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IVY C.3.1



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COMMANDER TASK GROUP
132.3
HISTORY OF OPERATION
IVY

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16 LST
17 Patrol Squadron
18 OinC TG Boat Pool
19 OinC TG UDU
20 CNO - (Op-36)

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SECTION I

ORGANIZATION

A. PRE-ACTIVATION TRAINING AND DEFINITION OF THE MISSION

The December 1951 report of the Commander, Joint Task Force 132, to the Joint Chiefs of Staff stated that during Operation IVY it would be necessary to evacuate all personnel, excepting a specially protected firing party, from Eniwetok Atoll during both shots. Theoretically, re-entry into the area was contemplated to be at D plus 5 and D plus 15 days for the first and second shots respectively. This amounted to a total of twenty days afloat. However, for the purposes of planning and for allowing for any contingencies not theoretically anticipated, the possible total length of time afloat was set as being anywhere between fifteen to forty-five days. During the evacuation periods it would be necessary that task force and contractor personnel normally based ashore be quartered and subsisted aboard naval vessels. This meant, of course, that substantially more naval forces than employed during Operation BRETENHOUSE would be required, with the possibility that certain reserve fleet vessels would have to be activated not being overlooked. Further, it was necessary to prepare an additional plan for re-establishing the task force at an alternate destination in the event re-entry into the Atoll was not possible or practical, which, in turn, was another possible utilization of naval support.¹

The same report outlined the nature of the Navy's mission in Operation IVY and the requirements arising therefrom. Primarily,

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1. CJTF 132's Report to the Joint Chiefs of Staff dated 1 December 1952.


the mission of the naval task group was to provide technical support of the task force while it was afloat and during the evacuation and re-entry phases. To adequately mount and support such a mission, it was felt that the following would be necessary:

- a. A suitable command ship equipped with helicopter platform, adequate communications, air plot facilities and small boats for use by the Task Force Commander and staff. It is believed that an AGC will best meet this requirement.
- b. Suitable ships to meet the following requirements:
 - (1) Berthing and messing for approximately 970 civilians, 330 officers, and 1600 enlisted personnel during the first shot.
 - (2) Evacuation of approximately 275 civilians, 40 officers, and 310 enlisted men between the first and second shots.
 - (3) Berthing and messing for approximately 695 civilians, 290 officers and 1290 enlisted men during the second shot.
- c. Five (5) helicopters (HMF-2) for rapid re-entry after shots, for radiological monitoring and for collection and transfer of samples to aircraft carrier.
- d. One CVE to provide:
 - (1) Platform for five (5) helicopters.
 - (2) Four (4) aircraft for immediate ferrying of samples to Kwajalein. Remaining space and facilities of this ship may be utilized by the security force.
- e. The USS Curtiss for transport and assembly of the devices and to serve as flagship for CTG 132.3. This vessel should be equipped with two 40' motor launches for the Task Force boat pool.
- f. Firing party will be accommodated on a ship of the security forces in the event bunker accommodations ashore prove impractical.²

Aside from the technical support desired for the tests, themselves, there were additional naval personnel and equipment requirements. First, two boat pools, one for the joint task force and the

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2. Ibid., pages 19-23.





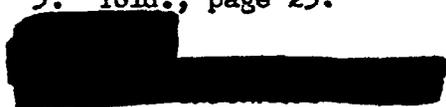
other for the AEC contractors, were stipulated. This requirement would entail, for effective operations, an estimated minimum of about sixty small craft, both amphibious and yard types. Further, an LSD would be necessary to serve as a mother ship for the task force boat pool and as a maintenance point for the AEC contractor boat pool. It was anticipated that three LST's were needed, one for logistical support of the outlying weather stations and two for use as floating machine shops in service at the shot islands during the construction phases. Suitable auxiliary barges for fuel and water storage in support of re-entry were also contemplated. Since the responsibility for the general security of the Eniwetok Danger Area lay with CINCPAC, it was anticipated that that command would provide the adequate security forces, both air and surface. In addition to these elements, two PBM-5A aircraft were needed for logistical support of the outlying weather stations and for the collection of water samples at outer atolls after the detonations.³

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This then, is a general summary of early thinking insofar as the Navy's mission in Operation IVY was concerned. Out of this complex of requirements anticipated by CJTF 132, various operating elements and responsibilities would develop, an undetermined part of which would ultimately come under the operational or administrative control of CTG 132.3.

In his report, the CJTF 132 pointed out that due to the short time remaining before actual operations and due to the manpower and equipment drain occasioned by the Korean action, it was advantageous

3. Ibid., page 23.



[REDACTED]

to effect the early activation of the Task Groups in order that he might obtain operational control of the subordinate units for planning and coordination only. It was felt that any substantial delay in the organizing of the task groups and fulfillment of the support requirements would have to be compensated for by a like delay in the test dates.⁴ Consequently, authority to activate the respective task groups by 1 January 1952 was requested.⁵

In accordance with the desire for early activation of the task groups, CJTF 132 sent a letter to CNO in late December 1951 after it was learned that the Joint Chiefs had substantially approved the CJTF 132's report. This letter officially requested CNO to activate the Naval Task Group on or about 2 January 1952, and that a commander be designated therefor.⁶

Until this time discussions relative to the mission and organizing of the naval task group had been carried on between JTF 132 Headquarters and Op-36 of CNO. Contingent on the approval of the CJTF, Captain James R. Pahl, U. S. Navy, who was serving as the Navy Deputy to the CJTF 132, was slated early in January 1952 to become the Acting CTG 132.3 until such time as the permanent commander reported. During the latter part of January, Captain Pahl acted on this assumption, having received verbal authorization from Rear Admiral P. S. Withington of Op-36, in proceeding with the selection of a nucleus task group staff.⁷ On 1 February 1952, CNO

4. Ibid., pages 7-9

5. Ibid., page 3

6. JTF 132 ltr., Subj: Activation of Naval Task Group for Joint Task Force 132, dated 28 December 1951, JTF 132 AG File R-1681

7. Record of telephone call, Captain Pahl to Admiral Withington, dated 21 January 1952, JTF 132 AG File 319.2.



sent a letter to CJTF 132 officially authorizing the activation of TG 132.3 with Captain Pahl serving as the acting commander. The acting commander was authorized to coordinate with CINCPACFIT the planning for the employment of naval forces. The task group headquarters was to be located in Washington, temporarily at least.⁸

Prior to activation, Op-36 had taken steps to obtain authorization for personnel for the task group headquarters and for the boat pool. As approved by Op-10 a complement was established as follows:⁹

<u>Task Group Headquarters</u>	Officers 17
	Enlisted Men 14

<u>Boat Pool</u>	Officers 3
	Enlisted Men 35

It was early seen that this allowance would be inadequate. Lieutenant Commander D. K. DeJarnatt, USN, serving at the time on the JTF 132 Staff, made a study of boat pool personnel requirements, the results of which were informally submitted to Op-36 who moved to obtain the necessary increases. As of the ending date of this report, word has not been received that the increases have been approved.¹⁰

Also during this period, CNO directed CJNCPAC to nominate 1 AGC, 1 CVE, 1 AV and the appropriate defense forces, while CINCIANT had been directed to nominate an ISD.¹¹

With regard to the naval responsibilities in connection with

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- 8. CNO ltr. to CJTF 132, Subj: Activation of Naval Task Group (132.3) for Joint Task Force 132, dated 1 Feb 1952, JTF 132 AG File 322.
- 9. Interview with Captain Pahl, 5 March 1952.
- 10. Ibid.
- 11. Ibid.



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the security mission, it was learned at JTF 132 Headquarters early in February 1952, that the entire security mission, which was an over-all responsibility of CINCPAC, would be delegated to CJTF 132 along with the appropriate naval forces. It was the CJTF's plan to further delegate the naval portion of the security mission to CTG 132.3 to include:

...planning and log support of all Naval Forces involved including patrol Sq, Sonobuoys, and all other Naval detection and interception devices.¹²

As of this reporting date such planning as here implied was only getting underway and will be covered in a subsequent installment.

B. ACTIVATION, DESIGNATION OF THE COMMANDER, AND FORMATION OF A NUCLEUS STAFF

Headquarters, JTF 132, General Orders No. 7, dated 8 February 1952 officially activated Task Group 132.3 effective the same date and confirmed the assignment of Captain Pahl as the acting commander in addition to his regular duties as the Navy Deputy.¹³

Shortly after activation, a letter from CNO was received in the Task Force Headquarters announcing that Rear Admiral Charles Warren Wilkins, USN, had been designated as the Commander, Task Group 132.3, with a reporting date of 1 May 1952. At the same time of reporting to CJTF 132, Admiral Wilkins would also report, by letter, to CINCPACFLT for additional duty.¹⁴

12. TWX, CG USARPAC to CJTF 132, DTG 022215Z, Feb 1952. JTF 132 Log No. 0201.

13. Headquarters, JTF 132, General Orders No. 7, 8 February 1952.

14. CNO ltr. to CJTF 132, Subj: Designation of RADM Charles Warren Wilkins, USN, as Commander Naval Task Group 132.3, dated 15 February 1952. JTF 132 AG File 201, Incoming Log No. I-0631.

Prior to and after the activation date, LCDR DeJarnatt continued his work on task group personnel matters. By the time of activation there were six YN already aboard and at that time LCDR DeJarnatt, although still active as a member of J-3 division of the JTF 132 staff, assumed additional duties as the personnel officer of Task Group 132.3. Concurrently, the Bureau of Naval Personnel was requested to provide immediately the following:¹⁵

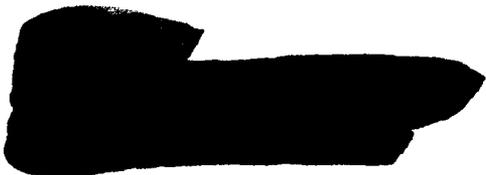
<u>RANK</u>	<u>DESIGNATOR</u>	<u>PRIMARY DUTY</u>
1 Captain	1100	Plans and Operations
1 Lieutenant Commander	1100	Liaison Officer Washington and Personnel Officer
1 Lieutenant Commander	1100	Security-Intelligence
1 Lieutenant Commander	1100	Communications
1 Commander	1500	Radiological Safety
1 Commander	3100	Supply Officer

As of the reporting date of this installment the following officers are under orders or are slated for duty with the Task Group Staff:¹⁶

<u>PRIMARY DUTY</u>	<u>DESIGNATOR</u>	<u>OFFICER</u>	<u>REPORTING DATE</u>
Commander	1100	RADM C.W. Wilkins	1 May 1952
Chief of Staff	1300		
Flag Secretary	1100	ICDR A.C. Dragge	1 May 1952
Flag Lieutenant	1100		
Personnel	1100	LCDR D.D. DeJarnatt	5 March 1952
Plans and Operations	1100		
Ass't Plans and Operations	1300	CDR W.J. Frazier	15 March 1952

¹⁵. Interview with Captain Pahl, 5 March 1952

¹⁶. Ibid.



Intelligence-Security	1100	LCDR R.A. Klare	1 April 1952
Communications	1100	LCDR H.C. Tonini	1 April 1952
Ass't Communications	1100		
Ass't Communications	1100		
Ass't Communications	1100		
Radiological	5100	LCDR G.A. Grubb (CFC)	1 July 1952
Ass't Radiological	1100	LT W.I. Gill	1 April 1952
Logistics	1100	CDR D. Bonteöou	1 May 1952
Supply	3100	CDR A.P. Boileau (SC)	10 March 1952
Medical	2100		
Liaison Forward Area	1100	CDR C.R. Deller	1 April 1952
Boat Pool	1100	LT W.L. Bond	1 May 1952
Boat Pool Maintenance	7730	CHCARP N. E. Ross	1 May 1952
Boatswain	7130	BOSN F. J. Cook	1 May 1952

About this same time action was initiated to secure office space for the new staff along with required furniture and equipment. Building 126 at the Naval Gun Factory in Washington has been nominated as the location.¹⁷

C. COMMAND RELATIONSHIPS, TASK GROUP ADMINISTRATION, AND LIAISON

Negative.

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D. FORMATION OF SUBORDINATE UNITS

Negative.

SECTION II

INITIAL PLANNING IN CONNECTION WITH

A. COST AND FUNDING

Negative.

¹⁷ Ibid




B. PERSONNEL

Negative.

C. ESTIMATES OF REQUIRED FLEET UNITS INCLUDING BOAT POOLS AND THEIR PERSONNEL

There have been no firm changes from those previously indicated.¹⁸

D. LOGISTICS, INCLUDING BERTHING AND MESSING OF NON-TG 132.3 PERSONNEL

Negative.

E. SECURITY AND INTELLIGENCE

In late February 1952, letters were written to the USS ESTES, USS RENDOVA, and USS CURTISS requesting that action on "Q" and "NAC" clearances be initiated.¹⁹

F. OPERATIONAL PLANNING FOR

Negative.

G. TRAINING

Negative.

