DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

NAB-3247/A12-1
(ABC:eca)
Serial 0127

U. S. NAVAL AIR BASE
TINIAN

MAIL ADDRESS:
U. S. Naval Air Base,
Navy Number 3247,
% Fleet Post Office,
San Francisco, California

C-O-N-F-I-D-E-N-T-I-A-L

7 July 1945

From: Air Base Commander.
To: Chief of Naval Operations, History Unit,
Op-33-J-6, Office of Editorial Research.
Via: (1) Commanding General, Island Command, Tinian.
(2) Commander MARIANAS

Subject: History of ACORN THIRTY NINE from 17 April 1944 to 20 November 1944.

References: (a) OpNav Aviation Circular Letter 74-44 of 25 July 1944.
(b) Director of Naval History ltr., Serial CL-162 of 19 February 1945.

Enclosure: (A) Subject history, consisting of narrative, chronology, appendices, and photographs.

1. Forwarded herewith is history of ACORN THIRTY NINE from 17 April 1944 to 20 November 1944.

2. The history is classified as Confidential although included therein is Appendix III (C) 2, Island Command, Tinian, Special Order, and Appendix III (C) 1, orders from Commander Forward Area, Central Pacific (now Commander MARIANAS), which are classified as Secret. These orders involve actions occuring in August, 1944, and are no longer of any direct effect on the war effort, so that reduction in classification is believed justified.

3. It is requested that Island Command, Tinian, in the forwarding endorsement hereon, indicate approval of reduction of Appendix III (C) 2 from Secret to Confidential, and that a copy of subject endorsement be returned to this command.

4. It is requested that Commander MARIANAS in the forwarding endorsement hereon, indicate approval of reduction of Appendix III (C) 1 from Secret to Confidential, and that a copy of subject endorsement be returned to this command.

C. Bucknam
C. BUCKNAM

156735

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

HISTORY OF
ACORN THIRTY-NINE

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

ACORN THIRTY NINE HISTORY

-CHRONOLOGY-

9 May 1944 - ACORN THIRTY NINE was commissioned with Captain W. B. GURNEY, USN, officiating. Lieutenant Commander Clark BUCKNAM, USNR, of Wellesley Hills, Massachusetts, assumed command in accordance with BuPers Speedletter Orders 89593 of 27 April 1944. Lieutenant Commander Ernest Hamilton SULLIVAN, USNR, of Bremen, Georgia, assumed duties as Executive Officer in compliance with BuPers Orders dated 28 April 1944.

19 May 1944 - Infantry gear issued to all officers and enlisted men.

24 May 1944 - At 0645 all hands mustered and proceeded aboard ship (SEA BARB). Ship got under-way at 1505.

29 May 1944 - The SEA BARB arrived at Pearl Harbor.

30 May 1944 - The SEA BARB was unloaded and personnel moved into quarters at Iroquois Point.

4 June 1944 - SS "HELEN M. CREEL" and SS "MEXICAN VICTORY" arrived at Pearl Harbor with more ACORN THIRTY NINE gear.

21 June 1944 - All hands were given instructions in tent pitching and fox-hole digging.

24 June 1944 - Lieutenant Commander LACHMAN and CASU FORTY FOUR men in his charge reported to ACORN THIRTY NINE for duty.(1)

5 July 1944 - SS "ROBIN DONCASTER" arrived at Pearl Harbor with thirty-four men in charge of B. B. AVENGO, Boatswain's mate first class, and more ACORN THIRTY NINE gear.

8 July 1944 - At 2000, Ensign John H. ALEXANDER and thirty-four men embarked on the SS "ROBIN DONCASTER" for Island "X".

23 July 1944 - At 1555 all hands went aboard the SS "SANTA MONICA" for embarkation.

24 July 1944 - At 1540 the SS "SANTA MONICA" joined a convoy of thirteen ships and proceeded toward Island "X".

2 August 1944 - The SS "SANTA MONICA" dropped anchor at Eniwetok.

(1) Appendix III(B)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

ACORN THIRTY NINE HISTORY

-CHRONOLOGY-

9 August 1944 - The SS "SANTA MONICA" departed for the Marianas.

14 August 1944 - SS "SANTA MONICA" anchored at Saipan.

17 August 1944 - Commander BUCKNAM, Commanding Officer, Lieutenant HEIDER, Supply Officer, proceeded to Saipan, then by the first trip of the inter-island LCI ferry to Tinian, and reported to the Island Commander for information and instructions.

27 August 1944 - CASU FORTY FOUR was detached from ACORN THIRTY NINE and were assigned to ACORN THIRTY FIVE.(2)

3 September 1944- The SS "SANTA MONICA" weighed anchor and proceeded to Tinian, and disembarked part of personnel.

4 September 1944 - At 1000, ACORN THIRTY NINE personnel disembarked for Tinian camp.

22 September 1944 - A red alert was sounded at 2050 due to Japanese air raids on Saipan based B-29's.

24 September 1944 - Another red alert was sounded at 1700 and lasted until 2123. North Field, Tinian, and Isley Field, Saipan, were bombed with light damage to Tinian based aircraft. The damage at Saipan was not known by this command.

25 September 1944 - A red alert was sounded at 1815. All clear at 1833. No attack was made on this island.

2 October 1944 - A tropic storm with resultant heavy swells caused extensive damage to temporary piers and small boats in Tinian harbor.

3 November 1944 - Flash red sounded at 0100. Eight to ten Japanese planes straffed North Field, Tinian, and bombed Saipan. Several enemy planes were shot down by night fighters and anti-aircraft fire.

5 November 1944 - Several Japanese soldiers were seen near our Medical Area. Two were shot by our sentries.

7 November 1944 - Red alert sounded at 0105. Two Japanese planes dropped anti-personnel bombs in West Field #3 area. One warehouse damaged by bomb fragments. One plane then circled low and dropped bombs east of ACORN THIRTY NINE camp. No damage was sustained and there were no injuries to personnel. All clear

(2) Appendix III (C)2

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

sounded at 0450. Red alert sounded at 2025. All clear at 2050. No attack was made on Tinian during the second alert.

13 November 1944 - Boyd, Maceo, StM3c, reported that a Japanese had entered his tent during the night but had left without bothering him or the gear in the tent.

15 November 1944 - Most of ACORN THIRTY NINE gear was moved to new camp area at West Field #3. The first landing was made on West Field #3 by a PB4Y-1, piloted by Commander RIGSBEE, USN, Commanding Officer of Navy Search and Bombardment Group. The passengers included Captain HALLORAN, CEC, USNR, Commander Paul FALCONIER, CEC, USNR, and Commander Clark BUCKNAM, USNR.

18 November 1944 - CASU FORTY FOUR and COMMUNICATIONS UNIT EIGHTEEN assigned to ACORN THIRTY NINE for administrative and operational control.(3)

Commander Clark BUCKNAM assumed the duties of Air Base Commander, West Field #3, Tinian.(4)

20 November 1944 - At 1400, ACORN THIRTY NINE was decommissioned and recommissioned Naval Air Base, Navy Number 3247.

(3) Appendix III (C)4
(4) Appendix III (D)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

ACORN THIRTY NINE HISTORY

-NARRATIVE-

Coming from all parts of the country(1), the nucleus of officers for ACORN THIRTY NINE assembled at the Acorn Assembly and Training Detachment, Camp Bedillion, Port Hueneme, California, during April, 1944. Here they began their training work for one job that, unknown to them at that time, was to take them to the island of Tinian in the Marianas where they would set up and operate a Naval Air Base. The first entry in the ACORN THIRTY NINE log, made on April 17, states that up to and including that date twenty-two (22) officers and thirty-six (36) enlisted men had checked in at Port Hueneme. This was just a portion of the ultimate complement for when ACORN THIRTY NINE became decommissioned on 20 November 1944, and began to function as a Naval Air Base, the roster of personnel included thirty (30) officers and five hundred sixty (560) enlisted men.

In keeping with the basic mission of an ACORN, ACORN THIRTY NINE was expected to accomplish rapid construction, with the assistance of a Naval Construction Battalion, of an advanced air base, or, if available, quick repair of a captured enemy airfield, and then to administer, operate and maintain that completed air base by means of its own personnel and the personnel of the attached CASU (Combat Aircraft Service Unit) and CBMU (Construction Battalion Maintenance Unit). Each ACORN is so equipped that, when furnished with a CASU unit, it can service, rearm, and perform repairs and routine upkeep for carrier based planes or patrol planes, the number of squadrons depending upon the facilities

(1) Appendices II

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

and personnel provided the ACORN and its subordinate activities. An ACORN must also be prepared to provide service for casual planes, operate the air warning system, field lighting, provide transportation and medical facilities, and maintain berthing and messing facilities for all units based on the ACORN. For ACORN THIRTY NINE, the original base development plans anticipated basing four (4) Navy patrol squadrons and a Marine torpedo-bomber squadron on the eventual Naval Air Base.

This assignment was indeed something new to every officer of the ACORN. Not one of the original group of officers assigned at Port Hueneme had had previous experience at an advance base. Few had more than a year of service in his Naval record. The good results accomplished by ACORN THIRTY NINE were achieved in a large measure because of the ability of and experience gained by officers in civilian life(2) in dealing with men and commodities, and, in no small part, to the determination of all hands to make a success of the new assignment. It was found necessary to crowd the entire basic training program at Port Hueneme into a period of approximately a month, which required a concentration of time and effort in order to learn as much as could possibly be assimilated in the time available.

During the process of initial organization, two important omissions were noted(3): (1) lack of adequate supplies and equipment for setting up administration and personnel departments, and (2) lack of a nucleus of trained and experienced personnel for the purpose of coordinating administrative functions. Personnel supplies and equipment were not received until after com-

(2) Appendices II
(3) Appendix IV (A)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

missioning date, when, as a matter of fact, their most important need was during the initial organization. It is also felt and so recommended that each ACORN should be supplied with a nucleus of administrative personnel with training and experience in advance base operations so as to benefit the new organization.

According to early arrangements, ACORN THIRTY NINE was to be commissioned on April 27, 1944, but a delay in receiving final authority from Bureau of Naval Personnel resulted in setting May 9, 1944, as commissioning date. Arrangements had been completed for a party for the enlisted men, with the officers joining in, for April 27th, so the party was held that evening, commissioning or no commissioning. On May 9, 1944, with Captain M. B. GURNEY, USN, officiating, ACORN THIRTY NINE came into existence when Captain GURNEY read BuPers Speedletter 89593 of April 27, 1944(4), ordering Commander Clark BUCKNAM(5) to take charge as commanding officer. Appropriate ceremonies were held consisting of the reading of the orders, presenting the colors, and passing in review. That evening the ACORN THIRTY NINE officers entertained Captain GURNEY, officers of the Acorn Assembly and Training Detachment, and others, at a commissioning party.

