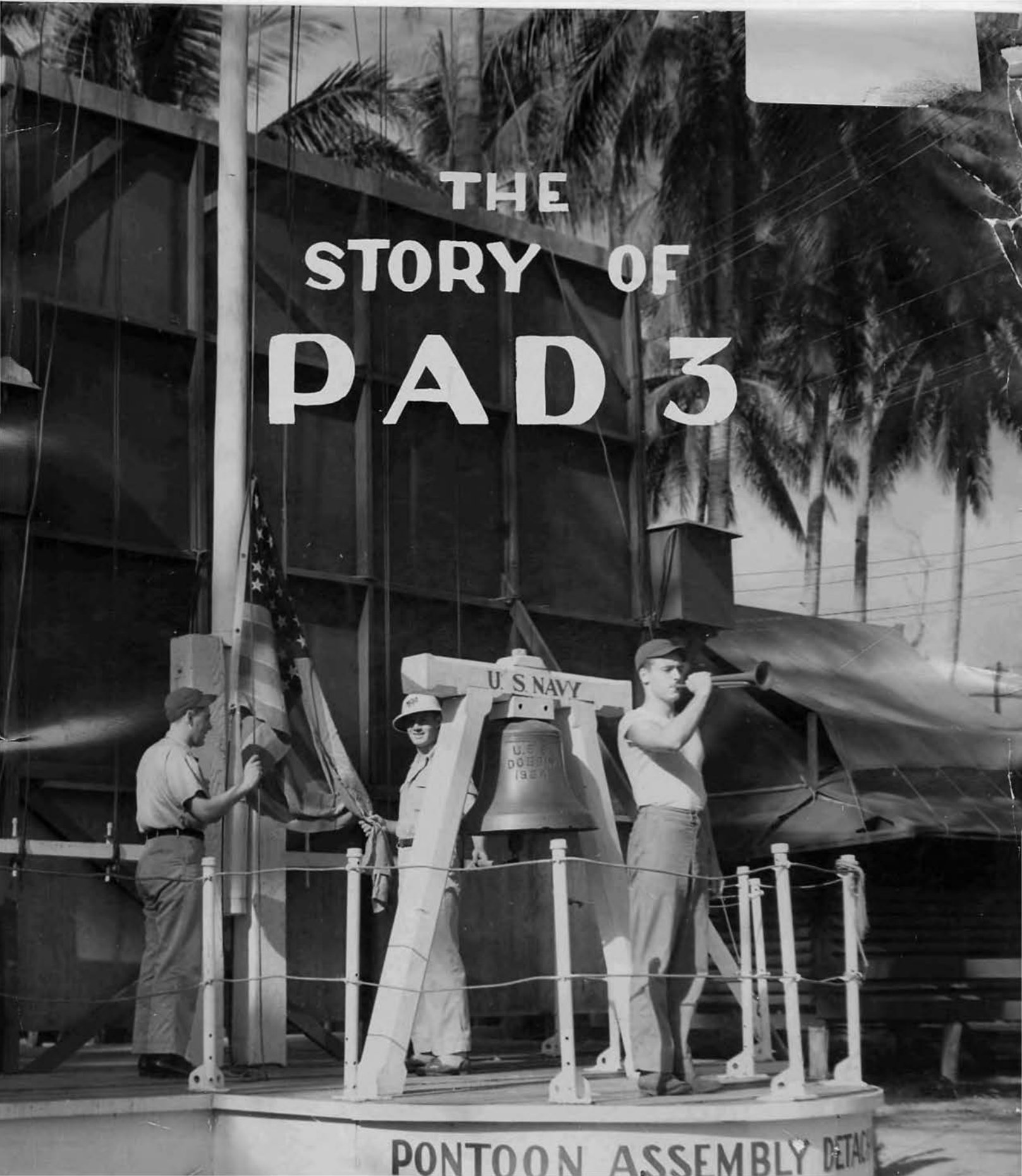




THE STORY OF PAD 3



PONTOON ASSEMBLY DETACH

James I. Archel PAD3

495 So Hiway

ST HELENS OREGON 97055

was here 3/2-73

THE STORY OF PAD THREE

by

Lt.(jg) Theron Alexander, Jr.