SECTION III

INITIAL PLANNING IN CONNECTION WITH REQUIREMENTS PECULIAR TO THE JTF 132 MISSION AS FOLLOWS

A. RADIOLOGICAL SAFETY

Negative.

B. COMMUNICATIONS

Negative.

C. SHIP MODIFICATION OR ALTERATION REQUIRED IN SUPPORT OF JTF 132 MISSION

Negative.

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18. Ibid.

19. Ibid.



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D. SUPPORT OF THE WEATHER PROGRAM

Negative.

E. COLLECTION AND FERRYING OF SAMPLES BY AIR OPERATIONS

Negative.

F. SUPPORT OF THE SEISMIC PROGRAM, IF ANY

Negative.

SECTION IV

ADDITIONAL PERTINENT INFORMATION

A message was sent to CINCPACFLT requesting consideration of installation of MK 6 Hydraphones instead of Sonobuoys.²⁰

20. Ibid.



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HISTORICAL INSTALLMENT NO. II

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SECURITY INFORMATION

SECTION I

ORGANIZATION

A. BUILD-UP OF THE TASK GROUP, THE STAFF AND THE BOAT POOL

The only significant build-up during this period was the formation of the Task Group Commander's Staff. A slight change developed in the mission of the Navy Task Group in that all personnel, including the Firing Party, would require evacuation from ENIWETOK ATOLL during "MIKE" Shot. CinCPacFlt approved the installation of Hydrophones in lieu of Sone-buoys as a harbor defense measure for the Atoll and early in April, initiated a request to Chief of Naval Operations for the establishment of an Underwater Detection Unit to man the Hydrophone installation.

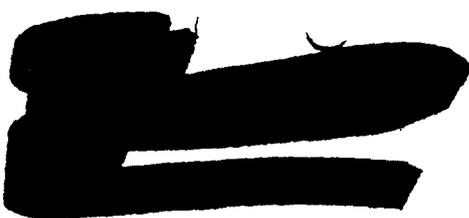
The first officer for the Task Group Commander's Staff, LCDR A. P. Boileau, SC, USN, reported on 10 March. He was the first of six who had been requested for early reporting (by 1 March).¹ This early date was not met, due to a general shortage of officers in the Navy and the short notice (only about two months) given the Bureau of Naval Personnel to procure the officers. By 7 April, five of the six officers had reported and LCDR DeJarnatt of CJTF-132 Headquarters Staff had been slated to be the sixth. LCDR DeJarnatt was working in the Task Group Staff on a full-time basis from early March.

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1. CJTF-132 letter to BuPers (via CNO) dated 6 Feb 1952.

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On 28 April, RAD¹ C. W. WILKINS, USN, reported and assumed command of the Task Group relieving Captain Pahl. Captain Eugene Tatom, USN, Chief of Staff, had reported on 15 April and by 30 April the Staff had reached a strength of thirteen officers and twelve enlisted men. Seven officers and two enlisted men were under orders to report. The twenty-first officer, to complete the Staff, had been nominated. (Officers for the Task Group Boat Pool, a total of 3, are included in the foregoing figures.) A revision in the Personnel Allowance for the Task Group was promulgated on 7 March² establishing the allowed strength at the following figures:

	<u>Officers</u>	<u>Enlisted</u>
Commander's Staff (Officers) and Flag Allowance (Enlisted)	18	14
Boat Pool	3	140

A subsequent revision transferred a billet for Liaison Officer, Forward Area, from the Task Group to CinCPacFlt's Staff. The officer was to report first to ComTaskGroup 132.3 for orientation and afterward be reassigned to CinCPacFlt's Staff to assist in matters affecting the Task Group. A further augmentation was requested by CinCPacFlt in order to provide one officer and twenty-one enlisted men for the Underwater Detection Unit.

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2. BuPers letter Pers A1312 des Serial L 3065 dated 7 Mar 1952.

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A revised allowance promulgated on 24 April³ provided the following strength by units:

	<u>Officers</u>	<u>Enlisted</u>
Unit-1 Commander's Staff (Officers) and Flag Allowance (Enlisted) *Liaison Officer not included	17*	14
Unit-2 Boat Pool	3	140
Unit-3 Underwater Detection Unit	1	21
Totals	21	175

As of reporting date of this installment the status of officers for the Task Group Commander's Staff (and Boat Pool) was as follows:

<u>Primary Duty</u>	<u>Designator</u>	<u>Officer</u>	<u>Expected Reporting Date</u>
Commander	1100	RADM C. W. WILKINS	On board
Chief of Staff	1300	CAPT E. TATOM	On board
Flag Secretary	1102	LCDR A. C. DRAGGE	On board
Flag Lieutenant	1105	LT R. F. MADDEN	5 May
Administrative & Personnel	1102	LCDR D. K. DEJARNATT	1 May
Medical Officer	2100	LCDR C. P. CARLSON, MC	On board
Security-Intelligence	1635	LCDR R. A. KLAHE	On board
Plans & Operations	1100	CDR F. R. BIARD	5 May
Ass't Plans & Operations (AIR)	1300	CDR W. J. FRAZIER	On board

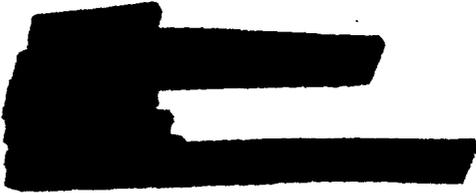
3. BuPers letter Pers A1312-ro Serial L 4396 dated 24 Apr 1952.



RadSafe Officer	5100	LCDR C. A. GRUBB, CEC	15 Jul
Ass't RadSafe Officer	1100	LT W. L. GILL	On board
Logistics Officer	1100	CDR D. BONTECOU	On board
Supply Officer	3100	LCDR A. P. BOILEAU, SC	On board
Communications Officer	1105	LCDR H. C. TONINI	On board
Ass't Communications Officer	1105	ENS H. S. IRONS	6 May
Ass't Communications Officer	1100	ENS E. B. MONTAGUE	21 May
Ass't Communications Officer	1100	ENS R. L. CHRISTENSEN	31 May
OinC Boat Pool	1102	LT W. L. BOND	1 May
Boat Pool Engineer & Maint. Officer	7132	CHCARP. N. "E" ROSS	On board
Boat Pool Engineer & Maint. Officer	7742	BOSN F. J. COOK	On board
Liaison CinCPacFlt Staff	1100	CDR C. R. DELLER, Jr.	On board

B. COMMAND RELATIONSHIPS, TASK GROUP ADMINISTRATION, AND LIAISON

Preparation of Staff Instructions for the Task Group Commander's Staff was begun early in April and a target date of 1 May was set for completion of draft. A tentative staff organization was set up organizing the officers into five staff sections paralleling the five staff divisions of the Headquarters Staff of Commander Joint Task Force 132. (See Staff Organization Chart, App. I).



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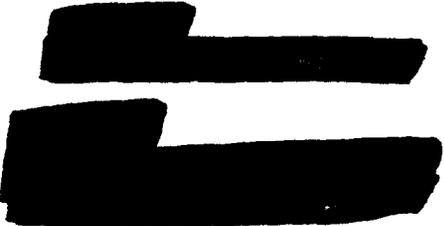
Office space at the Naval Gun Factory was made ready and the personnel of the Staff moved in on 9 April. The equipment was not complete; there was a shortage of telephones and typists desks were substituted for executive type desks but there was sufficient equipment to commence work. While some personnel were left behind in the Task Force Commander's Headquarters or were required to return for frequent conferences, mail pick-ups, and other errands; the move was made complete by the end of this reporting period. Additional equipment required was on requisition with deliveries progressing satisfactorily at the end of the period.

Inquiry was made in the office of the Chief of Naval Operations toward obtaining Navy Department Publications. Since the Task Group Staff is not a standard fleet type organization, an Amphibious Group Commander's (ComPhibGru 1) allowance was selected as a basis for issue; ComTaskGroup 132.3 to receive approximately 50% of that command's allowance, and at least one copy of any publication listed. Letter requests were submitted to CinCPacFlt and certain Pacific Fleet type commanders requesting pertinent publications issued by their offices be furnished ComTaskGroup 132.3.

C. FORMATION OF SUBORDINATE UNITS

Negative.

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SECTION II

A. COST AND FUNDING

As of 30 April \$10,093.96 had been expended to fit out office space for the Task Group Commander's Staff. The military payroll for the period amounted to \$11,576.00.

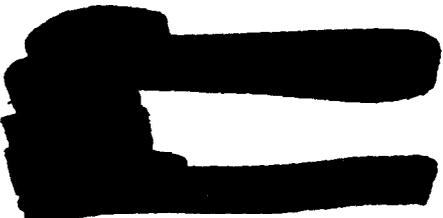
B. PERSONNEL

Certain ships, having been notified of their nomination for service in the Task Group, made requests through their type commanders to the Bureau of Naval Personnel to provide for permanency of personnel, both officers and crews, during their operational period in the Task Force. The Bureau, after consultation with this Staff, agreed on the need for permanency and indicated these requests would receive favorable consideration, setting 15 January 1953 as terminal date for planning.

C. ESTIMATES OF FLEET UNITS OR ELEMENTS, THEIR AVAILABILITY AND THEIR DESIGNATION FOR USE IN T.G. 132.3

Fleet units nominated for the Task Group and the planned tentative task organization at the date (30 April) of this installment were as follows:

<u>Fleet Unit</u>	<u>Approximate Availability Date</u>	<u>Task Unit Assignment</u>
USS CURTISS (AV-4)	1 Aug	132.3.1 Weapons Unit
USS ESTES (AGC-12)	10 Oct	132.3.2 Transport Unit


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USS IST 836	25 Jul	
(2 AP's-unnamed)		
USS OAK HILL (LSD-7)	1 Aug	132.3.3 Boat Pool & Harbor Control Unit
Plus: 5 LCU's	1 Aug	
Task Group Boat Pool		
Underwater Detection Unit		
USS RENDOVA (CVE-114) (including VP, VR, and HS Air Units)	15 Sep	132.3.4 Carrier Unit
(4 DDE's-unnamed)	-	132.3.5 Destroyer Patrol Unit
VP-2 (12 P2V, 2 PBM5A)	1 Sep	132.3.6 Patrol Plane Unit

D. LOGISTICS, INCLUDING BERTHING AND MESSING OF COMTASKGROUP
132.3 PERSONNEL

CinCPacFlt by dispatch on 25 March assigned to certain subordinate commanders of the Pacific Fleet (listed below) the responsibility to initiate proceedings for security clearances ("Q" or NAC) for all personnel in ships of their commands planned for assignment to Joint Task Force 132.

- a. Commander Air Force, Pacific Fleet - for the USS RENDOVA (including HS-2 Detachment and utility aircraft unit) and USS CURTISS.
- b. Commander Amphibious Force, Pacific Fleet - for the USS ESTES, USS LST-836 and the LCU's.



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SECURITY INFORMATION

By same dispatch the Chief of Naval Operations was requested to take similar action in connection with ships expected to come from the Atlantic Fleet and the Military Sea Transportation Service.

Requests for "Q" Clearance accompanied by completed Security Questionnaires were being submitted via this command to CJTF 132 and requests for NAC Clearances were being submitted to the Chief of Naval Operations (Office of Naval Intelligence).

F. OPERATIONAL PLANNING FOR

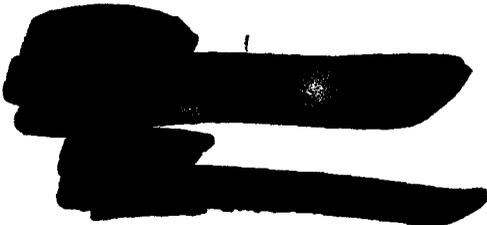
Negative.

G. TRAINING

Negative.



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SECTION III

INITIAL PLANNING IN CONNECTION WITH REQUIREMENTS PECULIAR TO THE JTF 132 MISSION AS FOLLOWS:

A. RADIOLOGICAL SAFETY

On 1 April 1952 Lieutenant W. L. Gill, USN, reported for duty as Assistant RadSafe Officer. From 1 April to 8 April the Radiac instrument requirements of TG 132.3 were reviewed in conference with officers of Office of Chief of Naval Operations (Op-36) and the Bureau of Ships (Code 824E). As a result of these conferences it was decided to make available on about 1 August 1952 at U.S. Naval Shipyard, San Francisco, approximately 120% of the Radiac instrument allowance of ships of the task group as follows:

High Range Survey Meters, AN/PDR T1B	150
Low Range Survey Meters, AN/PDR 27C	90
High Range Dosimeters, IM19/PD or IM20/PD	20 to 50 as available
Low Range Dosimeters, I-19/PD	225
Battery Dosimeter Chargers, PP 311A	25
Electrostatic Dosimeter Chargers, PF 354C/PP	50

For servicing the above it was agreed that 150% spare tubes and 300% spare batteries would be shipped to U.S. Naval Shipyard, San Francisco.