Due to allotment of shipping space, based upon the number of personnel and shipping tonnage of the functional components making up ACORN THIRTY NINE, it was found necessary to leave behind an echelon of fifty-two (52) men, which echelon was to follow later to Pearl Harbor. It is here pointed out that in view of the small number of personnel allotted to ACORN THIRTY NINE and in view of the immediate needs at the restaging area,

(4) Appendix III (A)1
(5) Appendix II (A)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

future planning relating to ACORNS should provide for all personnel to proceed together to the restaging area if restaging is required. This would allow an ACORN the maximum use of all available personnel for restaging purposes and enable the establishment of training programs which would benefit all personnel. The echelon of fifty-two (52) men mentioned did not arrive at the restaging area until 5 July 1944, at which time the major portion of restaging had been completed and additional training programs accomplished. This latter echelon therefore was not as well trained as the balance of the corps.

At Port Hueneme, CASU FORTY NINE and the EIGHTH Naval Construction Battalion were attached to ACORN THIRTY NINE. Just prior to embarking for Pearl Harbor, the EIGHTH Naval Construction Battalion was detached, and Construction Battalion Maintenance Unit FIVE NINE SEVEN received aboard.

The training program took on a quickened tempo as plans for embarkation became known. It was a big moment when all hands received their full infantry packs on May 19th, and another when sea bags were taken shipside on the 21st. The loading of personnel began at 0800 on the 24th of May aboard the H-350 (SEA BARB), and the ship was under way at 1505. A lot of men were initiated in the discomforts and excitement of ocean travel and a large percentage of seasickness was noted. Due to the gravity of the voyage, no additional training program was undertaken aboard ship. Time was spent primarily in coordinating plans for restaging.

The SEA BARB docked at Pearl Harbor at 1800 on May 29th, and all personnel remained aboard until 1000 the next morning.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

Advance Base Restaging Depot at Iroquois Point on the Ewa side of Pearl Harbor was to be the home for ACORN THIRTY NINE for the following seven weeks. It was quite a surprise for Advance Base Restaging Depot to find ACORN THIRTY NINE on hand "a week early," but quarters were established quickly and everything was well in hand within a few days.

The Commanding Officer of ACORN THIRTY NINE, Commander BUCKNAM, the Supply Officer, Lieutenant HEIDER, the Officer in Charge of Construction Battalion Maintenance Unit FIVE NINE SEVEN, Lieutenant LAWLOR, and the then Commanding Officer of CASU FORTY-NINE, Lieutenant Singleton, flew by Pan-American Airways to Pearl Harbor on May 27th with all pertinent papers, and were on hand to arrange preliminary details for disembarking of troops and cargo unloading. This fact is important and proved to be of unmistakable advantage, because activities at Pearl Harbor, chiefly Commander Air Force, Pacific Fleet, and Advance Base Restaging Depot at Iroquois Point had not received information of arrival date of the personnel of ACORN THIRTY NINE, CASU FORTY-NINE, and CBMU FIVE NINE SEVEN.

Prior to the cargo bearing ships arrival and with knowledge of the next forward move, plans were formulated with the aid of the representative of Commander Air Force, Pacific Fleet, at Iroquois Point to stow, and compound, gear of the various components according to ships as planned for the first two outgoing echelons.

Officers and men now began the task of unloading the SEA BARB and bringing this immense cargo to the compound next to the camp at Iroquois Point. Here the training program relating to both officers and men placed emphasis on the protective loading

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

and unloading of supplies and equipment, the restaging of such supplies and equipment into the functional components for forward movement and the operations of various equipment relative to the movement of supplies and base equipment. By midnight of the first of June, the SEA BARB was unloaded, and at long last the enlisted men got a day off. It was "Look out, Honolulu!" as liberty section No. 1 headed for town.

On June 4, 1944, Ensign Gerald A. PARISH(6) came ashore from the H-359 (HELEN M. CREEL) which left Port Hueneme on May 21st. Lieutenant (jg) John HALLENBECK(7) also arrived oh June 4th, coming ashore from the SS "MEXICAN VICTORY" which shoved off from Port Hueneme on May 29th, making a speedy trip. Late that evening, unloading of the SS "MEXICAN VICTORY" began and on June 6th the work of taking the cargo out of the HELEN M. CREEL began. The latter ship was on the opposite side of the channel, and cargo had to be unloaded onto barges. Both ships were high in the water by June 14th. The task of bringing all these supplies to the ACORN THIRTY NINE compound, separating them into components there, and checking on every item was a difficult one and it was no sooner over than other ships were being loaded for the second part of the journey to Island "X".

The SS "ROBIN DONCASTER" steamed into Pearl Harbor on July 5th with thirty-four (34) men comprising Echelon "C". These men were in the charge of AVEGNO, B. B., Boatswain Mate first class. Three days later, Ensign John H. ALEXANDER, Boatswain mate AVEGNO, and thirty-three (33) men left aboard the SS "ROBIN DONCASTER" as she headed southwest with the advance echelon.

(6) Appendix II (I)
(7) Appendix II (G)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

Lieutenant (jg) Harry E. DAVISON and Ensign Evan F. BINKERD arrived from the SS "SEA WITCH" with sixteen (16) men and bunked at Iroquois Point.

While at Iroquois Point, CASU FORTY NINE was detached and one-half of CASU FORTY FOUR was received aboard under the command of Lieutenant Commander Richard H. LACHMAN(8). The balance of CASU FORTY FOUR, under Lieutenant Commander J. S. PURNELL, was attached to ACORN THIRTY FIVE which was scheduled for the same island for station on a temporary air field.

It was almost all work while at Iroquois Point, but men and officers did find time to get an appreciation of the Hawaiian Islands. Chaplain Frederick N. ANDERSON organized many liberty parties to swimming beaches and trips by truck to points of interest.

While at Iroquois Point a request was made for assignment of several officers with experience at an advance base, and ACORN THIRTY NINE was fortunate to have assigned Lieutenant E. M. SULLINS, as loading and unloading expert, Lieutenant (jg) H. L. CUNIBERTI, a doctor, and Lieutenant Commander Willard A. BERGH(9), Administrative Assistant with operations experience.

Robert H. Allen, seaman second class, died at Base Hospital No. TEN as result of injuries sustained while in swimming.

The "H" component men were given additional training work at Barber's Point in control tower and fire fighting work.

Approximately two weeks prior to departure, the Commanding Officer received the top secret plans notifying him of the operation and that our destination, heretofore known as Island "X", was Tinian, Marianas Islands. This information was divulged to

(8) Appendix III (B)
(9) Appendix II (D)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

officers approximately one week prior to embarking, but was withheld from the enlisted personnel due to the fact we were in Pearl Harbor and liberty sections were in effect.

The daily routine was upset with the announcement that sailing date for ACORN THIRTY NINE was at hand, and on July 22nd, the last pack was cinched up. On the afternoon of July 23rd, a caravan of trucks brought the personnel of ACORN THIRTY NINE shipside. In two hours, the loading of troops was completed on the SS "SANTA MONICA". Aboard ship the ACORN personnel were assigned to compartment C-4. Other units aboard the SS "SANTA MONICA" were the EIGHTEENTH Anti-aircraft Artillary Battalion (Marines), part of CASU FORTY FOUR, GROPAC SIX, ACORN THIRTY FIVE, and a large hospital unit, G-2.

Aboard ship, ACORN THIRTY NINE's cooks and bakers, already known for their culinary prowess, bore the brunt of the work in the ship's galley. Other ACORN personnel were assigned a multitude of odd jobs from working in the barber shop, the library, and compartment cleaning to mess cooking. Some of the yeoman stood alternate watches in the Troop Commander's office and assisted generally in the ship's administration work, the balance worked under Lieutenant Gustav H. PEARLMAN(10), Personnel Officer of the ACORN, in the temporary office set up in the officer's wardroom for use of ACORN THIRTY NINE and affiliated units.

On the day of sailing from the Hawaiian Islands, July 24th, the last newspaper received aboard, the Honolulu Advertiser of that morning, announced the invasion of Tinian by U. S. forces.

The SS "SANTA MONICA" lay at anchor until 1540 on

(10) Appendix II (C)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

24 July 1944 when she joined a convoy of thirteen (13) ships and proceeded on a south-southwest course for Tinian. It gave the men quite a thrill to see three aircraft carriers among the ships in the convoy. The second day out, musters were held by each unit and all personnel of ACORN THIRTY NINE were told that our ultimate destination would be the island of Tinian in the Marianas.

On July 28th, the SS "SANTA MONICA" crossed the International Date Line at 2240 and the daily routine went from Friday to Sunday, the 30th, skipping the 29th. On the 31st, the convoy steamed into the Marshall Islands, passing Majuro off the port beam. Early in the morning of the next day, Kwajalein was seen off the starboard bow, and on the following day the SS "SANTA MONICA" dropped its anchor at Eniwetok on August 2nd, where the harbor was crammed full of shipping.

It was fortunate that the ACORN had shipped, on the deck of the SS "SANTA MONICA", its 24-foot personnel launch, as the SANTA MONICA had no motor powered boat of its own. By means of the ACORN craft, it was possible for Commander BUCKNAM and others of the ACORN, the SANTA MONICA, and all outfits aboard to get ashore for mail, information, and minor relaxation at Eniwetok.

August 4th was a big day in the lives of ACORN THIRTY NINE personnel as fourteen (14) bags of mail came aboard, and there was hardly a man who didn't receive at least 15 letters. On August 5th, Lieutenant Commander E. H. SULLIVAN(11), Executive Officer, and a party of officers brought four sacks of mail to

(11) Appendix II (B)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

the advanced echelon on the SS "ROBIN DONCASTER" also at anchor in the harbor.

It looked like ACORN THIRTY NINE was on its way to its final destination when the anchor was weighed on the afternoon of the 5th, but the ship only moved six (6) miles farther into the lagoon making the distance to Eniwetok Atoll a good ten miles. The ship was to stay at this new anchorage five days, however, for a convoy was formed on August 9th and at 1600 left the lagoon, bound for the Marianas Islands.