and

Lt.(jg) Norman B. Sanneman

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PAD3

THE OFFICERS OF PAD THREE

Lt. Everett R. Benedict, CEC, USNR, OFFICER IN CHARGE
Lt. Joseph R. Edwards, CEC, USNR, EXECUTIVE OFFICER
Lt.(jg) Thorolf R. Almdale, CEC, USNR
Lt. Philip E. Benton, MC, USNR
Chief Carpenter Edward J. Collins, CEC, USNR
Lt.(jg) Thomas R. Coon, CEC, USNR
Lt. Morton D. Finn, DC, USNR
Lt. Milton H. Frincke, CEC, USNR
Chief Carpenter Charles E. Glover, CEC, USNR
Lt.(jg) Edward S. Kern, SC, USNR
Lt. Paul A. Nordgren, CEC, USNR
Lt. Merle E. Reed, CEC, USNR
Lt.(jg) Joseph B. Regan, SC, USNR
Lt.(jg) Norman B. Sanneman, CEC, USNR
Chief Carpenter Jack Schwartz, CEC, USNR
Lt.(jg) John L. Smith, CEC, USNR
Lt.(jg) Wallace W. Webb, CEC, USNR
Lt.(jg) Paul C. Wolters, CEC, USNR



The home of PAD #3 lies in a coconut palm grove. These palms are always rustling in the breeze from the bay while their shadows form moving designs on the ground. Above them, the rain clouds of the monsoon threaten.

The ship moved slowly up the bay. On either side mountains rose from the sea only to disappear in the low hanging clouds. Small islands, partly hidden by the mists and covered with tangled vines and dense undergrowth, jutted from the water. Natives in sailing dug-out canoes, waved with friendliness. As the bay narrowed, coconut palms could be seen along the shore. This was New Guinea—hot, damp, lonely, but soon a little of it was to become a part of the United States Navy. Already the process was under way, on reaching the head of the bay a large number of ships were seen lying at anchor and also there was the destination of "Pad Three". "Pad Three" is the Navy's way of saying Pontoon Assembly Detachment Number Three. A pontoon is made of light steel plate and measures five by five by seven feet. An "Assembly Detachment" is a unit of craftsmen, engineers, and equipment for assembling the cells from the prefabricated parts. The navy had found that the use and need for pontoons was endless. pontoons were badly needed for invasions of strange islands. Shipping them assembled took up a great deal of space, thus a unit was formed to assemble them overseas. This unit was complete in itself, carrying all the necessary equipment for the work and for the men. The

saving in space by shipping pontoons "knocked down" ("knocked down" is shortened by the Navy to "kd") is obvious. An assembled pontoon occupies approximately 195 cubic feet with the "kd" pontoon occupies only 14 cubic feet.

The officer in charge of Pad Three was Lt. E. R. Benedict, and engineer from Cleveland, Ohio. Besides assisting officers, he had shipfitters, weldors, mechanics, carpenters, electricians, heavy equipment operators, steel workers, riggers, divers, draftsmen, bakers, cooks, pharmacists, barbers, and a doctor and dentist. Equipment for production included bulldozers, trucks, cranes, welding machines, and for other uses there were jeeps, weapon carriers, machine gun, mortars, and rifles. But on arrival these things could not be brought ashore as all available docking space was in use. Pontoons had to be made with as much speed as possible, so pontoon barges were constructed and the ship unloaded from midstream. Problems were just beginning as supplies and equipment had to be landed on the jungle-covered shore. Bulldozer operators, carpenters, and shipfitters began clearing the jungle underbrush, setting up tents and heads. The cargo was unloaded into two large storage dumps. The supply dump was set up at the campsite and a second area was selected for the pontoon assembly work. The rainy season had set