On 15 April, BuShips (Code 592) agreed to make available two One Milligram Radium Sources and one Twenty-five Millicurie Cobalt Source.



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All of the above items are to be shipped to U.S. Naval Shipyard San Francisco, and marked "Hold for CTG 132.3".

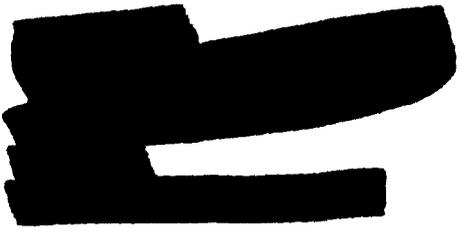
A conference with Mr. C. E. Campbell, Quartermaster, Shop 67, U.S. Naval Shipyard, San Francisco, California, showed that the battery spares for these instruments were inadequate, and as a result this figure was subsequently increased to 500%. Mr. Campbell pointed out certain maintenance instruments, a miniature tube tester and a Radiac battery tester, which BuShips is making available to the Task Group.

On 23 April 1952 Lieutenant Gill made a staff visit to U.S. Naval Shipyard, and the Naval Radiological Defense Laboratory, at San Francisco, California. As a result of a conference there on 24 April 1952 between Commander R. H. Maynard, USN, of CJTF 132 Headquarters Staff, (J-3 Division), Lieutenant Commander C. A. Grubb, CEC, USN, prospective RadSafe Officer of CTG 132.3 Staff, and Lieutenant Gill, it was deemed necessary to install water spray systems to prevent contamination of vessels of TG 132.3.

The subject of continuous water monitoring devices to detect the presence of radioactivity in the lagoon water was discussed with LCDR Grubb and Mr. Campbell. These were considered necessary for several vessels of the Task Group to provide early warning of contamination of water moving in the lagoon. Mr. Campbell and LCDR Grubb are

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working out a design for this purpose.

B. COMMUNICATIONS

The Staff Communication Officer reported on 7 April and consulted with the Staff Communication Division (J-5) of Headquarters, CJTF 132 for orientation.

C. SHIP MODIFICATION OR ALTERATION REQUIRED IN SUPPORT OF JTF 132 MISSION

Negative.

D. SUPPORT OF THE WEATHER PROGRAM, WHILE TASK FORCE IS ASHORE AS WELL AS AFLOAT

Negative.

E. COLLECTION AND FERRYING OF SAMPLES BY AIR OPERATIONS

Negative.

F. SUPPORT OF THE SEISMIC SURVEY, IF ANY

Negative.

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 HISTORICAL INSTALIMENT NO. III

SECTION I

ORGANIZATION

A. TASK GROUP COMMANDER'S STAFF, BOAT POOL AND UNDERWATER DETECTION UNIT.

Seven officers were added to the Staff during the month of May, completing the Staff Organization except for the RadSafe Officer, LCDR GRUBB, who was not due to report until in July. Indoctrination of the Boat Pool Officers in staff planning matters was completed early in June and they were ordered by the Bureau of Personnel, on request of ComTask Group 132.3 to the Amphibious Training Command, Pacific Fleet, at San Diego, California, to assist and participate in the training of the Boat Pool enlisted personnel being assembled and trained in that command and to further report to the Commanding Officer, USS OAK HILL (LSD-7), for duty with the Task Group Boat Pool, when activated. In addition to the staff indoctrination, BOSN F. J. COOK attended a two weeks course in Radiological Defense at the Naval Damage Control Center, Philadelphia, Pennsylvania.

The enlisted Flag Allowance for the Commander Task Group 132.3 was revised by an increase of 28 ratings (24 as an interim allowance to expire 31 December 1952) as follows:

<u>Purpose</u>	<u>Ratings</u>	<u>No.</u>
TG CDR's Barge Crew *Transferred from Boat Pool Allowance	1 BM2*, 1 EN3*, 1 SN	3
Radiac Instrument Maint.	1 ETC, 1 ET3	2
Communicators (Visual)	1 QM1, 1 QM2, 2 QM3	4


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Communicators (Radio)	1 BMC, 1 RM1, 1 RM2, 2 RM3, 1 SA	6
Communicators (Radio)	1 TEC, 1 TE1, 1TE2, 2 TE3, 1 SA	6
Officers' Mess (Flag Mess and Flagship Wardroom Augmentation)	1 SD1, 1 SD2, 1 SD3, 2 TN, 2 TA	<u>17</u>
	Total	<u>28</u>

The above personnel were being assembled at the Amphibious Training Command, Pacific Fleet, Amphibious Base, Coronado, San Diego, California, for training and security clearance processing. Their services are not required in Washington so they will be transferred direct to the Task Group Flagship, when it is ready to receive them, probably in early August.

Build up of personnel strength of the Boat Pool was carried out during this period, with 2 minor changes being made in its personnel allowance as follows:

- (1) To provide greater metal working skills, 6 metalsmiths were added.
- (2) To keep the total strength at the level of 140 the allowance was reduced by 2 damage controlmen, 2 electrician mates and 2 ratings (1 BM2 and 1 EN3), for the Task Group Commander's Barge Crew, were transferred from the Boat Pool allowance to the Flag Allowance as noted above.

The Underwater Detection Unit was being assembled and trained at the Amphibious Training Command in same manner as the Boat Pool. The prospective officer-in-charge, LTJG Roy E. Clymer, Jr., on request of the Commander Amphibious Training Command (to CTG 132.3 and passed on



[REDACTED]

to BuPers), was issued a modification of his orders, directing him to report to that command to assist in the training of the Unit, in lieu of proceeding to ENIWETOK as first ordered. He was due to report to ComPhibTraPac on 26 June.

E. COMMAND RELATIONSHIPS AND TASK GROUP ADMINISTRATION.

The Task Group Operation Plan (CTG 132.3 OpPlan No. 1-52) to implement the Task Force "onsite" Operations Plan (CJTF 132 OpPlan No. 2-52) was promulgated on 6 June 1952.

The Task Organization of the Task Group provided for the following subordinate elements and units:

- (a) Weapons Element
- (b) Transport Element
- (c) Service and Harbor Control Element
- (d) Destroyer Element
- (e) Convoy and Escort Element (Movement only)
- (f) Carrier Unit
- (g) Patrol Plane Unit

The Task Group remained as an organization on paper only, at the end of this reporting period. However, all ships, small craft and air units, except for 2 AP's and 2 AK's, had been nominated for service in the Task Group and were shown in the Task Group Organization contained in the Operation Plan.

The Task Group Commander's Staff continued functioning at Washington, D.C., and arrangements were made with OPNAV for retaining present office

[REDACTED]



space until 1 September 1952. At the same time plans were being drawn for movement to sea. By these plans the Task Group Commander will move to the USS CURTISS (AV-4) with a small "operational staff" in August for movement to the Forward Area, and later transfer his flag to the USS RENDOVA (CVE-114) when that vessel arrives at ENIWETOK. The remainder of the Staff will move direct to the RENDOVA at same time the operational staff moves to the CURTISS. Planned date for the movement is 26 August 1952.

The first half of this reporting period was devoted primarily to preparation of the Operation Plan while the latter part of the period was spent in study of implementing details, that would be required to carry out the Plan, and the prospective material status of the ships at the expectant time of reporting to the Task Group. In this connection, several staff visits were made to fleet activities - including a visit to CinCPacFlt and the ENIWETOK area by the Task Group Commander accompanied by three members of his Staff. Visits also were made to some of the ships expected to serve in the Task Group. In connection with the material status of the ships on their reporting to the Task Group, CinCPacFlt made known his policy that it was considered the responsibility of the type commanders to have the ships prepared for the operation and authorized the Task Group Commander to make task group requirements known to the type commanders. This policy is in accordance with usual Navy procedures and practices within the fleets. Type commanders are assigned responsibility for the readiness of the ships under their command to perform their missions.



[REDACTED]

[REDACTED]

C. FORMATION OF SUBORDINATE UNITS.

No subordinate elements or units of the Task Group were formed during this period. Actually, all units of the Navy Task Group, with the exception of the Commander's Staff, Boat Pool and Underwater Detection Unit, are regularly organized units of the Fleet which are to be diverted from normal fleet employment to operate in the Task Group. Task Elements and Task Units are to be activated as component ships or other units report to the Task Group Commander, the first of which is expected to be the USS OAK HILL (LSD-7), on arrival in ENIWETOK late in July.

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SECTION II

PLANNING AND PROGRESS

A. COST AND FUNDING.

Cost Reports - Task Group costs attributable to IVY as reported for May 1952 were:

Operating	15,287.00
Capital	<u>753.00</u>
	16,540.00

Cumulative costs through 31 May 1952 were:

Operating	27,963.00
Capital	<u>10,247.00</u>
	38,210.00

Extra Military Fund Requirements, FY 1953 - In response to a directive, a listed estimate of extra military requirements for the Task Group during FY 1953 was submitted to Commander Joint Task Force 132 on 11 June 1952. The total of the estimates was \$74,500, the bulk of which would be required to represerve small craft depreserved for Operation IVY.

B. PERSONNEL POLICIES AND PERSONNEL ADMINISTRATION.

Aside from the Task Group Commander's Staff and Enlisted Flag Allowance, the Boat Pool and the Underwater Detection Unit, personnel administration will remain with the Fleet type commanders for all ships and units assigned to the Task Group.

A recommendation was made to, and approved by Commander Service Force, Pacific Fleet, in his capacity as Fleet Personnel Officer, to have personnel accounting for the above named units to be handled as follows-

Enlisted Flag Allowance - by the Task Group Flagship (USS RENDOVA)



Boat Pool - by the USS OAK HILL

Underwater Detection Unit - by the USS OAK HILL

A study of the availability of steward branch ratings to serve officers messes and in caring for officers rooms in the USS ESTES, USS CURTISS, and USS RENDOVA during the evacuation period was undertaken and a letter sent to the Commanding Officers on 13 June 1952 inviting comment and recommendations. It appears that extra men may be required in these ships to insure adequate service.

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C. LOGISTICS.

During May and June preliminary planning was initiated for the logistic support of the Navy Task Group. Logistic files were set up covering supply and fiscal matters, ship alterations, ship repair, and various other logistic matters.

In the middle of the May-June period the Logistics Officer accompanied the Task Group Commander and other members of the Staff on a trip to the Forward Area. The trip included a stopover in Hawaii where staff conferences were held with CinCPac/CinCPacFlt and ComServPac. Much was accomplished in these and other conferences in KWAJALEIN and ENIWETOK in discussing logistics requirements for the forthcoming operation. Drafts of logistics annexes to Task Group Operation Plan (No. 1-52) were reviewed in these conferences. On return from the trip these OpPlan annexes were completed and issued with the completed Operation Plan of 6 June. The Logistic group of annexes prepared by the N-4 section included the following.

SECRET
SECURITY INFORMATION

- G. Administrative and Financial
- H. Logistical
- M. Shot Period Evacuation Plan
- O. Official Observer Plan

A list of important logistical matters occurring during this reporting period are given below:

(1) Aircraft Allowance for CVE - ComAirPac announced by letter on 20 May the number of aircraft, officers and men, (indicating their parent activities) that would be attached to the USS RENDOVA. On 18 June a request was submitted to ComAirPac that external fuel tanks be provided for the VP(N) type aircraft furnished.

(2) Aircraft Allowance for Patrol Squadron - While the number of planes had been fixed at 12 P2V and 2 PBM5A, studies were continued regarding material and other equipment. An ammunition allowance was established by ComAirPac and submitted to OPNAV for approval on 28 May.

(3) Afloat Services for Task Group Ships - On 4 June ComServPac, with concurrence of ComTaskGroup 132.3, made recommendation to CinCPacFlt regarding POL, water cargo, reefer, and towing services to be rendered for support of the Task Group during the afloat phase of Operation IVY.

(4) Radiac Equipment - About 12 June, BuShips summarized action on availability of equipment announcing about 50% availability of most items with more items to be available on completion of continental tests. About 15 June BuShips began authorizing distribution of stocks from Naval Shipyard, San Francisco, California, on receipt of ships requisitions through their type commanders.

(5) Boat Pool Spare Parts - On 5 June BuShips approved and forwarded to Naval Supply Depot, San Diego, California, a list of technical spare parts for boats submitted by this command on 28 May. In letters of 5 and 7 June, the USS OAK HILL was requested to procure certain items for boat pool support. ComServPac was requested to provide \$14,000 to finance this procurement and gave approval by dispatch on 20 June. Spare Engines for AVEs were requested of BuShips by letter of 28 May. BuShips approved the request and passed to Naval Shipyard, Mare Island, California and Naval Station, San Diego, California, for implementation, but reduced the number from 4 to 2 due to general shortage of AVR type engines in naval supply system. The reduction was accepted by this command on 23 June.