The SANTA MONICA dropped its hook at Tanapag Harbor, Saipan, Marianas Islands, on August 14th, and a period of restless waiting began. One by one the ships bound for Tinian were leaving Saipan Harbor to anchor off Tinian Town about fifteen (15) miles away. The SANTA MONICA was sixth on the list to move. There were no docks at Tinian, in fact, there was practically nothing in the way of unloading facilities available. Ships had to be unloaded outside the reef, with the cargoes being moved to the beach in LCI's and small landing barges. The unloading problem was a very difficult one and it was not until August 29th that the five ships ahead of the SANTA MONICA had been unloaded. Even then, the unloading program for the SANTA MONICA did not actually start until the afternoon of September 4th, shortly after ACORN THIRTY NINE troops had disembarked on the afternoon of the 3rd and the morning of the 4th. Total time of ACORN THIRTY NINE personnel aboard the SANTA MONICA was forty-three (43) days, from time of leaving Pearl Harbor to setting foot on Tinian.

During the voyage, Commander Clark BUCKNAM scheduled meetings between administration and supply officers of ACORN THIRTY

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

NINE and all affiliated units, consisting of CASU FORTY FOUR and CBMU FIVE NINE SEVEN. As a result of these meetings, comprehensive plans were established relative to the utilization of the resources of all affiliated activities respecting disembarking of personnel, the unloading and safe-guarding of supplies and equipment and base establishment. Lieutenant PEARLMAN, Personnel Officer, organized working parties for every eventuality. He crystallized plans for two beach-head crews to help in unloading and to see that ACORN THIRTY NINE's material and equipment were sent to the proper place. Help was needed of some other unit already on the island which had trucks and these were secured from the Marines. The meetings aboard ship, held almost daily, proved to be of great value. One of the earliest decisions made by Commander BUCKNAM was to send an advance party to Tinian Island as soon as we anchored at Saipan. This advance party was to interview the Island Commander, look over the scheduled camp site, and, in general, get the lay of the land. The advance party consisted of Commander BUCKNAM and Lieutenant Richard A. HEIDER(12), Supply Officer, who made the first trip to Tinian on August 17th.

It was decided to send the Supply Officer, Lieutenant HEIDER, and Unloading Officer, Lieutenant Ellwood M. SULLINS, to Tinian to live ashore just as soon as possible. They went ashore on August 18th and set up housekeeping in what was left of a ramshackle Jap hut at the Island Command Headquarters, close to the edge of Tinian Town. The tin roof and half inch wood walls were riddled with bullet holes. Shortly afterwards, Lieutenant

(12) Appendix II (F)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

Jerome N. LAWLOR(13), Officer in Charge of the CBMU Unit, joined them. The three Navy officers shared the small house with three Marines. These three key officers, living ashore, made the acquaintance of all the units already on the island and picked up much valuable information which they relayed to the SANTA MONICA on frequent trips by personnel boat. Commander BUCKNAM made trips ashore every two or three days to keep in touch with developments and to give other department heads and key enlisted personnel an opportunity to visualize problems to be faced. One vital achievement was the re-location of the ACORN THIRTY NINE temporary camp. The originally alloted camp site when finally located on the Tinian map turned out to be a sugar cane field which had a gulley in the middle. After considerable inspection of possible sites, permission was finally secured to relocate the ACORN THIRTY NINE camp on top of a nearby plateau, where the Japs had just started to build a north-south runway at what was then called, "West Field." This gave the important advantage of coralled surface for erection of tents, and good drainage.

An outstanding accomplishment of Lieutenants HEIDER and SULLINS was their making it possible for ACORN THIRTY NINE to be the only outfit landing on Tinian that did not have to spend a single night in pup tents. The SS "ROBIN DONCASTER", with its advance echelon, had arrived in Tinian Harbor ahead of the SANTA MONICA, but the thirty-four (34) ACORN THIRTY NINE men were not allowed to go ashore until the main body of troops arrived. Because of the fact that ACORN THIRTY NINE carried its own personnel boat, it was possible for working parties to be taken from

(13) Appendix II (J)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

the ROBIN DONCASTER to Tinian shore; thence, to the ACORN THIRTY NINE camp by borrowed truck where the construction of the camp began. These men returned to the ship via truck and personnel boat for two nights. The tents which this working crew erected were removed by hand from one of the deepest holds of the ROBIN DONCASTER, and, because it was work ahead of the regular schedule, the ACORN THIRTY NINE personnel had to do it themselves. The job of carrying bulky tents by hand from compartment to compartment, then up steel ladders to the main deck, getting them over the side and then to the shore is a job that seemed impossible even after it had been accomplished.

It should be mentioned in passing that it is a good idea for an ACORN to carry along a personnel boat, stowed topside in an easily accessible place so that it can be quickly lowered over the side. Units, traveling as members of convoys, can expect to be held up for several days every time they reach a port, and, unless they have their own means of transportation, the Commanding Officers may find themselves unable to travel to shore where they undoubtedly would receive much valuable information. In our case, a boat of our own enabled us to do such odd jobs as our advanced tent erection project.

Just prior to disembarking of ACORN THIRTY NINE on Tinian, the CASU FORTY FOUR detachment, consisting of one half of the total unit, was detached from ACORN THIRTY NINE and attached to ACORN THIRTY FIVE(14); thereby, joining with the other one-half detachment. ACORN THIRTY FIVE had landed on Tinian early in August and set up its camp at the North Field where they were almost

(14) Appendix III (C)3

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

immediately engaged in unexpected operation of Navy Search planes. The detachment was made because of abandonment of plans to extend the Japanese West Field and for ACORN THIRTY NINE to operate it upon extension, and because it was ascertained that ACORN THIRTY FIVE required additional personnel for the operation of the newly captured North Field at Ushi Point.

The plans for unloading at Tinian made aboard ship purposely to include every eventuality that could be thought of while on shipboard, missed out on one point -- the possibility that some of our officers might be ordered to temporary duty with other units was overlooked, and suchwas the case. On August 1st, while ACORN THIRTY NINE was en route west, the operations picture for advance bases was drastically changed. Operations was split into two divisons to be known as (1) Field Operations, and (2) Air Base Operations. Roughly, the new set-up called for seven (7) more experienced operations officers than the "H" component allowed. ACORN THIRTY NINE immediately sent requests for more officer personnel for air base operations. Meanwhile, ACORN THIRTY FIVE, which was operating the Ushi Point airfield on Tinian, was likewise caught short of operations officers, and, in reply to their request for assistance, five (5) ACORN THIRTY NINE operations officers were loaned to ACORN THIRTY FIVE. It was several weeks before ACORN THIRTY FIVE received its additional operations officers, and the five ACORN THIRTY NINE officers were therefore unable to be used in the big unloading programs previously planned. Several of these officers had received considerable unloading experience at Iroquois Point, and their absence was, of course, keenly felt. To take their places, it was necessary to call upon Medical Officers in two cases, and these officers, Doctors Charles T. KIRK and Gordon E. RAPP, did a fine

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

job at the beach.

There were a great many other hurdles that were not so easy to leap as the tent problem. For example, a 350 man galley had to be set up in a hurry but the ships hadn't been unloaded - there was no lumber, nothing for supports, etc. Lieutenant (jg) William W. RUTHERFORD, Commissary and Disbursing Officer, led the attack on the salvaging of nearby wrecked Jap huts, salvaging whatever might make some kind of a support. A surprising number of boards somewhat resembling 2 x 4's soon made their appearance at the camp site. For the longitudinal deck support members, a number of steel rails from the narrow-guage Japanese sugar cane railroad were used. As plywood and tarpaulins became available upon the unloading of the SS "SANTA MONICA", the new mess hall was equipped with a solid deck and a leak-proof roof. One half of one wall was left entirely out, and through it the cherry-picker hoisted the galley equipment.

Meanwhile, officers and men were eating C- and K-rations. At first it was fun, then it grew tiresome for most of the personnel, but on the fifteenth day after landing the new galley was opened for breakfast. ACORN THIRTY NINE had come ashore to live in tents already set up, and two weeks later they werefeasting in a fine mess hall, having creamed chicken (canned, of course) for the main meal. Two days later delicious chocolate ice cream knocked everybody's eyes out, and the ACORN became the talk of the island, so much so in fact that Marines, Soldiers, and other Navy men came around to crash the chow line. Due to a change in the schedule of unloading ships, ten days after landing ACORN

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

THIRTY NINE had in operation a 150 foot refrigerator cooling beer and the first issue of cold beer on the island was made. Our fame went far and wide!

But the mess hall wasn't the only improvement. After twelve days, a set of twelve showers had been installed, operating on a gravity feed from a three thousand gallon tank atop a fifteen foot tower. Prior to that time, all personnel were bathing in their helmets or waiting for a rainstorm. The rain actually came down hard enough for a person to take a good fresh water shower. The tropical showers arrived quickly and sometimes vanished the same way. Many was the man who was left all soaped up.

The sanitation problem was licked early(15). A sanitation crew had been trained at Port Hueneme and had additional work at Iroquoise Point. The sugar cane, the large number of cisterns, and the big piles of corrugated sheet roofing collected and stored quantities of water which were breeding places for mosquitos. Dengue fever, so common on the neighboring island of Saipan, was almost unheard of at our camp.

Heads were erected immediately when material was available from the ship's hold. For a week, makeshift heads had to be used. These were in the form of slit trenches with logs for the person to sit on.

Flies, big and blue, were very common in the early days of our camp life. However, when standard screen fly-traps were used with canned salmon as bait, the fly problem was virtually eliminated.

During the establishment of the temporary camp facilities,

(15) Appendix IV (B)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

conference with the Island Commander, Tinian, and Commander, Forward Area, aboard the USS "CURTIS" was held in which it was revealed that the total population for the Naval Air Base to be operated by ACORN THIRTY NINE would be increased to approximately thirty-five hundred (3500). Functional components comprising the original allowance for ACORN THIRTY NINE were based upon the establishment of a Naval Air Base for approximately seventeen hundred and fifty (1750). Immediately steps were taken to request necessary additional components to support the increased personnel. Also necessary arrangements were made for increasing the personnel to assure successful operation of the increased base facilities. While additional personnel were received for most of the other departments, the CBMU FIVE NINE SEVEN unit did not receive additional personnel to maintain the increased base facilities. CBMU FIVE NINE SEVEN was originally outfitted as a stevedoring battalion and did not carry any basic construction equipment necessary for the maintenance of an airfield and it was planned all during the forward move of ACORN THIRTY NINE that a Construction Battalion, upon completion of the air strip, would leave for CBMU FIVE NINE SEVEN's use sufficient construction equipment for proper maintenance. However, it was not until after several weeks operation on Tinian that it was learned these circumstances were not planned, and that it would be necessary to order the equipment. This was done immediately.