in and it was the "wet monsoon". Day after day, rain soaked the camp and in spite of tarpaulins over equipment, there was some damage. The water undermined the supports under the supplies and equipment and let the materials sink into the mud. However, the clearing and building went on. As quickly as a tent was built personnel were put ashore to occupy it. Rock and coral surfacing did not last long on the mud foundation and it took more than eight feet of surfacing to complete the main street in the never-ceasing rain. A galley and mess hall were completed and Chief Cecil H. Holmes, Chief Commissary Steward, of Sunnyside, L. I., New York, prepared a grand opening dinner. Holmes had had well-qualifying experience at the Hotel Taft and others in New York City. The galley was a building 65 feet by 50 feet. The mess halls, metal quonset huts, were built facing the galley. The cafeteria system was established and a thousand men were fed in three-quarters of an hour. The floor was of cement that made for easy cleaning. Reputation of the units chow reached the natives who it is said tried to slip into the chow line. After the essential buildings were up, improvements and conveniences began to appear-- showers, heads, and landscaping made the camp more livable. A well was dug and pumps and storage system arranged.

vines and banana trees were planted at the corner. Ingenuity continued to break out among the builders. Raymond A. Perra, shipfitter, second class, of East Hartford, Connecticut, designed a dishwasher driven by a gasoline engine. Finally a laundry made an appearance. It included a steam heated drying room so clothes could dry even in the rainy season. Clothes were a problem, since the climate and type of work considerably shortened the life of shirts and trousers, a laundry helped matters. Recreational facilities were planned. A movie theater was built and baseball field made. The first softball games were played in deep mud, but later a field was finished that met requirements. It even was illuminated for night playing.

After a few months the factory for assembling the pontoons was completed and production was under way. Lt. M. H. Frincke of Pasadena, California was factory superintendent and Lt. Merle E. Reed, of Chariton, Iowa was his assistant. Later Lt. Reed was made superintendent on the detachment of Lt. Frincke, and Lt. (jg) Paul C. Wolters, of Saratoga, Springs, New York became assistant superintendent. Pontoons began to roll off the production line. The pontoons were designated by T-6 for the

standard ones, 5 x 5 x 7, and 1-7 for the type with curved bottom plate to facilitate use on bow and stern of barges and tugs. At first material came from the United States and later it was secured from Australia. It came in the "kd" (knocked down) form. Several different sized crews were employed at various times and many different working hours were tried but during peak production two six-hour shifts were worked using approximately one hundred men on each shift. After a few months an incentive plan was developed whereby production quotas were set up on each operation and when each man had his quota filled he was finished for the day. Such methods of American industry were reflected in the rise in production and when eventually an inspection department was added to control the quality, maximum efficiency was accomplished. With this procedure, the average time to produce one pontoon using Australian "kd" material ran about fourteen and one half man hours. Using material from the United States the time would have been cut to about two hours as there was extra work on the Australian "kd" material in shearing stiffener bars to length, welding stiffeners, rethreading boiler flanges, rebending, drilling, and tapping out corner straps. The first job of operation in the making of the standard pontoon (roughly, a hollow square of steel plate) is done on six

pre-orientation jigs. This type of jig is a table-like affair where the steel plate is held in place while work is going on. There is a jig for each plate making up the pontoon. Here the "T" stiffeners are positioned on the back side of the plates and welded in place. Eight welders and four set-up men are used in this operation. The plates are next taken to two assembly jigs. These jigs are box-like and are used for the forming of the pontoons. Here the sides, ends, top, and bottom are folded together. The ends, corners, and stiffeners are fitted up and sufficient tack welds are made to hold the pontoon (or can) together until it arrives at the next operation. As the pontoon is taken from the jig, trunnions are bolted to the lugs welded on each end to position them at the center of gravity. This is done so that the pontoon can be set in bearings and rotated into various positions for welding.