(6) Landing Craft Handling Equipment - On 13 June, a Jeheemy (Landing Craft Carrier) was requested for use at ENIWETOK. CJTF-132 passed the request to ComServPac by dispatch on 18 June and it was found that the item was available on a loan basis, subject to approval by BuShips. An additional request for bulk materials to cradle and shore small craft on evacuation was submitted to CJTF-132 on 9 June, estimated cost: \$6,000. Final action was not taken at the end of this reporting period.

(7) Admiral's Barge and Staff Boat for Flagship - Two 24-foot personnel motor boats, one fitted as a barge, were requested for the Task Group flagship. OPNAV approved and forwarded the request to BuShips for implementation on 30 June.

(8) Flag Mess Equipment - On 11 June a letter was dispatched to the USS RENDOVA and USS CURTISS, prospective flagship and temporary flagship, respectively, outlining requirements for the flag mess when the Task Group Commander and Staff would be embarked.

[REDACTED]
[REDACTED]
[REDACTED]
(9) RadSafe and other Special Clothing for Staff - In letters of 23 and 24 June RadSafe and other special clothing requirements of the Staff were submitted to the USS RENDOVA, prospective Task Group flagship, requesting that vessel to initiate procurement action.

(10) Staff Vehicles - A staff allowance of 1 jeep ($\frac{1}{2}$ ton 4 x 4) was received from CJTF 132, the vehicle to be available at ENIKETOK. A Navy jeep was requested for the Task Group Commander's flagship to carry, when he is embarked, in lieu of a sedan as provided in OPNAV directives.

(11) Task Group Commander's Office Space in Washington - On 2 June, OPNAV approved retention of present office space at Naval Gun Factory until 1 Sept 1952.

(12) Staff Allotment Afloat - On 10 June a quarterly allotment of \$500.00 for the Staff when afloat was requested from BuShips via CinC-PacFlt. An estimate of \$1,315.00 was submitted to OPNAV (Op-284) as the amount of money to cover support required during July - August while the Staff remained in Washington.

(13) Security Cameras - On 23 June, ComCruDesPac was requested to furnish 1 Press type camera to each of the 4 DDEs to be assigned to the Task Group.

(14) Shipboard Beverage Vending Machines - On 25 June, a letter was dispatched to prospective evacuation ships requesting that steps be taken to provide ample carbonated beverage vending machine facilities, having in view probable increased consumption by ship's crew as well as extra needs of the passengers under tropical weather conditions.

(15) Travel and Transportation - Routine airlift and water transportation requirement reports were submitted as required. Task Group

[REDACTED]

[REDACTED]

Requirements are small with following in prospect at end of this reporting period:

(a) Air lift - An advance element of 1 officer and 21 men of Boat Pool to Forward Area on 15 July. An advance element of 1 officer and 10 men of the Underwater Detection Unit to Forward Area on 15 July.

(b) Water lift - An undetermined number of officers and men of the Patrol Squadron (PATRON 2) to KWAJALEIN in August.

Transportation was furnished for 16 sets of travel orders. An allotment for the first quarter, FY 1953, was requested in the amount of \$3,000. The allotment for fourth quarter, FY 1952, was \$5,500.

D. SECURITY AND INTELLIGENCE.

(1) Because of the extremely large volume of classified information which had to be handled by members of CTG 132.3 Headquarters personnel it was imperative that immediate steps be taken to adequately clear all Officers and Enlisted Personnel in accordance with existing service requirements. "Q" Clearances have been requested for all officers, clerical, and communications personnel of the Staff and when received will provide a basis for issue of permanent Top Secret Clearance.

(2) By 15 May 1952 all personnel assigned to the Staff were either recipients of active "Q" Clearances or were cleared up to Secret pursuant to current service regulations. Eight of seventeen officers presently attached to the Staff are holders of valid "Q" Clearances. Requests for AEC "Q" Clearances for the remainder have been pending for thirty to sixty days. Of the fifteen enlisted men attached to CTG 132.3,

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six hold "Q" Clearances. Requests for the remainder have been pending for thirty to sixty days.

(3) As of 25 May 1952 records in the files of the N-2 Section reflect that on an overall basis, J-2 Section of JTF 132 is currently processing one-hundred sixty-six requests for "Q" Clearances for Task Group 132.3. A total of thirty-seven "Q" Clearances has been issued to date.

(4) The Office of Naval Intelligence has received, and to date processed, a total of sixteen hundred twenty requests for National Agency Checks which were forwarded by various ships and units as prospective members of Task Group 132.3. It is considered that the sixteen hundred twenty NAC's completed represent approximately 35% of those required in this operation.

E. RADIOLOGICAL SAFETY

On 23 May, CinCPacFlt stated that he considered the employment of ships in Task Group 132.3 to be routine as regards radiological defense requirements, and that he desired his type commanders to obtain their radiac instruments through routine channels and to train personnel in radiological defense through established training commands.

To eliminate the necessity of redistributing the pool of instruments already assembled at NSY San Francisco, OPNAV (Op-365) directed BuShips to fill radiac allowances of Task Group 132.3 ships from this pool as requests come in from type commanders. A small reserve of instruments will be maintained by ComTaskGroup 132.3 for replacement of inoperative instruments within the Task Group and to take care of last minute additional needs of the Task Group.

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F. COMMUNICATIONS.

On 11 May 1952, LCDR H. C. Tonini, the Staff Communications Officer, made a staff visit to the USS RENDOVA at San Diego, California. As a result of a conference with the RENDOVA Communication Officer, plans were formulated for an embryo frequency plan and the allocation of communication spaces to the staff.

The necessary electronics equipment required by the Coast Guard to monitor the unattended Loran Station on ENIWETOK during the shot phase is on board the RENDOVA and available for Coast Guard use. CJTF-132 was notified by CTG 132.3 by letter of 20 May 1952 of the availability of this equipment.

A request for frequency assignments was made and submitted to CJTF-132 by letter on 20 May 1952.

A list of special electronics equipment and necessary modifications of Navy ships for participation in Operation IVY were informally presented to CJTF-132 who in turn requested such equipment and modifications in a letter of 26 May 1952 to the Chief of Naval Operations.

The installation of this special equipment and modifications as requested was approved by OPNAV and BuShips was directed to arrange availability schedules for the ships involved through the type commanders.

Correspondence was initiated to insure that each of the ships which are to have AN/TRC-3 electronics gear on board (ESTES, CURTISS, and RENDOVA) should have at least 2 electronics technicians qualified in maintenance of this gear. If ships did not have men so trained, they could be given a course in AN/TRC-3 maintenance at the U.S. Army Electronics

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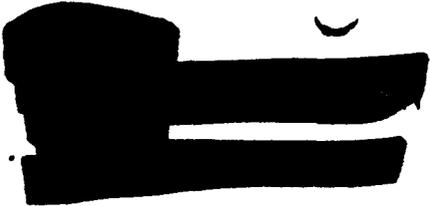
School at Fort Monmouth, New Jersey, on quotas obtainable through CJTF-132. CinCPacFlt authorized the ships to make men available for the training if required.

The requirements for enlisted communication personnel : Flag Allowance for forward area operations were determined and the establishment of an allowance requested.

During the period of this report, communication traffic addressed to this Task Group started to flow and the communication files were established. Registered publications were drawn to carry on communication business and to aid the various staff members in writing the various annexes of the Task Group Operation Plan.

G. TRAINING.

Enlisted personnel for the Boat Pool, Underwater Detection Unit and those ratings for the Flag Allowance not required in Washington, were assembled at the Amphibious Training Command, Amphibious Base, Coronada, San Diego, California, at the direction of CinCPacFlt. Completion of training of Boat Pool and Underwater Detection Unit was expected about 11 July with transfer of personnel to the USS OAK HILL to be effected prior sailing of that vessel from San Diego for ENIWETOK about 14 July. Personnel for the Flag Allowance would be transferred to the prospective flagship, USS RENDOVA, when that vessel is available to receive them later in July or early August. These personnel will receive further training with ship's company pending arrival of the Staff in the flagship.



Officers for the Boat Pool, having been given an indoctrination with the Task Group Commander's Staff, were made available to Commander Amphibious Training Command for further training and to assist in the training of the enlisted personnel of the Boat Pool. The officers involved were: LT W. I. Bond, USN, CHCARP N. E. Ross, USN, and BOSN F. J. Cook, Jr., USN. ComPhibTraPac accepted and the transfer was effected in Mid-June.

On request from Commander Amphibious Training Command, for the services of the prospective officer-in-charge of the Underwater Detection Unit, (LTJG Roy E. Clymer, Jr., USN) BuPers was requested to modify his orders so that he would report to that command prior proceeding overseas to ENIWETOK. At time original orders had been prepared on LTJG Clymer, location of the assembly and training of the Underwater Detection Unit had not been made known to BuPers or this command.

CJTF-132 obtained from OPNAV and allocated to this command quotas to send 5 officers of the Staff to classes of the Special Weapons Orientation Course, at Sandia Base, New Mexico. The officers to attend would be senior officers, section heads or holders of key billets. Quotas were received, 1 for each class, for 5 classes convening during July and August. CDR F.R. Biard, USN, Plans and Operations Officer was designated to fill the first quota, class convening 8 July 1952.



SECTION III

OPERATIONAL PLANNING

A. MOVEMENT TO AND RENDEZVOUS IN THE FORWARD AREA.

As time for the operational phase of Operation IVY draws nearer, the reporting of ships and units to the Task Group becomes a matter of anticipation. Current fleet employment of most units dictate their arrival at or near the operating area before such reporting. Exceptions expected are the USS LST 836, expected to report at Pearl Harbor and the USS CURTISS which may report at San Francisco, for movement to the operating area and subsequent operations. It was known, also, that the USS RENDOVA would be in San Diego, California, to load aircraft of Task Group 132.4 for transportation to the Forward Area. It is expected that the Task Group Commander's Staff, less the Task Group Commander and a small operational staff embarking in the USS CURTISS, will move to the RENDOVA on 26 August, probably at San Francisco.

B. SECURITY PATROLS, SURFACE AND AIR

Planning for Security Patrols is covered in following annexes to Task Group Operation Plan No. 1-52:

Annex R - Surface Search Plan

Annex S - Aerial Search and C.A.P. Plan

Annex T - Contact Identification and Development Procedure

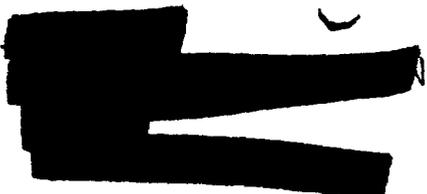
Annex U - Air Defense Plan

As of the end of the period, Annex U was still under preparation.

The plans call for surface search and anti-submarine patrols in the vicinity of ENIMETOK Atoll to be carried out by 4 DDEs, sweeping with radar and sonar in accordance with type directives.



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Air search and anti-submarine patrols will be carried out by planes of the patrol plane unit covering the ENIWETOK Danger Area.

Combat Air Patrols will be carried out within the ENIWETOK Danger Area by fighter planes from the USS RENDOVA.

Toward an improvement in capability for air, by letter of 17 June a recommended change in fighter aircraft assigned to the USS RENDOVA was made to ComAirPac. It was recommended that 6 F4U-5N be furnished in lieu of 4 F6F-5N, and that a corresponding increase in pilots from 4 to 8 be provided.

C. INTRA-ATOLL TRANSPORTATION

Planning for Intra-Atoll Transportation was covered in Annex L - Boat Pool and Harbor Control Plan to the Task Group Operations Plan No. 1-52.

The plan envisions control of ship movements within the ENIWETOK Lagoon; harbor entrance surveillance, intra-atoll ferry service, ship-shore cargo movement and maintenance of small craft. Evacuation, beaching or moving of small craft during the shot phase is included. Assistance to Task Group 132.1 Boat Pool and provision of boat service to Task Group 132.2 security missions also, is included. An AVR will be maintained for Search and Rescue availability at all times.

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D. EVACUATION

CDR Biard, Staff Plans and Operations Officer, attended a Task Force conference at Los Alamos, New Mexico on 10 June in connection with evacuation planning.

On 9 June a list of items and materials to be used in the evacuation of small craft was submitted by letter to CJTF-132, requesting they be shipped to ENIWETOK for ComTaskGroup 132.3.

A letter was submitted to CJTF-132 on 13 June pointing out that it might not be practicable to evacuate all small craft during MIKE shot and proposed lifting some LCM's from the Lagoon and storing them on ENIWETOK. A "Jaheemy" (Landing Craft Carrier) was requested for use in such operations.

ComTaskGroup 132.1's "Concept of Operations" was received during this period. In regard to evacuation, an exception was made to plans for employment of a DDE to evacuate the Firing Party from the shot island and other personnel from PARRY with a further transfer to the ESTES to take place at sea. By letter of 18 June, it was recommended that, in lieu of a transfer at sea, the evacuation from PARRY be made to the ESTES by helicopter. The DDE could lift the firing party from the shot island to PARRY. Prevailing sea conditions for the time of year render a transfer at sea between the ships concerned a hazardous operation.