The first camp show arrived at ACORN THIRTY NINE camp on the 17th of September, just two days before the chow hall opened. It was Commander Eddie PEABODY and his Navy Artists,

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

and although it rained hard enough to chase the troupe into a 16' x 50' tent (the recreation hall) it was a fine show and was appreciated by everyone.

Supplying the camp with water was quite a problem as ACORN THIRTY NINE had only one water truck. This truck hauled seven hundred fifty gallons of water and had to make from four to five trips daily to the Tinian Town well, four miles distant. There it joined a long string of waiting trucks from other units and eventually was filled from a pump that forced only thirty gallons a minute into the tank. Virtually every outfit on the island was trying to use this well, and soon it was overworked and so brackish that it was fit only for wash water. A Japanese well at Marpo Point on the east side of the island was cleaned up, and put into operation, alleviating the situation. Several wells were dug by various units, and by November 1st every outfit had sufficient water.

If we were a little slow getting our foxholes built, we certainly made up for it in a hurry after the first red alert on 22 September at 2050. Two nights later, there was an alert from 1820 to 1900, and another from 2105 until 2130. And on 25 September, there was another alert from 1815 to 1833. These were raids on B-29's at Saipan and PB4Y's and PV's at North Field, Tinian. The nearest action was five miles away, and we were spectators. Our raids were to come later.

When ACORN THIRTY NINE first scrambled down cargo nets into landing barges with full infantry gear on September 4th and proceeded to our camp site, everyone was a bit jittery. There

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

were snipers in the woods and several shots had been reported. One truck driver had been hit in the shoulder and his truck overturned. Japs were in the caves in the hills, and it was forbidden to go into the hills except on permission from the Commanding Officer. The town of Tinian was also a prohibited area. Mopping up continued day and night, and was still continuing up to the day ACORN THIRTY NINE was decommissioned to become a Naval Air Base. It was the opinion of aviators who flew close to the almost inaccessible hills and caves that the Japs might still be there for years. Each of the trucks hauling loads from the beach to the camp compound carried an armed rider on top of the load. This was a two-fold protection against marauders and against the possibility of pilferage, and pilferage was no little problem. The Supply Department reported very little loss of supplies because of the precautions taken.

In the earlý days of camp life, a volley of carbine shots each night was common place. No Japs were hit, and we had no way of knowing whether the noises and rustling in the sugar cane was caused by cows and goats or by Japs. At another camp nearby, eight shots rang out on the night of September 20th. The next day investigating sentries found a dead cow with seven bullet holes in its hide.

There were two occasions when Japs were seen sneaking into our tents. On the 6th of October and on November 13th, the Officer of the Day was given reports of intruders, believed to be Japs, in tents. We knew there were Japs around, but they hid in caves in the daytime and traveled via sugar cane fields at night.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

It was on the afternoon of November 5th that guards killed two Jap soldiers within 50 feet of the camp, close by the hospital area. A guard glimpsed them moving in the cane and ran towards them. They turned and ran into a clump of trees. A muffled explosion gave evidence that one Jap had exploded a hand granade held to his stomach. He fell face down, and the second Jap fell on top of him and remained motionless for several minutes with his arms and hands underneath his body. It was not deemed wise to take the risk of moving him by hand, as it was feared he was concealing a hand granade under him. After about ten minutes of playing 'possum, however, the Jap started to move despite orders not to get up so in defense of the near-by Navy men, the guards were forced to shoot him. Graves Registration Office of the Island Command took charge of the bodies.

Changes in the mission of ACORN THIRTY NINE occurred from time to time. While the unit was still at Iroquois Point and doing its thinking in terms of Island "X", we were expecting to take over a former 4,800 foot Jap strip on the West side. The Seabees would lengthen it to 6,000 feet and construct hard-stands for PV's and TBF's which were to come from the North Field (Ushi Point) when that strip would be turned over to the Army for "very long range" operations. However, while we were still aboard ship, these plans were altered and the old West Field (Jap) was completely forgotten(16), except for use by a small Army Observation Squadron of Piper Cubs. Instead ACORN THIRTY NINE was scheduled to move to the southern section of Tinian Island where cross runways for carrier type planes would

(16) Appendix III (C)1

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

would be built. This latter plan for an all-Navy field was soon forgotten however; one reason being that the southern part of the island was high rocky land, with cliffs dropping away on all sides, and construction of an airfield would have required tremendous construction problems. Also many Japs still inhabited caves in the immediate vicinity, constituting a serious threat to Construction Battalion personnel and progress.

The ultimate mission decided for ACORN THIRTY NINE was to operate West Field No. 3 near the center of the island and to maintain this 6,000 foot strip for two squadrons of PV's and two squadrons of PB4Y's which would transfer from Ushi Point (ACORN THIRTY FIVE at North Field). When the squadrons transferred, work at Ushi Point would begin on the VLR (B-29) strips. Then, when the four B-29 strips at Ushi Point were finished, the Army would construct two more B-29 strips alongside and just north of the ACORN THIRTY NINE Navy strip. However, three squadrons of PB4Y's instead of two came to ACORN THIRTY NINE, as well as the two PV squadrons and the Marine Squadron of TBF search planes. As of November 20, 1944, the afternoon that ACORN THIRTY NINE was decommissioned and simultaneously commissioned as a Naval Air Base, Navy Number 3247, the three PB4Y squadrons and two PV squadrons had already transferred to West Field No. 3 to base on ACORN THIRTY NINE, while Ushi Point Field was still intact for 3,000 feet so that the TBF squadron might stay another ten days until its tent-city camp at West Field No. 3 was completed. Seabees were working on the balance of Ushi Point strip to convert it into a B-29 strip.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

The new Naval Air Base field, titled West Field No. 3, received its first plane on November 15th when Commander RIGSBEE, USN, as pilot, landed the first plane, a PB4Y. His passengers included Captain Paul J. HALLORAN, Officer in Charge of the SIXTH Naval Construction Brigade, Commander Paul FALCONIER, CEC, USNR, Officer in Charge of the THIRTIETH Naval Construction Regiment, and Commander Clark BUCKNAM, Commanding Officer of ACORN THIRTY NINE (recommissioned Naval Air Base, Navy Number 3247). As a reception party to greet the first plane were: Major General J. L. UNDERHILL, Tinian Island Commander, Colonel J. M. ARTHUR, Chief of Staff for Island Commander, and other Island officials. Accompanying the first plane as escorts, and landing immediately afterwards, were two F6F flight planes piloted by Commander Arthur LINSCOTT, USNR, Commanding Officer of ACORN THIRTY FIVE and Lieutenant Commander F. W. SHEPPARD, Naval Liaison Officer on the Island Commander Staff. CASU FORTY FOUR was transferred from North Field (Ushi Point) to base on ACORN THIRTY NINE as of November 18th. Squadrons VPB 102, VPB 116, VPB 117, VPB 150, and VPB 151 all in operation at this field. (VPB 117 detached on November 29th and VPB 111 came aboard November 30th).

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX I

UNITS UNDER ADMINISTRATIVE CONTROL OF COMMANDING OFFICER ACORN THIRTY NINE

NAME OF UNIT	CO or OinC	ARRIVAL	DEPARTURE
Construction Battalion 8	Cdr. POWERS, CEC, USNR	15 April '44	28 April '44
CASU 44 Detachment	Lt. Cdr. LACHMAN, A-V(S), USNR	3 June '44	On Board
CBMU 597	Lt. LAWLOR, CEC, USNR	15 April '44	On Board
CASU 49	Lt. SINGLETON, CEC, USNR	15 April '44	28 May '44
Comm Unit 18	Lt. HAGGERTY, C-V(S), USNR	18 Nov. '44	On Board

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (A)1

THUMB-NAIL BIOGRAPHY OF COMMANDING OFFICER

Lieutenant Commander Clark BUCKNAM, A-V(G), USNR, reported on 6 April 1944 to Acorn Assembly and Training Detachment, Port Hueneme, California for temporary duty and for assignment as a Commanding Officer of an ACORN unit. His assignment as Commanding Officer of ACORN THIRTY-NINE was made informally on 17 April 1944, and immediately work began to form the unit for overseas duty. The ACORN was commissioned on 9 May 1944 and Lieutenant Commander BUCKNAM thereupon took over his second command in his naval career. His first command had been the Naval Auxiliary Air Station at North Bend, Oregon where he was skipper from September, 1943, until March, 1944. Promotion to Commander was effected shortly afterwards pursuant to ALNAV 90, dated 27 April 1944, with rank retroactive to 1 January 1944. In 1945, the classification of A-V(G) was changed to (A3)L, USNR, in accordance with the new classification system.

Commander BUCKNAM is a New Englander, with Wellesley Hills, Massachusetts as his home town. He attended Phillips Academy at Andover, Massachusetts, and was graduated from Harvard University with a B.A. Degree in 1928. During undergraduate days, he interrupted the Harvard classwork by spending his junior year at Stanford University, where, as a result, he also received a B.A. Degree as of 1928. He later graduated from the Harvard Graduate School of Business Administration with a M.B.A. in Transportation in 1931.

In June, 1929, he began flight training as a seaman second class at the U. S. Naval Reserve Aviation Base, Squantum, Massachusetts, and completed it at the U. S. Naval Air Station at Pensacola, Florida. Upon earning his Navy wings, he was commissioned an Ensign in June, 1930.

Commander BUCKNAM was in the inactive reserve from 1930 through 1940, flying at Naval Reserve Aviation Bases at Squantum, Massachusetts, Floyd Bennett, New York, and Anacostia, D. C. In January, 1941, he came back on active duty at Anacostia, where he served as a flight instructor and then, from February, 1941, to July, 1942, on the Naval Aviation Cadet Selection Board at Washington, D. C. For the next nine months, he was Personnel Officer on the staff of the Naval Air Operational Training Command, Jacksonville, Florida, until May, 1943, when he was ordered to Naval Air Station, Melbourne, Florida, as Executive Officer. His next duty was at North Bend, Oregon,where he assumed his first command.