Each assembly jig crew is made up of four men, three fitters and one welder, and the time usually runs about 12 to 15 minutes per pontoon. One crew composed of William H. Mulligan, shipfitter, first class, of Staten Island, New York, James F. Horgan, shipfitter, second class, of Duquesne, Pennsylvania, Seymour Katz, shipfitter, third class, of New York City, and Ralph H. Roberts, carpenter's mate, third class, of Los Angeles, California, established a record by averaging six minutes per pontoon for an entire shift.

around three sides of the pontoon. Twelve booths are used with two welders in each booth. The interior welding is then completed, the corner plates are positioned and welded in place, and all seam welds run, on completion the manhole cover is welded shut. While work is going on in the interior of the pontoon, blower systems circulate air to drive away the fumes and keep down the heat. When the weldings finished, each team tests their pontoon under 25 pounds square inch air pressure. Soap-suds help show up any leaks. The quota was set at two pontoons per team per six hour shift, but Charles Gonzalez, Shipfitter, second class of Highland Fall, New York, and Albert E. Maurushat, Shipfitter, second class, of Elizabeth, New Jersey, at times would weld two pontoons inside and out, make both tests, repair all leaks, and be out of the shop in three hours.

From the welding booths the pontoons are taken to a "corner jig". This is a frame used to hold the pontoon in order to obtain exact dimensions required for connection of the pontoons to the assembly angles during later assembly work. The corner straps are tack welded in place and the pontoon passes on to other stands where the welding

of the corner straps is completed. Three fitters and one welder are used on the corner strap and six welders on the corner strap welding.

The next step is to place the pontoons on carts running on narrow gauge tracks and to send them through the test room. They are tested with 25 pound per square inch water pressure. Then they are given two primer coats of paint and a finish coat of blue. This was the end of the process. A great deal had been accomplished in this building five hundred feet in length. Such men as Shop foremen, John Albert, chief shipfitter, of Youngstown, Ohio, Leroy M. Burmeister, chief shipfitter, of Chicago, Illinois, Welding foremen, Vincent L. Sevedge, chief shipfitter, of Escatawpa, Mississippi, Theodore Stuyvesant, chief shipfitter, of Grand Rapids, Michigan, Gang bosses, F. W. Barker, chief shipfitter, of Philadelphia, Pennsylvania, Clyde C. Morgan, chief shipfitter, of Middletown, Ohio, William R. Ross, chief machinists mate, of Houston, Texas, R. J. Stockwell, chief shipfitter, of Seattle, Washington, carried heavy responsibility in surmounting the problems of production, supply, equipment, and morale. They had to see that the factory ran properly with modern production methods amid the sound of a hundred portable welding machines roaring full blast, fork lift trucks shuttling

back and forth, sledge hammers clanging on iron, and in the heat, smoke, and fumes of the welding arcs. Outside a blazing tropical sun beat down on the roof. Conditions were made the best possible for the men, even ice cold drinking fountains were provided, but at best it was a tough, hard, and gruelling task. It took stamina characteristic of the Navy to work so hard and well under such trying conditions. Records show that 10,500 pontoons were fabricated by P.A.D. #3 during the operation of the factory.

The work of Pad Three was not done on the completion of the pontoons. They had to be assembled into usable structures after fabrication. George Mitchell, machinists mate, first class, of Struthers, Ohio, kept the records of the uses of pontoons. He found that Pad Three had assembled on the waterfront 29,000 pontoons. These structures were for use in combat. A large number of the structures were towed to the forward area by United States Navy tugs. Causeways (pontoons fastened together) used for invasions were loaded on the side of LST's and taken into beach landings. A great deal was accomplished by the use of the pontoons and causeways, especially where the water was too shallow for the LST's to run on to the beach. After the beachhead was complete the causeways were used as docks.