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In connection with implementation of the Task Force Shot Phase Evacuation Plan, letters were sent on 24 June to:

Headquarters Commandant, JTF 132 (regarding Task Force Headquarters personnel)

[REDACTED]

[REDACTED]

Commander, Task Group 132.1 (regarding Task Group 132.1 personnel)

Commander, Task Group 132.2 (regarding Task Group 132.2 personnel)

Each activity was requested to furnish names of cabin class personnel, giving their precedence, and key personnel of troops, to be evacuated, and other data needed by the ships to plan for accommodating the evacuees. Conferences with Commanding Officers of the ships concerned were suggested as a further measure to iron out details.

As ships from MSTS were not yet named and probably would be unavailable for conferences until they arrived in the forward area, it was suggested that information for, and questions concerning, those ships be furnished Commander, MSTS, Pacific, whose headquarters is in San Francisco, California.

E. OPERATIONS DURING SHOT PERIODS

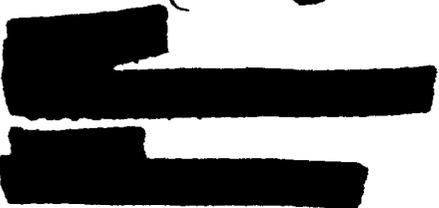
Operations during the shot period were covered in the Task Group Operation Plan. While evacuation would be a major effort of the Task Group during shot periods, an intensification of security measures, air and surface, will be required and are included in the planning.

Movement of the Task Group to avoid radioactivity hazards and at the same time manning all radiological defense equipment is a paramount consideration consistent with gaining a safe reentry to the atoll for purposes of obtaining scientific data on the results of the shots at the earliest practicable moment.

F. RE-ENTRY

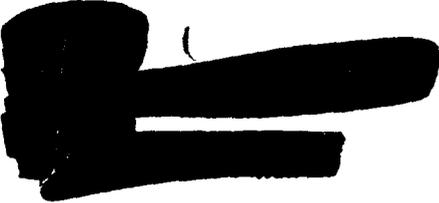
Plans for Re-entry Operations were covered in Annex N to the Task Group Operation Plan.

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The mission in this planning is to make an immediate surveillance to determine the nature and extent of radioactivity, if any, in the area, having in view gaining a re-entry to the area for scientific personnel to recover instruments and obtain scientific data as soon after the shots as practicable.

It was considered that helicopter pilots might be exposed to radiation and their availability limited by the exposure limitations. To provide for this contingency, it was recommended to CinCPacFlt by letter of 11 June that 100% spare helicopter pilots be provided.



SECTION IV

OTHER PERTINENT INFORMATION

A. STAFF VISITS

Staff visits were made to the USS OAK HILL (LSD-7), which had been nominated for service in the Task Group. Primary mission of this ship will be as a mother ship for the Boat Pool. The visits were made by the Chief of Staff (Captain E. Taton), Prospective Officer-in-Charge of the Boat Pool (LT W. L. Bond), and the Prospective Assistant to the Officer-in-Charge as Boat Repair and Maintenance Officer (Chief Carpenter N. E. Ross). Chief aims of these visits were to determine the ship's capabilities and any needs for increased capabilities for its mission in support of the Boat Pool. It was found that repair facilities were limited and that a currently authorized ship alteration, to provide improved shop spaces and equipment, had not been accomplished in this vessel. However, with the removal of a half deck and water barrier which had been installed for special operations, restoring full docking space lift capacity, and the acquisition of material, equipment and tools, the ship can do the job. Requisitioning of spare parts for boats, (hull and engine) was recommended.

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The Task Group Commander and three officers of his Staff accompanied the Task Force Commander and a party of officers and officials from Headquarters of the Task Force and Task Groups 132.1 and 132.4 on a Staff visit to ENIWETOK via Albuquerque, New Mexico, Travis Air Force Base, California, Hickam Field, Honolulu, T. H., and KWAJALEIN, M. I. 24 May to 5 June.





The Task Group Commander proposed by speedletter on 13 June, a conference with ComAirPac, ComPhibPac, and ComPhibTraFac on 9 - 10 July with visits to the USS CURTISS, USS RENDOVA, USS OAK HILL, and USS ESTES, as practicable. On 26 June, the Task Group Commander found he would be unable to make the trip and notified the commands concerned that the Chief of Staff would represent him.

E. RECREATION

On 9 June a letter request was submitted to CTF 132 that JAPTAN be designated as a recreational area to augment recreational facilities on ENIYETOK. This request followed a visit to the area by the Task Group Commander and talks with officers of the Task Force Headquarters and ComTask Group 132.2. In making the request the Task Group Commander agreed to take initiative in its further development upon his arrival at ENIYETOK, expecting accomplishment of certain preliminary work by ComTaskGroup 132.2.

By letter to Commanding Officer of following ships: USS ESTES, USS RENDOVA, USS CURTISS, USS OAK HILL, USS AGAWAM, USS LST 836, and Commander Escort Destroyer Division ELEVEN, Capt. J. S. HOTLWICK, Jr., (CO of USS ESTES) was announced as senior member of an informal Task Group Recreation Council to formulate plans for establishment of recreational facilities on JAPTAN, and above addressee, less CURTISS, were to appoint 1 officer and 1 enlisted man as member of this council. **BEST AVAILABLE COPY**

The CURTISS was directed to take similar action regarding the island of AARAAMEIRU, as the CURTISS will be in an anchorage far removed from the remainder of the Task Group and JAPTAN Island, while AARAAMEIRU is available for recreation and more accessible to the CURTISS.



All ships were cautioned to provide ample recreational gear, particularly soft ball and volley ball equipment. They were also directed to carry an adequate supply of beer (30 days supply upon reporting to the Task Group at ENIWETOK) for issue to recreation parties.

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HISTORICAL INSTALLMENT NO. IV

SECTION I

ORGANIZATION

A. TASK GROUP BUILD-UP

The Task Group Commander's Staff reached full strength on 17 July 1952 with reporting of ICDP C. A. Grubb, CRC, USN, as Staff Radsafe Officer.

The Flag Allowance of enlisted personnel reached approximate full strength about 1 August. On completion of processing for security clearances and preliminary training at the Amphibious Training Command, Naval Amphibious Base, Coronado, California, (PhibTraPac), a total of 30 men were transferred to the prospective flagship, USS RENDOVA (CVT-114) early in August. When combined with the 14 men on board with the Staff in Washington, D. C., this represented an excess of 2 over the prescribed allowance of 42. The extra ratings, both in communications, could still be lost before operation time and 1 man of another rating group was lost when it was discovered, after his transfer to the flagship, that he was eligible for release to inactive duty. Replacement was requested 18 August and was in sight at the end of the period. The movement of the Staff to the Flagship on 26 August allowed personnel accounting to become centralized in the flagship, although it was necessary to detach 18 men on temporary duty to accompany the Task Group Commander and a small operational staff in the USS CURTISS (AV-4) in which he embarked on 26 August instead of the RENDOVA. It had been decided that the Task Group Commander would embark in the CURTISS and sail in that vessel to the forward area, while shifting the Task Group Administration to the RENDOVA, pending arrival of the RENDOVA at ENIWETOP.

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The USS CURTISS reported for operational control on 27 August and the Weapons Element (Task Element 132.30) became active. For her departure from the West Coast on 29 August, 2 destroyers were provided for her escort by Commander, Cruiser-Destroyer Force, Pacific Fleet (ComCruDesPac), and the Convoy and Escort Element (TE 132.34) was activated.

The CruDesPac Destroyers would go only as far as a rendezvous near Oahu, T. H., where they would be relieved by CortDesDiv 11, due to report at that time to the Task Group as the Destroyer Element (TE 132.33), which occurs in the next reporting period.

The Task Group Commander's arrival and hoisting his flag in the CURTISS marked the active being of the Task Group as a full fledged sea-going unit. Previous to this, certain units and elements had become active. The first of these was the USS AGAWAM (AOG-6), which with the YOG-69 and YON-146 comprise the Fueling Unit (TU 132.32.2). The AGAWAM arrived at Eniwetok and reported by dispatch for operational control on 7 July. The Commanding Officer was directed to assume command of the Service and Harbor Control Element (TE 132.32) and act as CTG 132.3 Representative in the Forward Area, until arrival of a more senior officer of the Task Group. He was relieved as CTG 132.3 Representative by the Commanding Officer, USS OAK HILL (ISD-7) on arrival of that vessel on 30 July. The YOG-69 and YON-146 arrived under tow at Eniwetok on 20 July completing the makeup of the Fueling Unit (TU 132.32.3), although the AGAWAM was away at that particular time on a temporary mission to Kwajalein, from which she returned on 30 July.

The arrival of the OAK HILL included embarked personnel of the Boat Pool and Underwater Detection Unit - some of whom: 1 officer for each

[REDACTED]

unit and 21 and 10 enlisted men, respectively, had preceded the ship by air, arriving 17 July. The Commanding Officer, in addition to relieving the Commanding Officer of the AGAWAN as CTG 132.3 Representative assumed his normal role as Commander, Service and Harbor Control Element (TE 132.32) which then included the following Task Units:

- 132.32.0 - USS OAF HILL
- 132.32.1 - Boat Pool
- 132.32.2 - Fueling Unit
- 132.32.5 - Underwater Detection Unit

The USS IST 836 reported for operational control at Pearl Harbor on 4 August, representing the first unit of the Transport Element to report (TU 132.31.1) The ship was directed to further report to Commander, Hawaiian Sea Frontier (ComHawSeaFron) for movement control in connection with a logistic voyage to the weather station islands: Kusaie, Majuro, Ponape and Bikini (with a stop at Eniwetok before going to Bikini), pending arrival of CTG 132.3 in the forward area.

The USS ESTES (TU 132.31.0) reported for operational control at San Francisco, California on 27 August and departed on 29 August for Eniwetok. Arrival of the ESTES would activate the Transport Element (TE 132.31) about mid-September.

The Destroyer Element was not activated during this period but was due to report at Pearl Harbor on or about 1 September as mentioned above in connection with the Convoy and Escort Element.

The Carrier Unit and the Patrol Plane Unit were in final stages of readiness at the end of this reporting period and both were expected to report in early September. The Carrier Unit (USS RENDOVA) was at San Francisco, California, with Task Group Command Administration embarked.

[REDACTED]

[REDACTED]

The Patrol Plane Unit arrived at Kwajalein on 29 August, less one aircraft delayed in connection with a testing program (Project 6.7a) for CTG 132.1.

B. TASK GROUP LIAISON

Task Group Liaison Activities during this period were numerous.

On 8-9-10 July the Task Group Commander participated in a Presentation to (inCPacFlt by CJTF 132 and Staff Conferences on Task Force and Task Group matters with that command.

On 9-10-11 July, the Chief of Staff made visits to Commander Air Force, Pacific Fleet, (ComAirPac), Commander Amphibious Force, Pacific Fleet (ComPhibPac), and visit to the USS RENDOVA on Task Group matters.

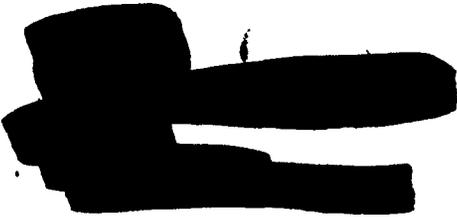
On 12 July the Staff Operations Officer attended a conference at Los Alamos, New Mexico, with members of CTG 132.1 Staff, on Evacuation and other Task Force matters.

On 21 July the Staff Assistant RadSafe Officer made a staff visit to Los Alamos, N.M., continuing to San Diego and San Francisco, California, conferring with staff members of CTG 132.1, ComMSTSPac, ComCruDesPac, and officials of Scripps Institute, La Jolla, San Diego, California, on Task Group RadSafe matters.

The Staff Logistics Officer attended a conference in San Francisco, California, 30-31 July, held for representatives of CJTF-132, ComMSTSPac and CTG 132.1 regarding plans for evacuation of Task Force personnel and equipment in MSTs vessels to be assigned to the Task Group to carry out this Joint Task Force mission.

On 11 August the Staff Supply Officer attended a conference at Los Alamos, N. M., held by CTG 132.1 to discuss shipment of nuclear components.

[REDACTED]



On 1 July it had been proposed to ComAirPac that the Commanding Officer of PatRon TWO made liaison contact with JTF 132 Liaison Officer at Travis Air Force Base and Naval Supply Center (NSC), Oakland, California in connection with the overseas movement of the squadron and also to contact ComTaskGroup 132.4 in connection with coordinating use of communication facilities at Naval Station, Kwajalein (NavSta, Kwajalein) during the operational phase of IVY.