Commander BUCKNAM spent ten active years as a civilian. From 1931 to 1934, he conducted research work for several organi-

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

zations, including the Joint Committee on Railroads and Highway Users, the Pennsylvania Railroad, the Massachusetts Census of Unemployment, and the Committee of Economic Security. For the next four years, he was Research Assistant for the New Haven Railroad, New Haven, Connecticut. In 1939, he was cost statistician for the New England Motor Rate Bureau. He was with the Civil Aeronautics Authority as aeronautical analyst in 1939-1940, until going on active duty on 3 January 1941.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (B)

THUMB-NAIL BIOGRAPHY OF EXECUTIVE OFFICER

Lieutenant Commander Ernest H. SULLIVAN, (S), USNR, claims Bremen, Georgia, as his home city. He came to ACORN THIRTY NINE on 28 April 1944 as Executive Officer.

Lieutenant Commander SULLIVAN entered the Naval Reserve on 18 May 1931 shortly before his graduation from Georgia Tech in that year. At college, he studied textiles and obtained a B.S. Degree. He was active in Naval Reserve Officers Training Corps work.

At Spartonburg, South Carolina, he was employed by the Whitney Manufacturing Company in various capacities from 1931 to 1935. He was shifted within the same organization to the Laurens, South Carolina, mill as head of department and remained as such until going on active duty on February 10, 1941.

He reported to the Section Base, Inshore Patrol, Charleston, South Carolina, as First Lieutenant for six months, then in the following year was Personnel Officer and later was Executive Officer. He was transferred on 26 July 1943 to the Southern Ship Lane Patrol (Eastern Sea Frontier) as Executive Officer. On 1 March 1944, Lieutenant Commander SULLIVAN was transferred to the Acorn Assembly and Training Detachment, Port Hueneme, California, for further assignment and was attached to ACORN THIRTY NINE.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (C)

THUMB-NAIL BIOGRAPHY OF PERSONNEL OFFICER

Lieutenant Gustav H. PEARLMAN, (S), USNR, Personnel Officer of ACORN THIRTY NINE, came into the Naval service on 16 April 1942 as an Ensign D-V(S). Before offering his services to the Navy, he practiced law for five years in Charleston, South Carolina, as a partner in the law firm of Howe and Pearlman. His law degree was obtained at the University of South Carolina in June, 1937.

Lieutenant PEARLMAN received his indoctrination at the Office of Naval Officer Procurement, Charleston, South Carolina. He was ordered to the Office of Naval Officer Procurement, Columbia, South Carolina, for duty as interviewer, investigator, and processor in officer procurement and other Naval programs. He was on duty in connection with the V-12 Program at Mount St. Mary's College at Emmitsburg, Maryland, as Administrative Aide and Personnel Administration Officer. He was transferred to the ACORN Assembly and Training Detachment at Port Hueneme, California, on temporary duty pending assignment and came to ACORN THIRTY NINE AS Personnel, Legal and Educational Officer.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (D)

THUMB-NAIL BIOGRAPHY OF ADMINISTRATIVE ASSISTANT

Lieutenant Commander Willard A. BERGH, S(A), USNR, of Seattle, Washington, was ordered to ACORN THIRTY NINE on 28 June, 1944, joining the unit at Iroquois Point, Oahu, T.H., as a Lieutenant. He came from duty at Naval Air Station, Kahului, Maui, T. H., where for eleven months he had been Operations Officer and Executive Assistant.

Lieutenant Commander BERGH was graduated from the University of Washington in 1931 with a B.A. Degree in Journalism. After six years reporting for Seattle newspapers, he taught Journalism and English at Franklin and Lincoln High Schools, Seattle, for four years. In the school year 1940-1941, he taught Journalism at the University of Washington and took special work in Public Relations. In the fall of 1941 and until going into the Navy on 11 May 1942, he was Public Relations Director for the Seattle Public Schools.

He received A-V(S) indoctrination at Harvard in July and August, 1942. For the next month, he was on duty under instruction at Advanced Aviation School, 87th at Anthony, Chicago, Illinois. He was ordered to Naval Air Station, Pasco, Washington, in October, 1942, and received overseas orders to Navy Twenty-Seven on 17 July 1943.

With ACORN THIRTY NINE he was Administrative Assistant and supervisor of operations, working closely with other units in planning the operations department for West Field No. 3.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (E)

THUMB-NAIL BIOGRAPHY OF SENIOR MEDICAL OFFICER

Lieutenant Commander John N. EWER, (MC), USNR, of Piedmont, California, was Senior Medical Officer of ACORN THIRTY NINE from its commissioning until September, 1944, when Lieutenant Commander John F. LEAHY, (MC), USNR, slightly his senior, arrived and therefore took over the duties of Senior Medical Officer. Dr. EWER set up the G-6 Hospital unit at the ACORN camp prior to the arrival of Dr. LEAHY.

Before being ordered to ACORN THIRTY NINE, Dr. EWER was Medical Officer at the Receiving Ship, San Francisco, California, from 10 October 1942 to 3 November 1944. In private practice, Dr. EWER practiced medicine and surgery (limited to gynecology and obstetrics) at Oakland, California.

Dr. EWER obtained his A.B. Degree at the University of California in 1923 and his M.D. Degree at the same university in 1927.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (F)

THUMB-NAIL BIOGRAPHY OF SUPPLY OFFICER

Coming from Carlisle, Pennsylvania, Lieutenant Richard A. HEIDER, (SC), USNR, entered the Naval service on 10 October 1942 in the rank of Lieutenant (junior grade). His first assignment was to the Navy Yard at Norfolk, Virginia, where he worked as Procurement Officer. Later, he went to Indianapolis, Indiana, to be Supply Officer for Supply Annex, Naval Ordnance Plant, Indianapolis. After receiving advance base training at Camp Allen, Norfolk, Virginia, Lieutenant HEIDER came to ACORN THIRTY NINE as Supply Officer.

Mr. HEIDER'S civilian life was one of considerable success. After two years of business administration work at college, he was employed by the Carlisle Shoe Company of Carlisle, Pennsylvania. He became managing superintendent of the company, controlling factory operations, including labor relations, costs, production, quality and purchasing. Mr. HEIDER also led an active community life, holding several prominent positions in his home town.

As Supply Officer of ACORN THIRTY NINE, his work has been outstanding.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (G)

THUMB-NAIL BIOGRAPHY OF ASSISTANT SUPPLY OFFICER

Lieutenant John Leo HALLENBECK, (SC), USNR, comes from Tarrytown, New York, entering the Naval service on 1 May 1942 as an Ensign in the Supply Corps. His college work was done at Union College, Schenectady, New York, from 1932 to 1936 and at General Electric Business Training School from 1936 to 1939.

Lieutenant HALLENBECK'S first active duty assignment sent him to the Supply Corps School at Harvard School of Business from 29 June 1942 to 30 October 1942, following which he was Supply and Disbursing Officer at Naval Training School, (Y-W), Cedar Falls, Iowa from 10 November 1942 until 2 February 1944. He had duty under instruction at Camp Allen, Norfolk, Virginia, for the next month, and on 18 March 1944 he reported on temporary duty orders to Port Hueneme, California. On 9 May 1944 he reported to ACORN THIRTY NINE as Assistant Supply Officer.

In civilian life, Lieutenant HALLENBECK was with the General Electric Company in the Accounting, Disbursing and Payroll Departments from June, 1936, until November, 1940. He then was employed by Time, Incorporated, in the Comtrollers Department until he entered the service. With Time, Incorporated, he worked with budgets, taxes, internal auditing, and on special assignments.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (H)

THUMB-NAIL BIOGRAPHY OF FIELD OPERATIONS OFFICER

Lieutenant (junior grade) John "n" MC CARTHY, A(L), USNR, was Field Operations Officer for ACORN THIRTY NINE during its seven month existence. Lieutenant (jg) MCCARTHY came into the Navy as a seaman second class in the aviation cadet training program, later being commissioned Ensign in the A-V(S) classification. Before being ordered to ACORN THIRTY NINE, he had tours of duty at Naval Air Station, Olathe, Kansas, and at Naval Air Station, Ottumwa, Iowa, as Assistant Operations Officer.

Lieutenant (junior grade) MC CARTHY is a Lake Forest, Illinois, man, having graduated from St. Joseph's College at Rensselaer, Indiana. In private life he was assistant manager of the Onwentsin Country Club at Lake Forest, Illinois.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (I)

THUMB-NAIL BIOGRAPHY OF ORDNANCE OFFICER

Lieutenant (junior grade) PARISH, S(02), USNR, of Platteville, Wisconsin carried the duties of Ordnance Officer for ACORN THIRTY NINE throughout that unit's history.

He attended Wisconsin Institute of Technology from September, 1936, to June, 1939, and then earned his B.S. Degree in Mining Engineering at the Missouri School of Mines and Metallurgy in 1940. He entered the Navy as an Ensign on 3 March 1943 after a short but busy civilian life.

After graduating from college, Lieutenant (jg) PARISH worked as a mining and field engineer with the Tennessee Coal, Iron and Railway Company. Later, he was an instructor with the Maritime Commission at Birmingham, Alabama, where he alsowas an instructor in the Extension School of the University of Alabama. At Platteville, he had joined the Wisconsin National Guard in 1940. He holds a private flying license.

His Naval indoctrination was obtained at Fort Schuyler, New York, from 28 June 1943 until 20 August 1943. He was at Washington Navy Yard for general ordnance instruction from 2 September 1943 until 3 November 1943, going from there to Jacksonville, Florida, to be aviation ordnance instruction until 29 January 1944. He was in general aviation ordnance work at Naval Air Station, Alameda, California, until 9 May 1944 when he was ordered to ACORN THIRTY NINE.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (J)

Jerome Newcome Lawler, Lieutenant CEC-V(S) as officer-in charge of Construction Battalion Maintenance Unit #597 served ACORN 39 as its Public Works Officer. His home city is North Tarrytown, New York.

Mr. Lawler received his degree in Civil Engineering in 1924 from the Rensselaer Polytechnic Institute at Troy, New York. For the following two years he was employed by the New York Central Railway Company as a junior engineer in the construction department. From 1927 to 1930 he was with Rodgers and Haggerty, Inc., as field engineer in subway construction work in New York City. From 1931 to 1941 he operated his own consulting engineering business at Tarrytown during which time he was Village Engineer and Township Engineer. From 1941 to 1942 he was with Metcalf and Eddy, Engineers, and with Ford, Bacon and Davis, Engineers in the position of Assistant Chief Engineer at Bermuda where the above two firms were consultants to U.S. Army Engineers in construction of the Bermuda Army Air Base.