Pontoons were assembled into over 250 structures, such

as:

- wharfs (some over 430 feet in length)
- cargo barges of different types
- fuel barges (107 x 43 feet, equipped with 1000 barrel fuel tanks mounted on the decks. The barges were moved by inboard and outboard propulsion units)
- pontoon causeways (for use in lading cargo for invasion and then for conversion into "rhino" barges for docks and wharves)
- crane barges (cranes of all types were mounted on the decks, some up to 75 ton capacity)
- utility tugs
- pontoon dry-docks (up to 400 tons)
- dry-dock tender pontoon barges (for use in handling equipment for large dry-docks)
- diving and salvage barges
- warping tugs (winch is mounted on stern for heavy pulls)
- barges for ammunition storage.
- barges for living quarters (quonset huts were built on decks for housing and galley)
- garbage disposal barges
- cable laying barges.

Aside from these structures the single pontoon had many uses. Some were buried in the ground and used for fox-holes. Other uses were hot water storage tanks, fuel oil tanks, water tanks, septic tanks, and road sprinklers.

Still the work of Pad Three did not end with the building of structures. For in the invasion of Loyte they were called upon to use their products.

The officer in charge, Lt. Everett R. Bonodict, assisted by Lt. (jg) W. W. Webb, of Trenton, New Jersey, and Chief Warrant E. L. Gardner, of Backus, Minnesota and sixty men were ordered to take part in the invasion operations. Men with exceptional skill and versatility in construction were needed to build barges and to rise to any sudden specific need brought about by invasion conditions. They assembled barges and causeways as the need arose. Later they were joined by Lt. (jg) Norman B. Sanneman, of Topeka, Kansas with thirty additional men, who continued the work of assembling barges and causeways. After the invasion was successful and Leyte secure, these men returned to Pad Three's production center in New Guinea. They continued to toil with American energy and spirit to make their great contribution to victory.



Morning colors at PAD #3. At the left is Harold E. Chevalier, chief machinist's mate, of Chicago Illinois. At his right is Frank Sonntag, boatswain's mate, first class, of Texarkana, Texas. Donald E. Saunders, seaman first class, of Kansas City, Missouri, is the bugler.



The motion picture theater built by PAD #3 has provided more than 400 pictures for the men of PAD #3. The shows are always attended to a man.



American sports with a background of the tropics is carried on by PAD #3 teams. The man preparing for the home-run is William B. Cole, jr. shipfitter, third class, of Glovis, New Mexico. The catcher waiting tensely for the ball is Frank Hill, jr. machinist's mate, third class, of Alkol, Wes Virginia. The umpire closely watching the play is Robert C. Bass, of Jacksonville, Florida.



This the South Pacific Home of PAD #3 men. The sides of the tents are open to catch the breeze off the bay.



At the landing on the side of the bay where the administrative offices of the base are located, this sign shows the layout of the base known as Gamadodo. Gamadodo is a name borrowed from the Papuans. The sign was painted by Arnold Moen, carpenter's mate, first class, of Rockford, Illinois. He is a PAD #3 man.



Construction of factory went on under a rainfilled sky and the men waded in mud day after day.



This is the storage yard outside the PAD #3 factory. The men of PAD #3 shorten the term "Knocked-Down" pontoons to "kd" pontoons. The men working on the truck are Wayne H. Kiser, shipfitter, first class, of Kansas City, Missouri, Joseph H. McAlister, shipfitter, first class, of Charleston, South Carolina, and Edward J. Adkisson, machinist's mate, first class, of Los Angeles, California. The men standing on the stock pile are Joseph E. Baldini, shipfitter, third class, of New Orleans, Louisiana and John Kangas, machinist's mate, second class, of Dublin, New Hampshire.



Pontoons are in the process of being welded in the booths on both sides of the factory.