II STATUS OF PLANNING AND PROGRESS

A. BUDGET AND FISCAL MATTERS OF TG 132.3

1. Travel and Transportation Funds for 1st Quarter Fiscal Year 1953.

By letter, CTG 132.3 serial 045 of 17 June 1952, the following allotment of Task Force funds was requested:

Travel	- \$2,500.00
Transportation	- 500.00

When decision was made to move advance echelons of the Task Group Boat Pool and Underwater Detection Unit to Eniwetok by air it was necessary to request augmenting funds. This was done by letter, CTG 132.3 serial 0104 of 10 July 1952, which requested an additional \$2,500.00 for travel through 30 September. In addition, it was decided to charge travel costs of certain Bureau of Ships (BU'SHIPS) temporary additional duty washdown system engineers to Task Group funds and to increase the number of TDY assignments as the operational phase of IVY approached. This required a request for an additional \$3,500.00 which was submitted by letter, CTG 132.3 serial 0191 of 6 August 1952. This made a total of funds available for the 1st quarter as follows:

Travel	- \$2,500.00
Transportation	- 500.00
Total	- \$9,000.00

2. Other Task Force funds for TG 132.3.

During the period there were no additional allotments granted to TG 132.3 by CJTF 132 from TF funds. There were, however, several project orders and allotments granted to naval activities performing work for or on naval units assigned to JTF 132 operations. These included:

[REDACTED]

[REDACTED]

a. \$3,000.00 to BuShips to finance cost of fabrication of suitable equipment for shipboard handling and use of a 7.5 curie source.

b. \$1,046.00 to Naval Shipyard (NSY), San Francisco, California, to finance fabrication of power supply cables for RENDOVA.

c. An additional \$2,000.00 to a \$25,000.00 previously granted BuShips to finance ships washdown installations. This addition was made necessary because of addition of four vessels to the TG.

d. \$5,000.00 granted to SAN FRAN NSY, for ARC-1 installation in RENDOVA.

e. \$29,000.00 to SAN FRAN NSY for modifications to RENDOVA.

f. \$5,000.00 to MARE IS NSY for modifications to ESTES.

3. Funds from Navy sources for TG 132.3.

a. BuShips Flag Allotment - BuShips 292031Z July 1952 granted a flag allotment of \$200.00 per quarter for T.G. staff expenses afloat. This represented a reduction from our request for \$500.00 made through BuShips confusing CTG 132.3 with CJTF 132 who had previously been granted a commissioning allotment of \$9,850.00. Contact was made in this matter with BuShips, Code 404D on 29 July and it was agreed that the allotment would be increased to \$500.00 as originally requested.

b. Other Navy Funds for TG 132.3

(1) BuShips granted NSG, Oakland \$5,000.00 to finance procurement of materials for shoring of small craft at evacuation. This

[REDACTED]

[REDACTED]

[REDACTED]

material was expected to leave Oakland 12 September 1952 (Requested by CTG 132.3 letter serial 38 of 9 June 1952).

(2) Bureau of Aeronautics (BuAer) furnished MARE IS NSY \$42,600.00 to finance outfitting of 2 - 63' AVR's. This money was granted in increments of \$38,000.00 (BuAer 1714282 July) and \$4,600.00 (BuAer 2520552 July). This second increment was necessary since MARE IS NSY failed to quote a figure for labor and material costs but gave material cost only.

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(3) BuShips provided \$20,000.00 to MARE IS NSY to cover modifications and installations in the USS FSTFS as requested in JTF 132 ltr AG/O 2938 of 1 July 1952.

(4) BuAer provided \$10,500.00 to ABSD, Port Hueneme, for reefers and generators for Japtan Island recreation area.

(5) Bureau of Naval Personnel (BuPers) granted \$2,000.00 from nonappropriated recreation funds to finance procurement of materials for Japtan Island recreation area construction.

[REDACTED]

B. PERSONNEL POLICIES AND ADMINISTRATION

The personnel picture was affected by the commencement of planning for the subsequent operation (CASTLE) in that it became certain that the Task Group Commander's Staff would be returned to Washington, D. C., after IVY.

On basis of the original concept that it would be formed in Washington but be disbanded in the fleet, many of the personnel had been ordered from shore duty. This applied particularly to the 14 enlisted personnel on duty with the Staff in the Washington Office, of whom none would be technically eligible for return to Washington shore duty after IVY.

To insure continuity of the clerical force and to provide experienced personnel it was tentatively agreed by the Bureau of Personnel that up to half this force could be returned for completion of IVY and commencement of CASTLE, looking forward to continuity and orderly rotation should the Task Group Commander's Flag Allowance, like the Task Force Headquarters, become a semipermanent requirement for personnel manning.

The time spent on board ship during IVY will count as sea duty for the enlisted personnel, but will not terminate current tour of shore duty, unless reassigned to sea duty prior returning to a shore station.

The problem was present but less serious in regard to the officers of the Staff since all time spent in the Task Force is counted as sea duty for promotion purposes. Many of the officers came from sea duty

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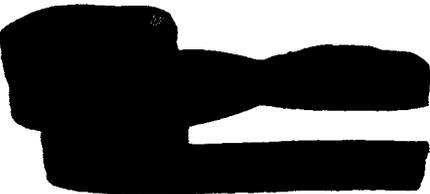
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in reporting to the Task Group Commander's Staff.

C. LOGISTICAL COMMITMENTS OF TG 132.3

Negative (See Ships Modifications).

[REDACTED]



D. SECURITY AND INTELLIGENCE

1. On 8 July 1952 a letter was disseminated to Commanding Officer of all ships and units of Task Group 132.3 setting forth guidance and recommendations concerning security risks within the Task Group. The Task Group Commander delegated the responsibility for determining security risks of personnel of the various ships and units to Commanding Officers of the personnel in question. In this connection it was pointed out that where there was reasonable ground to question the security and reliability of an individual within a given command, the Commanding Officer should request his type commander to transfer the man from the Task Group ship.

A substantial number of individuals, whose National Agency Checks revealed them to be unsuitable for participation in this operation, were transferred from Task Group ships by type commanders at the request of Commanding Officers.

2. A cut off date of 1 August 1952 was established for the submission of applications for "Q" Clearances for participation in the operational phase of IVY. This date was selected by CJTF 132 and by the AFC because approximately ninety days are required to complete background investigations for a "Q" Clearance. However, all applications for "Q" Clearances for personnel who are assigned to JTF 132 subsequent to 1 August 1952 for participation in CASTLE will continue to be processed in the usual manner.

3. At the time the above cut-off date was announced, Commanding Officers of ships and units of the Task Group were informed that 1 September would be the deadline for submission of National Agency Check requests. It was




printed out that requests for National Agency Checks arriving at OPNAV (ONI) subsequent to that date could be duly processed but that a complete report on the results could not be assured.

4. By 26 August 1952 the Task Group Commander and his staff departed Washington D. C. for the forward area. All officers and key personnel of CTG 132.3 Staff were "Q" cleared. Security badge request forms complete with identification photographs had been forwarded to CTG 132.1 for assembly and issue of appropriate badges. Owing to the early submission of the necessary data to CTG 132.1 it was believed that the security badges would be made up and delivered to the Task Group Security Officer at the time of the Task Group Commander's arrival in the forward area.

5. In this same connection CJTF 132 security letter #13 dealing with the badge identification system was disseminated to all ships and units of the Task Group. Authority to certify the prospective wearer's "Q" Clearance was delegated to the respective Commanding Officer in order that a minimum amount of delay be experienced by officers and men of ships and units arriving in the Eniwetok Area prior to the arrival of the Task Group Commander.

[REDACTED]

F. RADIOLOGICAL SAFETY (ATOMIC DEFENSE)

In July staff visits were made by the Staff Assistant RadSafe Officer to ComMSTSPac and Scripps Institute, LaJolla, San Diego, California. As a result of the first visit radiao instrument allowances for the two TAP's were turned over to ComMSTSPac in order that he might initiate his training program. As a result of the second visit, plans for establishing a RadSafe organization aboard Scripps Institute vessels paralleling an organization similar to that aboard naval ships were instituted.

During this period a continuous monitoring of the program of delivery of radiao equipment to ships of this task group was carried out.

On movement of the staff to USS RENDOVA, the radiao repair center to be used jointly by Task Group 132.3, was activated. The radiao instruments and spares for the pool were received from the NSY, San Francisco, and all ships were informed of the status of their radiao equipment.

By 1 September the water spray equipment for the USS ESTES, USS CURTISS, and USS RENDOVA had been delivered to those ships. The water spray equipment for Scripps Institute vessels has been shipped to San Diego for installation. Water spray equipment for all other vessels of the Task Group were loaded aboard the USS ESTES. Arrangements were completed for two BuShips representatives to be present in the forward area, on arrival of the ships, to assist in the installation of these systems.

[REDACTED]

[REDACTED]

F. COMMUNICATIONS

During the period of this report information was received, from the Joint Communications Electronics Committee via CJTF 132, that the frequencies requested for use by the Navy Task Group during IVY had been approved. Upon receipt of this approval, steps were taken to publish the frequency chart for inclusion in CTG 132.3 OpPlan No. 1-52.

Installation of special electronic and other communication gear aboard ships of the Task Group was completed during this period with the exception of the mark X IFF to be installed in the USS O'BANNON (DDE-450). This installation was scheduled for completion during the first week of September.

Upon departure of the Task Group Commander and his Staff from Washington, D. C., for the Forward Area on 26 August all Registered Publications were turned in to the nearest Registered Publication Issuing Office (RPIC). They were redrawn at the RPIC, Treasure Island. A Class V allowance over and above a Class IV allowance was drawn to supplement the allowance held aboard the USS CURTISS, the temporary flagship.

Upon arrival in San Francisco, the staff was divided for administrative and communication purposes. CTG 132.3 embarked in the USS CURTISS with a Class V crypto allowance. CTG 132.3 (Administration) embarked in the USS RENDOVA (CVT-114) with a Class IV crypto allowance. Each command copied HOW FOX and intercepted each other's traffic in order to be kept informed on current matters. The USS CURTISS sailed for the forward area on 29 August 1952, while the USS RENDOVA remained on the west coast pending departure set for a later date.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

C. TRAINING

The training program for the Task Group was stepped up considerably during the period of this report. While most of the training was being carried out in the Fleet under the ships' own type commanders, some units reported to the Task Group and began advanced training in connection with initial operations with the Task Group. With concurrences of CinCPacFlt, type commanders were requested to have ships or units of their command, which were nominated to be in the Task Group, submit semi-monthly status reports. These status reports were to include a report on progress of training.

Enlisted personnel for the Task Group Commander's Flag Allowance in the flagship of radioman, teleman and quartermaster rating groups, the stewards branch and a barge crew, were being assembled at PhibTraPac and given preliminary training. Also being assembled and trained in this command were the enlisted personnel for the Boat Pool and Underwater Detection Unit.

PhibTraPac made use of the assistance of other Fleet Training Activities in this program, particularly the Harbor Defense Course (two weeks) at Fleet Training Center, Treasure Island, San Francisco, California, for personnel of the Underwater Detection Unit.

Many ships, notably the USS ESTES, sent many officers and men to courses conducted in regular training centers such as the Damage Control School, Treasure Island, San Francisco, and other Fleet Training Centers at San Francisco and San Diego, California. The courses included Atomic Defense (2 weeks), Atomic Defense Indoctrination (Basic) and Atomic Defense

[REDACTED]

[REDACTED]

[REDACTED]

Indoctrination (Monitoring) and Decontamination Procedures. Some personnel also received training in specialized courses such as Air Controller, CIC Watch Officers, Radiac Instrument Repair, AN-TRG Operation (Army School at Fort Monmouth, New Jersey), Mark X IFF and the Special Weapons Orientation Course.

Shipboard training supplemented the courses received on shore or replaced them where operations of the ship prevented use of the schools ashore. Lectures on Atomic Defense Indoctrination and drills and instruction in Decontamination Procedures and use of Radiac Instruments, comprised the bulk of this training.

In connection with the departure of the USS OAK HILL from the west coast and its reporting to the Task Group, certain key personnel of the Boat Pool and the Underwater Detection Unit were air lifted to Eniwetok for familiarization training while awaiting arrival of the ship. Both the Boat Pool and the Underwater Detection Unit were able to become operational shortly after arrival of the mother ship. The ship had conducted shipboard training for its crew and the embarked elements of the Boat Pool and UDU while enroute.

During this period five officers of the Task Group Commander's Staff attended the 4-day Special Weapons Orientation Course, at Sandia Base, New Mexico.



H. WELFARE AND RECREATION.

Plans for the development and utilization of Japtan Island as a recreation area for use by the Task Group to supplement existing recreation facilities at Eniwetok went forward during this period. A Recreation Council was organized with Capt. J. S. Holtwick, Jr., USN, Commanding Officer of the USS ESTES as senior member. Commander Service Force, Pacific Fleet and the Bureau of Naval Personnel agreed to provide funds and equipment to enable the Task Group to construct a suitable pavilion and provide reefer space for cooling beer and soft drinks. It was reemphasized to all units that they carry adequate stocks of beer, soft drinks, and recreational equipment to provide for their own needs, setting as the minimum standard, to have stocks for 30 days upon reporting in the forward area.

It was expected that some Service Force support would be available for resupply during the operation. Reports were requested from all units indicating quantity of beer and soft drinks they would carry to forward area.