Lt. Lawler took over as officer in charge of CBMU 597 on May, 1944. Previously he had been executive officer of the 144th Naval Construction Battalion at Camp Holliday, Mississippi, and Camp Peary, Virginia. From August 1942 to October 1943 he was on duty at Naval Air Station and Naval Operating Base, Newfoundland.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX II (K)

Lieutenant Commander John D. Bryce, MC, USNR of Detroit, Michigan entered the Naval Reserve on December 5, 1942 in his present rank, dating from October 22, 1942. His college work was done at the University of Indiana and the University of Cincinnati. For 17 years previous to entering the service, Lt. Comdr. Bryce had an extensive practice in medicine and surgery in Detroit. He had had duty at Great Lakes Naval Station and with LION 4.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX III (A)1

In reply address not the
signer of this letter, but
Bureau of Naval Personnel,
Navy Department, Washington,
D. C.

NAVY DEPARTMENT
BUREAU OF NAVAL PERSONNEL
Washington 25, D. C.

Refer to No.

63573
Pers-3163-ER-5 SPEEDLETTER

27 APR 1944

FROM: BUPERS

TO: CO ACORN ASSEMBLY AND TRADET
US NAVAL BASE
PORT HUENEME CALIF

LTCOM CLARK BUCKNAM AVG USNR HEREDET X REPORT CO ACORN ASSEMBLY AND TRADET US NAVAL BASE PORT HUENEME CALIF TEMDUFLY CFO ACORN THIRTY NINE DUFLY CO THAT UNIT WHEN COMMISSIONED AND DUFLY AS CO ACORN THIRTY NINE OUTSIDE CONTINENTAL US

/s/ RANDALL JACOBS

CC:
CNO
COMELEVEN
COMDT US NAVBASE PORT HUENEME
CALIF

89593

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX III (A)2

ACORN TRAINING DETACHMENT, PORT HUENEME, CALIFORNIA

R-E-S-T-R-I-C-T-E-D

From: ACORN TRADET
Action: CNO
Info: CINCPAC: COMPHIBTRAPAC: COMINCH: COMSOPAC: COM 11: COM 12: COMAIRPAC: COMFAIRWESTCOAST.

Date/Time 1Ø15Ø5 May 44 Precedence AMGM

ACORN THIRTY NINE PLACED IN COMMISSION AT ACORN ASSEMBLY AND TRAINING DETACHMENT PORT HUENEME CALIF 9 MAY 1944 AT 16ØØ TARE X LT COMDR CLARK BUCKNAM A-V(G) 63573 USNR ASSUMED COMMAND X REQUEST NOTIFY INTERESTED BUREAUS X CO ACORN THIRTY NINE ORIGINATES.

AUTHENTICATED BY /s/ J. L. COLE Lt(jg) USNR
J. L. COLE LT(JG) USNR

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX III (A)3

ATD/P16-4/00
Serial 4122

UNITED STATES PACIFIC FLEET
AMPHIBIOUS TRAINING COMMAND
Acorn Assembly and Training Detachment
U. S. Naval Base
Port Hueneme, California

3 May 1944

To: Lt. Comdr. Clark BUCKNAM, A-V(G), USNR, 63573.

Subj: Change of Orders.

Ref: (a) BuPers Speedletter 89593 of 27 April 1944.

1. In accordance with reference (a) you are hereby detached. You will report to the Commanding Officer, Acorn Assembly and Training Detachment, U. S. Naval Base, Port Hueneme, California, for temporary duty involving flying in connection with the fitting out of ACORN 39, for duty involving flying as Commanding Officer of that unit when commissioned and for duty involving flying as Commanding Officer of ACORN 39 outside the continental limits of the United States.

By direction of the Commanding Officer.

/s/ W. B. MOSLE,
Executive Officer

Copy to:
BuPers
ComFibTrainPac
ComELEVEN
CNO

- -

ATD/P16-4/00
Serial 4123

ACORN ASSEMBLY AND TRAINING DETACHMENT
Port Hueneme, California

3 May 1944

End-1

To: Lt. Comdr. Clark BUCKNAM, A-V(G) USNR, 63573.

1. Detached.

2. Reported for duty as prospective Commanding Officer of ACORN 39.

3. You will further report as Commanding Officer of ACORN 39 when commissioned.

By direction of the Commanding Officer.

/s/ W. B. MOSLE,
Executive Officer

(over)

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX III (B)

CARRIER AIRCRAFT SERVICE UNIT FORTY-FOUR
c/o Fleet Post Office
San Francisco, California

P16-4/00/JSP:bl 24 June 1944

From: Commanding Officer.
To : Lieutenant Commander Richard H. LACHMAN, A-V(S), USNR, (82862).

Subj: Orders.

Ref : Verbal orders of the Commanding Officer, ACORN-35.

1. You and the officers and men committed to your charge are hereby directed to report for temporary duty to the Commanding Officer of ACORN-39.

/s/ J. S. PURNELL

- -

FIRST ENDORSEMENT ACORN 39 24 June 1944
P16-4/00/ c/o Fleet Post Office
San Francisco, California

From: Commanding Officer.
To : Lieutenant Commander Richard H. LACHMAN, A-V(S), USNR (82862).

1. Reported this date.

/s/ C. BUCKNAM

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

COPY COPY

APPENDIX III (C) 1

UNITED STATES PACIFIC FLEET
FORWARD AREA, CENTRAL PACIFIC

A3-1,FF 12/30Ec
Serial 001165

25 August 1944

~~SECRET~~ CONFIDENTIAL

From: Commander Forward Area, Central Pacific.
To : Island Commander TINIAN.

Subj: Naval Air Base Facilities -Organization.

1. Based on your decision to abandon further development of the existing WEST FIELD, TINIAN, in favor of the second strip at the NORTH FIELD, the facilities of ACORN 39, and CASU 44 which were slated for WEST FIELD, become available. The decision to move the two Navy VBM squadrons to the NORTH FIELD on 28 August will require augmentation of aircraft maintenance facilities.

2. Therefore, all of CASU 44, together with their H-Component equipment, aircraft spares and material, necessary housing, transportation, etc., should be immediately detached from ACORN 39 and attached to ACORN 35.

3. ACORN 39 is available to proceed to the site of the new NAVY FIELD when selected, to set up facilities.

4. On completion of new NAVY FIELD, all of CASU 44, together with their H-Component equipment, aircraft spares and material, necessary housing, transportation, etc., should be transferred to ACORN 39. It is intended to commission new NAVY FIELD, TINIAN as a Naval Air Base, as soon as it is ready for operation.

5. Any boats or floating equipment furnished to ACORN 35 and 39, and not required for their operation, are available to the Island Commander.

6. It is recommended that the Supply Officer of CASU 44 be designated as Base Aviation Supply Officer (BASO) for all naval and Marine Aviation activities on the Island.

J. H. HOOVER

cc: ComMarshalls
CTF 59
CTG 59.3
CASU 44
ACORN 35
ACORN 39

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

ISLAND COMMAND
NAVY NO. 3247
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

1990/WTH:jrb
Serial No. 0054

27 August 1944

~~S E C R E T~~ CONFIDENTIAL

ISLAND COMMAND SPECIAL ORDER)
: Change in Assignment
NUMBER ..... 30-44)

Reference: (a) ComFwdAreaCentPac, SECRET, Serial (001165).

1. In accordance with reference (a) the following change in assignment is effective this date:

a. CASU 44, together with their H-component equipment, aircraft spares and material, necessary housing, transportation, etc., is hereby detached to ACORN 35 from ACORN 39.

BY COMMAND OF MAJOR GENERAL J. L. UNDERHILL

J. M. ARTHUR
Colonel, USMC, Chief of Staff

O F F I C I A L

/s/ Wesley T. Hall, Jr.
lst Lt., USMCR
Adjutant.

Distribution "A"
Copy to: ComFwdArea
Com Marshalls
CTF 59
CTG 59.3
CASU 44
ACORN 35
ACORN 39

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX III (C) 3

ACORN 39/A3-1 (PERS:dbl)
Serial 012

UNITED STATES PACIFIC FLEET
ACORN THIRTY NINE
c/o Fleet Post Office
San Francisco, California

CONFIDENTIAL

30 August 1944

From: The Commanding Officer, ACORN 39.
To: Lt. Comdr. Richard H. LACHMAN, Officer in Charge CASU 44 Detachment.

Subj: Change in assignment.

Ref: (a) Island Command Special Order (Secret) No. 30-44, Serial 0054, dtd 27 August 1944.

1. In accordance with reference (a), you and the officers and men in your charge constituting CASU 44 Detachment, assigned to ACORN 39, are considered as detached from ACORN 39 and attached to ACORN 35, effective 27 August 1944.

/s/ C. BUCKNAM Comdr., USNR
Commanding

cc:
ACORN 35
CO, CASU 44.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX III (C) 4

HEADQUARTERS,
ISLAND COMMAND,

Navy 3247
CLP:jfd

TINIAN, MARIANAS ISLANDS.

17 November 1944

R E S T R I C T E D

ISLAND COMMAND SPECIAL ORDER)
: CASU 44 and COMMUNICATION UNIT 18
NUMBER .....109-44) Operational and Administrative control of.

1. Effective at 0700 on 18 November 1944, CASU 44 and Communication Unit 18 are detached from ACORN 35 and assigned to ACORN 39; CASU for both operational and administrative control and Communication Unit 18 for administrative control only.

2. Commanding Officers of units concerned will report to Commanding Officer, ACORN 39, in accordance with the above.

BY COMMAND OF MAJOR GENERAL J. L. UNDERHILL

J. M. ARTHUR,
Colonel, USMC, Chief of Staff.

O F F I C I A L :

W. T. H. GALLIFORD, /s/
Colonel, USMC,
ACofS, G-1.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX III (D)

NAVY 3247
PVM:rlm

HEADQUARTERS,
ISLAND COMMAND,
TINIAN, Marianas Islands

18 November 1944

R-E-S-T-R-I-C-T-E-D

ISLAND COMMAND SPECIAL ORDER)
: ASSIGNMENT
NUMBER . . . . . .118-44)

1. Effective at 0700, 18 November 1944, Commander Clark BUCKNAM, A-V(G), USNR 963573), Commanding Officer, ACORN 39, will assume the duties of Air Base Commander, West Field #3, Tinian.