The PAD #3 factory at work turning out pontoons. George Szucs, motor machinist's, third class, is at the left of the lift truck. The man driving the lift truck is Charles Daskausdas, seaman first class, of Brooklyn, New York. The men working at the right are William E. Ruppel, seaman first class, of Wyncote, Pennsylvania, William R. Wagner, seaman first class, of Rockford, Illinois, and Sanford Porte, seaman first class, of Brooklyn, New York.



Construction is begun on a pontoon in what is called a "pre-fab jig". The initial welding is done here.



Stiffeners are being welded to side plates resting in a "pre-fab jig", by Raymond R. Simpson, Seaman, first class, of Gramby, Missouri.



This pontoon is being set in a "jig" for tack welding the corner straps into position. Victor Thomas, shipfitter, third class, of Cleveland, Ohio, guides the pontoon into position. The men behind the pontoon are Alfred A. Gottko, shipfitter, first class, of Bayonne, New Jersey and Leo. A. Davidson, shipfitter, third class, of Mill Valley, California. The man welding at the left is Raymond J. LeBlanc, shipfitter, second class, of South Bridge, Massachusetts.



The pontoon is being taken from the assembly jig. At the extreme right, Irwin D. Lieberman, seaman first class, of Chicago, Illinois keeps a hand on the controls while Edward Cowalsky, shipfitter, second class, of Carteret, New Jersey, watches carefully. Dennis G. Hoover, shipfitter, second class, of New Orleans, Louisiana and James F. Horgan, shipfitter, second class, of Duquesne, Pennsylvania, work in the background.



Upon completion, the pontoons are spray-painted.
These pontoons are on easily moved carts resting
on rails.



Charles P. Daskauskas, seaman first class, of Brooklyn, New York removes a pontoon from a booth with a lift truck on which the seam welding and an air test have been completed. Henry D. Scott, ship-fitter, third class, of Somerville, Massachusetts is welding the seams of a pontoon in the next booth.



The PAD #3 factory is run with all the skill and efficiency of American industry half-a-world away.



Material for pontoons lies outside the PAD #3 factory.
This material is called "kd" pontoons by the men of PAD #3.
"kd" stands for "knocked-down."



The versatility and skill of the men of PAD #3 are demonstrated in the construction of this 75 ton crane on a pontoon barge. The barge is 6 pontoons wide and 18 pontoons in length.



Here the 75 ton crane is seen completed and the pontoon barge is floating off-shore. The tremendous size can be seen when the 75 ton crane is compared with the Northwest Crane along side on the barge. The barge is moved by two propulsion units located on the stern.



Tie rods are being placed in a barge. The men in the foreground are August J. Herozg, shipfitter, first class, of Ottawa, Illinois and John F. Caton, machinist mate, second class of Somerville, Massachusetts. The man working at the back is George W. Vogt, machinist mate, third class of Williamsville, New York.



A 200 ton pontoon drydock and tender barge were built by
PAD #3. Ships are in the background beneath a lowering
tropical sky.



A 2 pontoon by 30 pontoon causeway is on the launching ways ready for the water.



This pontoon causeway is nearing completion. A small amount of work is done after the pontoon has been launched.



PAD #3 constructed this 185 foot "end launching-ways" on which pontoon structures were built and launched.



PAD #3 constantly experimented for more efficient methods. Here two pontoon barges are constructed on a 6 pontoon by 18 pontoon barge. The two under construction are 3 pontoon by 12 pontoon barges and as soon as they are complete they are launched from the larger barge.



PAD 3 Constructed a special garbage disposal barge.



This is a hot water storage tank made out of a pontoon. This tank was placed on board a pontoon barge and was used by the men living on the barge.



This causeway is being launched by PAD #3. It is made up of pontoons, 2 in width and 30 in length.



Pontoons are being loaded for an invasion. The pontoons are fastened together, two pontoons in width and thirty in length, forming a causeway. This causeway will be carried on the side of the LST.