On arrival of the USS OAK HILL (LSD-7) in the Forward Area, the Commanding Officer, in his capacity as CTG 132.3 Representative, took over participation in the development of the prospective recreation area. A survey was made and reported to the Senior Member of the Task Group Recreation Council on 8 August.

On 18 August the Senior Member of the Council made a further report to the Task Group Commander, outlining facilities to be provided and methods of financing the projects. Facilities in prospect included those for softball, basketball, volleyball, badminton, horse shoes, miniature golf, golf driving range (plastic balls), ping pong, paddle






tennis, darts, swimming, spear fishing and target shooting. Many of these sports would depend on availability of suitable space on completion of the development. It was expected that recreation facilities would be provided both for individuals and for group outings.

The Recreation Council expected to finance its activities from sales of beer and soft drinks with any excess profits to be returned to Welfare and Recreation Funds of units participating, at the end of the operation. Scrip would be prepared and issued to limit handling of cash to one cashier.

[REDACTED]

[REDACTED]

III SHIPS' MODIFICATION

A. ALTERATION

During the period of this report the following alterations and installations were made on ships that were scheduled to participate in IVY.

a. USS ESTFS (AGC-12)

- (1) Two Sigtot equipments.
- (2) Two AN/TRC two model CF-2B, two model CF-1A and four Ringer equipments MOD EF-101.
- (3) TV camera on top of house.
- (4) Temporary helicopter platform.
- (5) Stabilized platform on forward Ying Fost for cameramen.
- (6) Two 15 channel magnetic tape recorders in Radio I.
- (7) One AN/PCC-5 multiplex equipments in communications office.
- (8) Two additional teletype equipments (two Tt-23SG, Two #14TTY and #19 TTY).
- (9) Three whip antennae for Joint Operations.
- (10) One voice circuit in Joint Operations.
- (11) One voice circuit in Joint Operations.
- (12) Three V7-4 and remove VC-V3 repeater.
- (13) Relocate intercom from 21 mc in gunnery.
- *(14) Ship ALT AGC 225 Electronics Spare parts stowage.
- *(15) Ship ALT AGC 298 Install AN/UPX-1 (Mk X IFF).
- *(16) Ship ALT AGC 209 DRM antenna servicing platform.
- *(17) Ship ALT AGC 298 remove forward SC-1B radar.

[REDACTED]

[REDACTED]

b. USS RENDOVA (CV^T-114)

- (1) One AN/TRC equipment.
- (2) One CF-1A carrier equipment.
- (3) One CF-2B carrier equipment.
- (4) Two FE-101 ringers
- (5) Two Sigtot equipments.
- (6) Two Discone antennae.
- (7) Two model 15 teletypes.
- (8) Two model 19 teletypes.
- * (9) One HG teletype send and receive facility.
- * (10) One terminal box for six pair buoy cables and cable for same.
- (11) Two FG reperforators Mod 14/TT-45.
- * (12) One AN-UPX-1 (Mark X IFF) and associated equipment.

c. USS CURTISS (AV-4)

- * (1) One AN/UPX (Mark X IFF) and associated equipment.
- (2) Two Sigtot equipments.
- (3) One Discone antennae.

d. USS O'BANNON (DDE-450)

- * (1) One AN/UPX-1 (Mark X IFF) and associated equipment.

*NOTE: The following items were regular permanent Navy approved alterations for the ships concerned. However, these items were installed ahead of schedule because the ships concerned were scheduled for IVY; a. (14), a. (15), a. (16), a. (17), b. (9), b. (10), b. (12), c. (1), and d. (1).



B. CASUALTIES

The LCU 667, while embarked in USS TORTUGA (ISD-26) enroute West Coast to Pearl Harbor, suffered a boiler explosion. In this explosion the LCU 667 suffered no personnel casualties. However, the LCU 667 received the following material damage:

- a. Bulkhead and OI deck starboard side deck house ruptured and buckled.
- b. Steering gear inoperative.
- c. Water heater destroyed.
- d. Ruptures in piping and electrical system.

The ships force of the USS TORTUGA and the NSY, Pearl Harbor, during a two day availability, effected repairs to correct the above damage. The Commander, Task Unit 53.43.2 reported to ComPhibPac and OpNav that the LCU 667 was sufficiently operational for present commitments (CTU 53.43.2 MSG DTG 220013Z of July 1952).



IV. OPERATIONS

A. PLANS FOR MOVEMENT AND ASSEMBLY OF TG 132.3 ELEMENTS IN THE FORWARD AREA.

In general the ships and units, to form Task Group 132.3, are to report to the Task Group Commander in the Forward Area. This was true of the USS OAK HILL, USS AGAWAM and their attendant small craft, which reported during this period. Exceptions were the USS CURTISS in which the Task Group Commander embarked and hoisted his flag at Oakland, California, the USS LST 836 and the USS ESTES. The latter ships, as well as others which might report before proceeding to the forward area, were directed to report to appropriate Sea Frontier Commanders for movement control to Eniwetok in accordance with usual fleet ship movement procedures.

At the end of this reporting period the patrol plane squadron (PATRON TWO) was nearing completion of movement to Kwajalein, at which location the unit would report to the Task Group, ready for operations.


B. SECURITY PATROLS, SURFACE AND AIR

Not applicable during this reporting period.

C. INTRA-ATOLL AND INTER-ATOLL TRANSPORTATION

The Task Group Boat Pool (TU 132.32.1) was moved to the Forward Area in two vessels, the USS OAK HILL (LSD-7) and USS TORTUGA (LSD-26), both arriving at Eniwetok on 31 July 1952. The OAK HILL reported to the Task Group as mother ship for the Boat Pool and activated the Service and Harbor Control Element (TF 132.32) of which the Boat Pool is a Task Unit.

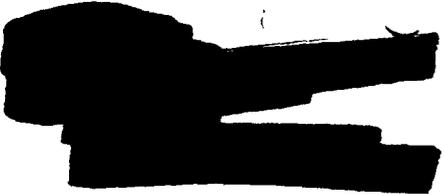
Five (5) ICU, (5) LCM, and three (3) LCPI were lifted in the OAK HILL and TORTUGA. Other craft for the Boat Pool (14 LCM, 1 LCPI) were lifted by MSTs shipping and most of them were at Eniwetok on arrival of the OAK HILL. There was 1 AVR yet to come. One AVR had arrived but was not yet fully operable due delay in receiving electronic equipment.

The ICU's and boats lifted in the LSD's were made operable immediately. Few, if any, repairs to boats drawn from storage had been made prior to their assignment to the Task Group, and considerable time and effort in the forward area was required to render them operational.

Boat Pool operations in intra-atoll transportation developed rapidly during the last half of this period. However it is believed that details of operation can best be covered in one installment and will be so covered in the next report.

At this stage it can be noted that one concept of Task Force Boat Pool operations had been changed. Originally, as noted in the first

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installment of this Task Group's history, there was to be two Boat Pools, one in TG 132.1 and one in TG 132.3. It was expected that the Navy Boat Pool in TG 132.2 would pass to the operational control of 132.3 on arrival of the TG 132.3 Boat Pool. This consolidation for operations was not provided for in CJTF 132 OpPlan No. 2-52, therefore the third Boat Pool in TG 132.2 is a separate organization in intra-atoll transportation. However, CTG 132.3 was charged with the coordination of the several boat pools.


D. STATUS OF PLANNING FOR EVACUATION

Pending establishment of firmer evacuation requirements by other Task Force Agencies, only preliminary study for planning could be done by CTG 132.3 during this period.

The Plans and Operations Section maintained close liaison with the J-3 Division of the JTF 132 Headquarters Staff and also with the J-3 Division of CTG 132.1 Staff.

The Staff Logistics Officer attended a conference in San Francisco, California, on 31 July held by ComMSTSPac and attended by Representatives of the JTF Headquarters and CTG 132.1.

The Chief of Naval Operations expressed concern for the safety of small craft, if not evacuated during the shot phase, in a letter to CJTF 132. The matter was referred to CTG 132.3 for study and comment. The subsequent study found that it would be impracticable to evacuate all small craft with the forces available. After presentation of the best scientific predictions of the probable effects of the test shots in producing waves or other hazards to small craft, CNO agreed that the expected hazard to small craft was not as great as previously believed. At the close of this period it was planned to evacuate the maximum number, compatible with requirements for small craft services in the pre-shot phase utilizing facilities available. All small craft that could not be evacuated would be hauled up on high ground or anchored in water over 50 feet in depth.

During this study CinCPacFlt was approached on the possibility of providing a second LSD to assist in small craft evacuation. Another





LSD was not available but a third fleet tug (ATF) was added to the Task Group to assist in the escort of the small craft (LCU's) that would put to sea during the evacuation.

A study was made and comment submitted on the Evacuation Annex to the JTF 132 OpPlan No. 2-52 on 19 August.

E. STATUS OF PLANNING FOR OPERATIONS DURING SHOT PERIOD

Planning for this phase awaits finalization of small craft evacuation requirements and a firmer knowledge of test requirements to be imposed on the ships of TG 132.3 while at sea during the shot period.

General requirements for movement of the RENDOVA, FSTES, CURTISS, and OAK HILL, which will cause these ships to act independently at time of shot have been received. However, insufficient details concerning these requirements are available to permit detailed planning to be accomplished at this time.

While early planning would be advantageous, the need for detailed planning is not considered more than desirable at the close of this reporting period (31 August).

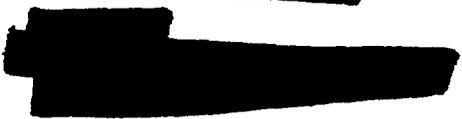
F. STATUS OF PLANNING FOR RE-ENTRY

This planning awaits establishment of detailed re-entry plans of other agencies of the Task Force having forces that will re-enter the area.

G. OTHER INFORMATION

Negative.

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HISTORICAL INSTALIMENT NO. V

SECTION I

ORGANIZATION

A. TASK GROUP COMMANDERS STAFF

At the beginning of this period the Task Group Commander was flying his flag in the USS CURTISS, as a temporary flagship, and was enroute to Eniwetok, having departed from Port Chicago, California, on 29 August. While the Task Group Commander was accompanied in the CURTISS by an operational staff of 6 officers and 18 enlisted men, since the CURTISS maintained radio silence at sea, the Task Group Administration was maintained in the USS RENDOVA by the Chief of Staff and 9 other officers and 24 enlisted men. The RENDOVA departed San Francisco on 3 September and arrived at San Diego, California, on the following day. After loading planes and personnel of TG 132.4, the RENDOVA reported to the Task Group for operational control on 15 September and departed San Diego, the same day for Pearl Harbor, Oahu, T. H., eventual destination being Eniwetok.

Leaving the Staff Administration for a moment to consider the movement of the Task Group Commander, the CURTISS arrived at Eniwetok on 12 September. Elements and Units of the Task Group present at Eniwetok included the following:

Task Element 132.30.0	USS CURTISS
Task Unit 132.31.1	USS LST-836
Task Element 132.32	(Commander in OAK HILL)
Task Unit 132.32.0	USS OAK HILL
Task Unit 132.32.1	TG 132.3 Boat Pool
Task Unit 132.32.2	USS AGAWAM

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Task Unit 132.32.5

TG 132.3 Underwater Detection Unit

Task Element 132.33, Escort Destroyer Division ELEVEN (USS CARPENTER (DDE-825), USS FLETCHER (DDE-445), USS RADFORD (DDE-446), and USS O'BANNON (DDE-450)), arrived in company with the CURTISS. Task Unit 132.3.1 Patrol Squadron TWO was at Kwajalein and reported to the Task Group on 12 September.

On arrival at Eniwetok, the Task Group Commander assumed functions of Senior Officer Present Afloat (SOPA) in the Northern End of the Lagoon where the flagship was moored to buoy. ComTaskElement 132.32 (Commanding Officer, USS OAK HILL) continued to carry out SOPA functions in the South End of the Lagoon as SOPA Administration in that Area. On 18 September it was deemed essential that the Task Group Administration arrive in the Forward Area at the earliest and the Task Group Commander ordered 8 officers, including the Chief of Staff, and 7 enlisted men of the Flag Allowance to leave the RENDOVA on arrival at Pearl Harbor and proceed by air to Eniwetok. This group departed Oahu on 22 September and arrived at Eniwetok on 24 September.

Meanwhile, on 20 September, the Task Group Commander had shifted his flag and moved his operational staff to the USS ESTES. With the move by the Chief of Staff and other personnel from the RENDOVA on 22 September, the Task Group Administration was shifted to the USS ESTES.

On 22 September, firm SOPA Instructions were issued to the Task Group to be made effective on a signal at a later date. On moving from the CURTISS to the ESTES, the Commanding Officer of the CURTISS was directed to assume functions of SOPA Administration in the North End of the Lagoon.

The Signal was made on 26 September making SOPA Instructions effective

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at 1200 MIKE on 27 September at which time ComTaskGroup 132.3 relieved Com TaskElement 132.32 of SOPA functions in the South End of the Lagoon.