BY COMMAND OF MAJOR GENERAL J. L. UNDERHILL

J. M. ARTHUR,
Colonel, USMC, Chief of Staff.

O F F I C I A L:

WESLEY T. HALL, JR., /s/
1st. Lt., USMCR,
Adjutant.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX IV (A)

HISTORY--PERSONNEL DEPARTMENT:

The history of the Personnel Department of ACORN 39 is not significantly typical of such Department of similar activities. In such history, however, is reflected the development of a new military activity, extremely mobile in nature, from its initial, basic organization, combatting inexperience, to its establishment through the efforts of its Commanding Officer, officers and enlisted personnel into a trained, organized Naval Air Base.

ACORN 39 began to become a unit in April 1944 at the Acorn Assembly and Training Detachment, Camp Bedillion, U.S. Naval Base, Port Hueneme, California. Officers and enlisted personnel were received aboard in accordance with the functional components established by the Chief of Naval Operations and as allotted to ACORN 39 in contemplation of its prospective mission. Some of the standard personnel functional components were modified for the establishment of ACORN 39, and through the period of initial organization were recurrently changed to apply to changes in planning. In the establishment of a suitable Personnel Department, difficulties were encountered in the line of inexperience and the lack of necessary supplies and equipment. The commissioning allowance of equipment and supplies was required more at the time of initial organization rather than after commissioning, when such equipment and supplies were actually received. Many problems, forms and procedures were entirely new to the personnel of the department.

The Legal and Educational Departments were established under the cognizance of the Personnel Department; Lieutenant (jg) Gustav H. Pearlman (S) USNR, was the Personnel Officer. All personnel were carefully screened as to special aptitudes and abilities which would be of utility to the activity in its movement forward and in eventual establishment upon a departmentalized basis. A Training program for both officers and enlisted personnel was undertaken for the indoctrination of All Hands in military functions, and in duties and responsibilities necessary for ultimate assignment, such as guarding, unloading and loading supplies, the use and maintenance of heavy equipment, camp establishment, sanitation, personal hygiene, etc. The unit was organized into a military battalion consisting of eight divisions, adhering closely to shipboard organization.

At Port Hueneme, CASU 49 and the Eighth U.S. Naval Construction Battalion were attached to ACORN 39.

After the commissioning of ACORN 39 on 9 May 1944, the entire corps was equipped with marine and infantry gear and was divided into two echelons for the purpose of proceeding to the Restaging Area. The Personnel Department was introduced to the work required in preparation of shipping lists and various typical shipboard regulations. Just prior to embarking, the Eighth U.S. Naval Construction Battalion was detached and Construction Battalion Maintenance Unit 597 assigned to ACORN 39.

The main echelon of ACORN 39 shoved off for Pearl Harbor on 24 May 1944. While aboard, the Personnel Department directed its primary

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

attention to the division of the men into suitable work details for use at the Restaging Area. Upon debarking at Iroguois Point, personnel were properly quartered and administrative facilities established. Here, personnel, both officers and men, were divided into watches and work details necessary for continuous 24-hour operation relating to the protection, loading andunloading of supplies and equipment, and the restaging of such supplies and equipment into functional components for further movement. Personnel were further screened and observed, and records brought up to date relating to the assignment of personnel to the best advantage of themselves and the organization. Further instruction, training and practical experience in the handling of supplies and equipment, and camp and base establishment, was received.

Here, ACORN 39 sustained its first casualty--Robert H. ALLEN, S2c, USNR, died at Base Hospital No. 10 as a result of injuries sustained while in swimming.

While at Iroquois Point, CASU 49 was detached and one-half of CASU 44 was received aboard.

ACORN 39 proceeded from Pearl Harbor in several echelons, which required the careful selection of personnel as to assure that the personnel first needed would be the first to arrive at destination, causing a large amount of clerical work respecting shipping lists, separation of records, etc.

En route to destination, the Personnel department continued to function aboard ship in the Officers' Lounge. An educational program relating to advancement in rates was conducted on a limited basis. Military organization was maintained, daily musters were held, and a program of indoctrination relating to Island "X" was effected. Necessary correspondence and personnel reports were handled and submitted as usual. All personnel were assigned to and turned to on shipboard work details. Comprehensive plans were drawn up relating to the assignment and use of personnel for camp establishment, for defense, and for unloading of supplies and equipment, integrating into such plans the personnel and functions of CASU 44 and CBMU 597.

The major portion of ACORN 39 debarked on the island of Tinian 3-4 September. Here the training and screening of personnel, and plans based thereon, began to pay dividends in the establishment of necessary details. Officers and men were divided into watches and details for continuous 24-hour operation. There was little time for rest or recreation. The Personnel Department again met with difficulty resulting from lack of necessary personnel supplies and delay in receiving official information and bulletins from the Navy Department. A confusing system of duplicating reports required to be rendered to various Commands in the Forward Area was encountered. During the process of camp establishment and the unloading of ships, strict departmentalization, with the exception of Headquarters, Personnel Department, including the Legal and Educational Departments,

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

Supply Department, Commissary Department and G-6 Hospital, was deferred.

During the month of October and the early part of November, 1944, the Personnel Department engaged in obtaining and receiving aboard additional personnel necessary for its operation as U.S. Naval Air Base at the new West Field then under construction. By the end of November, the on-board complement increased from 26 officers and 331 enlisted personnel to 42 officers and 616 enlisted personnel, most of the increase coming from ACORN 35, in process of being decommissioned disbanded.

On 15 November, 1944, the personnel and camp facilities of ACORN 39 were transferred to the present Naval Air Base site, and the Personnel, Legal and Educational Departments moved into new quarters in the Administrative Area. The entire unit was now strictly divided into operational departments and such individual departments were established for the performance of their proper functions. All personnel were assigned in accordance with the personnel requirements of the respective departments, and in accordance with the interests, ability and training of the men determined as a result of screening, and previous observation and training. It was found that strict adherence to the original functional components was not practical because of the diversity of jobs to be done.

ACORN 39 was decommissioned on 20 November 1944 and recommissioned U.S. Naval Air Base the same date. The Personnel Department was at this time engaged not only in directing its attention to usual correspondence, personnel items, and reports, but had the job of establishing the Personnel, Legal and Educational Departments in new quarters, the setting up of necessary records and statistical systems, the personnel organization and departmentalization of the Naval Air Base, and the receipt aboard of many new officers and additional enlisted personnel. During the months of November and December, the Fleet Post Office Unit, ARGUS 15, Communications Unit 18, Communications Unit Zebra, and CBMU 593 were attached to the Naval Air Base for administrative purposes. The balance of the officers and enlisted personnel of ACORN 35, which had been decommissioned on 25 November, was temporarily attached to the Naval Air Base as the ComAirPac Pool, awaiting further assignment by ComNABs, Guam. The Naval Air Base also conducted a Receiving Ship of enlisted personnel for the benefit of ComNABs, Guam. In addition, the entire personnel procedure of decommissioning and recommissioning was effected. During this period, in order to effect the work required, the Personnel Department operated on a 24-hour basis.

The one-half of CASU 44, which had been attached to ACORN 39 at Iroquois Point, was detached and assigned to ACORN 35 just prior to the debarkation of ACORN 39 on Tinian. In November, the entire unit of CASU 44 was assigned and attached to the Naval Air Base.

Of special note is the excellent morale and spirit manifested by the enlisted personnel from the time of basic organization of ACORN 39 to

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

the present. Both officers and men work indefatigably to effect a successful mission--and this, it is felt, has been done.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX IV (B) 1

HISTORY OF ACORN 39 - G-6

On March 16, 1944, Medical Officers and hospital corpsmen began reporting at Acorn Training Detatchment, Port Hueneme, for duty beyond the continental limits. They were housed in the Maritime Building and organized into sections for training purposes. The sick bay was staffed, in rotation with other groups, by the officers and corpsmen in training.

On April 17, 1944 the Medical Officers and corpsmen of ACORN 39 were transferred to the new area at Camp Bedillion where the other components were stationed. ACORN 39 Medical Officers took their turn at the camp dispensary where physical examinations and immunizations of personnel were carried out.

After arriving on Oahu on May 29, unloading, checking, marking and reloading of equipment was carried on by ACORN 39. G-6 carried on the operation of a small sick call unit until the ACORN embarked on the U.S.S. SANTA MONICA and set sail on July 24 for the combat area. No serious illnesses were encountered during the voyage to Tinian. ACORN 39 Dental Officers carried on sick call during the trip.

At the Tinian camp set up on the old Jap air strip, the unit subsisted on K and C rations plus coffee from September 4 until September 18, when a well-screened galley was opened. Field mess gear was used, being washed and sterilized before and after using by means of Three-barrel scullery stoves.

Because the earth there was to hard, bomb craters in the coral were used as heads for the first few days, each man covering his excretion with dirt, the holes being burned out with oil daily. Prefabricated screen pit latreens were soon put into operation.

Mosquitoes and flies were abundant at first, but diminished rapidly as control measures in and about the area were instituted by the trained crew under Lt. Charles Kaufman, MC USNR. No penite was furnished but a small amount was borrowed from another unit. This helped to keep flies from breeding in the inadequate heads, and in the rotting Japanese food found here and there in the neighborhood. All nearby areas were policed, sprayed with penite and contaminated material buried as soon as possible. The camp remained free of dysentery, and only rare sporadic cases of dengue developed.

The sick-call tent had been pitched promptly upon arrival of ACORN 39. It was equipped with supplies that had been carried topside on the SANTA MONICA. The ambulance, filled with critical medical supplies and loaded topside, was brought ashore in the first few days. Due to a change in unloading plans, no other

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

medical supplies were unloaded for several days, so bed patients had to be referred to the GROPAC SIX G-6 hospital a few miles distant. By September 20, wards were opened to receive patients of a medical and minor surgical nature. As this was only a temporary camp, the X-ray and surgery departments were not unpacked at the time, being saved for the new camp late in November. The G-6 galley was used only as a diet kitchen to serve food prepared at the general mess.

- RECOMMENDATIONS -

1. It is recommended that consideration be given to the providing of air compressors with buster and jackhammer when ACORNS are to be based on rocky islands. Otherwise, the digging of latrines is a very difficult process.

2. It is recommended that surgery and X-ray equipment be unpacked at temporary camps for routine use and in case of emergency.

3. It is recommended that air raid shelters be erected for ward patients as soon as hospital facilities are set in operation.

- DENTAL HISTORY -

Dental Offices at the first ACORN 39 camp consisted of a floored 16 x 16 tent equipped with two number 35 field units. A great amount of work was done at this location despite the fact that the patients were critically needed in the unloading program at the beach and worked 12 hours a day.

When the Dental Officers moved to the new camp at West Field, they moved into a half quonset hut with screened window running the length of one wall. Storage cabinets, benches, tables, desks, and running water cuspidors were built in.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

APPENDIX IV (C)

ORDNANCE DEPARTMENT HISTORY

The 9 May 1944 commissioning found the Ordnance Department far below allowance for Aviation Ordnancemen rates. Whereas we were allotted one First Class, one Second Class, and two Third Class Aviation Ordnancemen, we actually had four Third Class men, all of whom had just made a rating primarily on book-work and a minimum of practical operational work. None had received any work in functional ordnance duties such as stowage of ammunition, construction and maintenance of a bomb dump, and ammunition handling. All these duties are the main concern of the Ordnance Department in connection with an ACORN, we were in bad shape for a start.

From 1 June 1944 until approximately 15 July 1944, Ordnance duties in many cases were neglected because both officers and men were busily engaged in loading and unloading of ACORN THIRTY NINE general cargo at Iroquois Point. During this phase, Ordnance Officer, Lieutenant (jg) Gerald A. Parish made himself known to Mr. DAVIS, Commander Air Force Staff, at Ford Island. Through him, Mr. PARISH obtained much valuable information as to what was expected of an ACORN Ordnance Component in the field. He also received first hand information of problems encountered by other Ordnance activities in the field. Because of this, some non-essential material such as track-laying trailers were deleted from the component. Also, items of short issue, especially consumable items, were requisitioned. Among these were sterlized rags, emery, corcus cloth, oil, cleaning rods, and cleaning brushes. Actually a shortage of these items was not experienced, but that was due to the fact that material was received from ACORN THIRTY FIVE when it was decommissioned.

Due to additional personnel being added at this period, we had to go through the process of procuring and issuing infantry gear to CASU FORTY FOUR after originally outfitting CASU FORTY NINE.

Assuming that the original plans for future operations of ACORN THIRTY NINE as given to Commander BUCKNAM were to be little changed, elaborate plans were drawn up as a tentative measure for a bomb dump, ready area and proper disposal in both areas for immediate consideration after landing at Tinian. Though never used because of changes in the over-all plans, this work kept the Ordnance Department busy throughout the long voyage.

After coming ashore on September 3, 1944, Ordnancemen along with all other rates again were turned into stevedores as they had been at Iroquois Point. At this time, Lieutenant (jg) PARISH stated that he began to feel that Ordnance work was getting farther and farther behind. Nearly all of the Ordnance Component's enlisted personnel were experienced cherry picker operators and because of their use on the beach, it was hard to get an Ordnanceman for Ordnance work during this stage. Also, the Central Bomb Dump

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

was a divided responsibility between ACORN THIRTY FIVE And ACORN THIRTY NINE. The need for cherry pickers by other components was so acute that, at times, it was impossible to get this equipment for ordnance needs. Many times booms on Bomb Service Trucks served as cherry pickers. The same thing held true with light trucks.

Probably the biggest source of friction with other activities and in our own organization was that of Ordnance Component rolling stock. Originally, it was handled through the Transportation Department along with other component's rolling stock. This proved undesirable. A separate Transportation Department was set up for Ordnance alone, and all spare parts for Bomb Service Trucks and light units were separated from the rest and made available to the Ordnance Component only. All servicing and light repairs were therefore handled by the component, with major repairs being done by the Base Transportation Department. With synthetic tires and tubes on both MK 2 and MK 3 trailers on coral roads, plus servicing, the motor mechanics were kept busy and this plan has been very effective and has been approved by the Commander Forward Area staff.

After moving to West Field No. 3, we had all our original men returned to us, and, in addition, drew five men from the Gilbert Islands.

Recommendations to the Bureau of Ordnance that may be of help to other advance base units follows:

1. That cherry pickers and cranes be placed in other components so that the full drain would not come out of any one component.

2. That an increased amount of consumables be included in the J7C Component allowance.

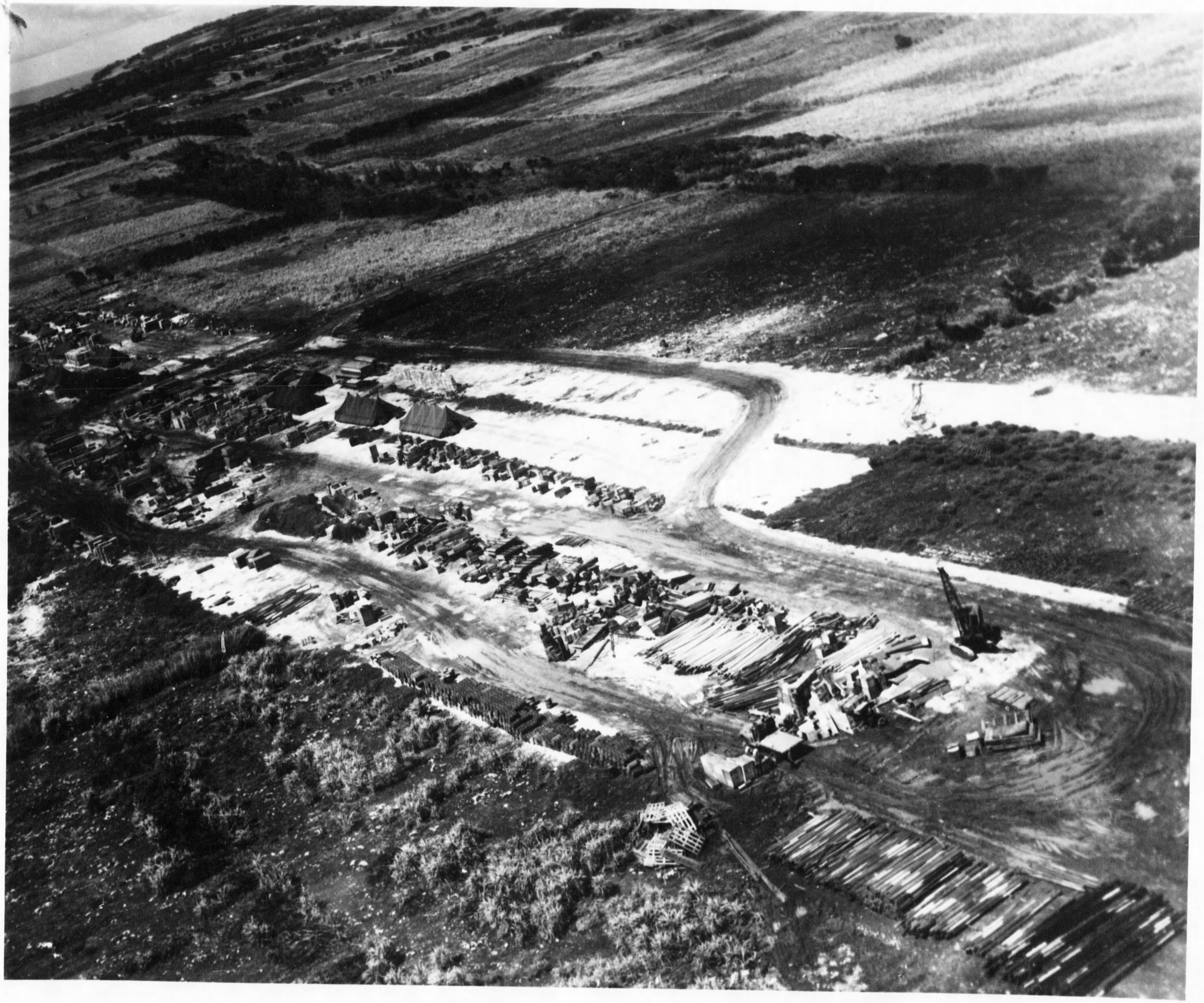
3. That 10 foot sectional roller conveyers be included in the allowance. These are very practical in handling ammunition, especially boxed aircraft ammunition.

4. That all "J" Components in a small advanced base group be combined into one ordnance activity for handling of all ordnance gear, Infantry gear, weapons, small arms, small arm ammunition, and aircraft ammunition. This would decrease the problem of who handles what, who orders or requisitions from where, etc.

As a component, the ACORN THIRTY NINE Ordnance Component had no trouble with any component within the activity or with any other activity ashore since going into operations. The cooperation of the Supply Department, CASU Ordnance, etc. was remarkably good.

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012



DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

RECEIVED
JUL 19 1945
Ans'd

(Basic: Ltr US NAB, Tinian, Serial 0127, dtd 7 July 45, subj: History of ACORN THIRTY NINE from 17 Apr 44 to 20 Nov 44.)

314.7 1st Ind G-2-SW/vn
Hq Island Command, Tinian, 18 July 1945.

To: Commander Marianas.

G.W.S.
G.W.S.

1 Incl:
n/c

A12

DECLASSIFIED
Authority: E.O. 13526
By: NDC NARA Date: Dec 31, 2012

UNITED STATES PACIFIC FLEET
COMMANDER MARIANAS

A12/FF12/05-jsl

Serial:
02649

CONFIDENTIAL

21 JUL 1945

C-O-N-F-I-D-E-N-T-I-A-L

SECOND ENDORSEMENT on
Com NAB, TINIAN, Conf.
Serial 0127 of 7 July 1945.

From: Commander Marianas.
To: Chief of Naval Operations, History Unit, Op-33-J-6, Office of Editorial Research.

Subject: History of ACORN THIRTY-NINE from 17 April 1944 to 20 November 1944.

1. Forwarded.

2. Appendices III(C) 1 and 2 of basic report are hereby reduced in classification to "CONFIDENTIAL."

Duncan H. Read.
DUNCAN H. READ
ASST. CHIEF OF STAFF

RECEIVED S-C FILES
Room 2055
ROUTE TO 30 JUL 1945
Op File No. (OU) A12-1
Doc. No.
Copy No. 1 of 3
Pg. No. 3224

Copy to:
Com NAB TINIAN
IsCom TINIAN

Declassified
PUBLIC FIELD
PAC COMFEAF