The USS RENDOVA arrived on 2 October and the entire staff was finally assembled as one unit when the staff group in the ESTES moved on board the RENDOVA on 4 October. The Task Group Commander shifted his flag at 1100 MIKE on that date. He was received on board and his flag broken with appropriate honors.

B. THE WEAPONS ELEMENT (TASK ELEMENT 132.30)

The USS CURTISS constitutes the only permanently assigned unit in this element, having as her mission the transport and certain support of the test devices. One or Two DDE's may be assigned to the Weapons Element from the Destroyer Element on a rotational basis. The CURTISS reported on 29 August and arrived at Eniwetok on 12 September as stated above.

C. THE TRANSPORT ELEMENT (TASK GROUP 132.31)

The USS ESTES (Task Unit 132.31.0) had reported to the Task Group on 27 August. Then departed San Francisco, California, on 29 August, and arrived at Eniwetok on 18 September.

The USS LST 836 (Task Unit 132.31.1) was operating in the forward area at the beginning of the period of this report. Up to this date the mission of the LST had been to establish the weather island stations and assist in erection of navigational aids on certain atolls for Task Group 132.4 aircraft during the early operational phase and later to serve in the Transport Element in a short phase evacuation mission. Early in this period her mission was changed to support a build up at Bikini in anticipation of Operation CASTLE,

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which separates her somewhat from the Transport Element. This service has more to do with preparations for the following operation than the emergency shot-phase evacuation during IVY, although she would provide the capability should evacuation of Bikini become necessary due to fallout or other causes.

The USNS DAVID C. SHANKS (TAP-180) (Task Unit 132.31.2) arrived at Eniwetok on 18 October from Guam and reported to the Task Group for duty. Her mission is to serve as principal evacuation transport for Task Group 132.1 personnel.

The USNS GENERAL E.T. COLLINS (TAP-147) (Task Unit 132.31.3) arrived at Eniwetok on 20 October from Japan and reported to the Task Group for duty. Her mission is to serve as principal evacuation ship for the garrison forces of Task Group 132.2.

The USS LEO (AKA-60) (Task Unit 132.31.4) arrived at Eniwetok on 20 October and reported for duty. In early planning two MSTS cargo transports, the USNS SGT JACK J. PENDLETON (AKV-5) and the USNS PVT JOSEPH F. MERRILL (AKV-4) had been requested and tentatively nominated by ComMSTSPac. However ComMSTSPac found it necessary to make a change and nominated the USS LEO (AKA-60) and the USS DIPHDA (AKA-59). It was found that these ships could not handle certain of the equipment required to be evacuated in these vessels. An arrangement was reached in which the LEO was accepted for evacuation employment in the Task Group and the PENDLETON, which was expected to be on a scheduled trip to the Eniwetok Area, would be used to lift some of the equipment for return to the States and depart Eniwetok prior to the shot

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Final planning required the ESTES to operate independently of the Transport Element. In view of this requirement the tactical command of the Element during the shct phase was reassigned to Captain R.P. WALKER, Commanding Officer of the USS LEO.

D. THE SERVICE AND HARBOR CONTROL ELEMENT (TASK ELEMENT 132.32)

On 1 September Task Element 132.32 consisted of the following units:

TU 132.32.0	USS OAK HILL	-
TU 132.32.1	TG 132.3 Boat Pool	
TU 132.32.2	USS AGAWAM with yard craft	
TU 132.32.5	Underwater Detection Unit	

The following units were added during this reporting period, arriving at Eniwetok and reporting on dates indicated:

TU 132.32.3	USS LIPAN (ATF-85)	- 21 October
TU 132.32.4	USS YUMA (ATF-94)	- 20 October
TU 132.32.6	USS ARIKARA (ATF-98)	- 20 October
TU 132.32.8	Scripps Institute M/V HORIZON	- 15 October
TU 132.32.9	USS ELDER (AN-20)	- 21 October

The Task Element was then complete, except for the Scripps M/V ex-ATA Spencer F. BAIRD, TU 132.32.7, which would not participate in MIKE Event as she is not to arrive in the Forward Area until about 15 November.

E. The Destroyer Element (Task Element 132.33), composed of the 4 DDE's of Escort Destroyer Division ELEVEN and the Division Commander as ComTaskElement 132.33, reported by dispatch at Pearl Harbor to Commander Task Group 132.3 on 1 September. The Division joined the Task Group on 4 September, relieving

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the two Destroyers furnished by ComGruDesPac for escort of the CURTISS from San Francisco to a fueling rendezvous off the Hawaiian Islands. The relieving destroyers accompanied the tanker USS TOLOVANA (AO-64) to the rendezvous and assumed the escort functions for the remainder of the voyage to Eniwetok, arriving there with the CURTISS on 12 September. Task Unit numbers were assigned to the four DDE's as follows:

TU 132.33.0	USS CARPENTER (DDE-425)
TU 132.33.1	USS FLETCHER (DDE-443)
TU 132.33.2	USS RADFORD (DDE-446)
TU 132.33.3	USS O'BANNON (DDE-450)

F. THE CARRIER UNIT (TASK UNIT 132.3.0)

The USS RENDOVA with embarked air units, comprised this Task Unit.

The air units (detachments) embarked were:

VC-3 Detachment	- with 6 fighters (F4U-5N)
PASRON-7 Detachment	- with 4 Utility Planes (TM-3R)
HS-2 (Navy) and HMR-362 (Marine) Detachment	- with 5 Helicopters (HRS-1)

The fighter aircraft (VC-3) were moved ashore to the Eniwetok Air Strip to establish a Combat Air Patrol (CAP). A Dawn and Dusk patrol of 1 fighter was flown daily. The Dawn patrol was flown from 1 hour before to 1 hour after sunrise, and the Dusk patrol from 1 hour before to 1 hour after sunset. Two planes were kept in readiness, one in condition 1 and one in condition 2 at all times. The utility planes also were based at Eniwetok for training flights. The helicopters were based on the carrier for training and for

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intra-atoll transportation flights.

During the shot phase the RENDOVA's primary Task Force mission is to serve as a base for the RadSafe Task Unit of Task Group 132.1, support Radiological surveys and early reentry operations by helicopter and to assist in "sample return" using the utility aircraft for flights to Kwajalein from the carrier.

G. THE PATROL PLANE UNIT (TASK UNIT 132.3.1)

Patrol Squadron TWO completed its movement from the West Coast to Kwajalein on 11 September and reported to Commander Task Group 132.3 on 12 September. The PBM-5A detachment had arrived at Kwajalein on 2 September. The PBM-5A detachment was attached to Naval Station, Kwajalein, with operational control of the aircraft under the Commanding Officer of PATRON TWO. This made the Task Unit complete and in place. A detachment of 9 enlisted men was sent to Eniwetok to assist in ground operations in support of the patrol plane landings and in servicing of weapons that would be required there in connection with security patrol flights. On M-4 this detachment would be shifted back to Kwajalein for the shot phase, during which time all patrol flights will originate from Kwajalein.

H. MISCELLANEOUS

The U.S. Coast Guard Cutter BUTTONWOOD reported to CJTF-132 on 12 October. The Cutter was in turn assigned to Task Group 132.3. The BUTTONWOOD installed lighted buoys to mark the eastern side of the lagoon channel to the north, and made inspections and repairs to all channel and entrance lights.

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The BUTTONWOOD completed its work on 22 October, was released from the Joint Task Force and departed Eniwetok on the same date.

SECTION II

PLANNING AND PROGRESS

A. BUDGET AND FISCAL MATTERS

Funds for operation of the Task Group in the forward area were granted prior to this reporting period. No augmentations were necessary from either Joint Task Force or Navy funds. CTG 132.3 ltr serial 0442 of 22 October 1952 to the Chief of Naval Operations outlined fund requirements to support Staff operations in Washington, D. C. from 15 December 1952 to 31 March 1953, the end of the Third Fiscal Quarter. Funds were requested as follows:

General Expenses	\$1,150.00
Building Maintenance	700.00
Telephone Services	<u>240.00</u>
	\$2,090.00

These funds are for operating expenses only and do not include the financing of alterations to Building 126, U.S. Naval Gun Factory, Washington, D. C., which again will be office space for the staff upon return from the forward area (CNO Secret ltr ser 004012P28 of 9 Sept 1952). These alterations were requested by CTG 132.3 ltr serial 00344 of 4 October 1952 and included the following modifications to Building 126:

- a. Air conditioning throughout the building.
 - b. Modify windows to provide for proper locking and securing.
 - c. Installation of fluorescent lighting throughout the building.
 - d. Installation of venetian blinds throughout.
- [REDACTED]
- [REDACTED]

- 
- e. Provide executive-type desks for officers of the staff.

These requirements, if approved for installation are estimated to cost \$35,500.00 which will have to be provided by the Chief of Naval Operations.

On 26 September a conference was held at Headquarters JTF-132, with representation from Task Force Headquarters, TG 132.1 and TG 132.2, concerning the reimbursement of Navy and MSTS vessels for meals served to evacuee personnel of JTF 132. As a result of this conference, Task Group 132.3 Instruction 4060.1 of 17 October 1952 was issued promulgating instructions to all concerned. In general the procedure established was as follows:

- a. Military personnel will discontinue payments to Holmes and Narver or other mess and subsist in the wardroom or general mess of the ship.

- b. Civilian personnel will continue to pay Holmes and Narver for subsistence. The Mess Treasurers and Supply Officers of the ships will bill Holmes and Narver monthly at the following rates:

Navy Ships

Civilian - officer grade - \$1.50 per day

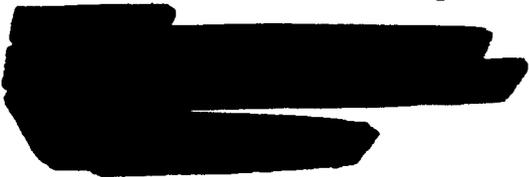
Civilian - enlisted grade - \$1.20 per day

MSTS Ships

Civilian - officer and enlisted grade - \$1.65 per day

B. PERSONNEL ADMINISTRATION

A Task Group Instruction (No. 1610.1) covering the submission of concurrent fitness reports on commanding officers of ships and units of the Task Group, was promulgated under date of 19 October. Since all commissioned ships and units were directed to report to Commander Task Group 132.3 for duty in the



[REDACTED]

Task Group, it was decided the Task Group Commander would make the report. Where a Task Element might be an intermediate superior, he would be invited to comment on the fitness on any commanding officer serving in his element. The completed concurrent reports are sent to the regular reporting seniors of the officers concerned. As 31 August marked the end of a reporting period, reports were made on commanding officers with over 1 month in the Task Group while those reporting after 1 August (in the majority by far), would be covered in one report at the end of the operation.

Other matters of personnel administration during this period were minor details of temporary duty and granting of Emergency leave.

Temporary duty details including detailing a hospitalman, qualified for independent duty, to Task Group 132.1 for temporary duty in the Scripps M/V HORIZON. He is expected to serve from 17 October for a period of about 35 days. The man selected was BOOKER, Chester W., 268 74 73, BM1, USN, from the USS OAK HILL. **BEST AVAILABLE COPY**

Two photographers, DITMORE, Claude H., 260 34 44, PH3, USN and CHRISTOPHER, Donald E., 388 22 61, PH3, USN were detailed to Task Group 132.1 for temporary duty for a period of about 7 days with Task Unit 132.1.8. Later, at the request of Commander Task Group 132.1, this period of duty was extended to 30 days but in complying with the request, Commander Task Group 132.3 requested that the period of temporary duty not extend beyond the date of sailing of their ship.

Eleven Emergency leaves were recommended by Commanding Officers and approved by the Task Group Commander. This was handled as a SOPA function though the procedure was the same as provided in the Task Group Operation Plan. Since every recommendation was made with American Red Cross verification

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of the need, approval was given in all cases and air transportation was requested of Commander Task Group 132.2. In this connection transportation was requested and obtained for 8 medical evacuees and also 14 routine transfers (8 by air, 6 by surface transportation) ordered by appropriate personnel distribution authorities. Escorts (5) were required for some of these medical cases. **BEST AVAILABLE COPY**

1. LOGISTICAL COMMITMENTS

During the months of September and October the USS DIPHDA (TAKA-59), USNS SGT JACK J. PENDLETON (TAKV-5) and USS LEO (TAKA-60) arrived with dry cargo for the Navy Task Group. No difficulties were encountered with these replenishments.

On 12 October 1952 the USS AREQUIPA (TAF-31) arrived with 266 measurement tons of reefer cargo for the Navy Task Group. Considerable difficulty was encountered in getting the destroyers provisioned and back on patrol because Task Group 132.3 provisions had been overloaded at Pearl Harbor with Wake Island cargo required for rehabilitation of Wake after typhoon damage.

On 29 October the USNS BALD EAGLE (TAF-50) was scheduled to arrive with 659 measurement tons of stores for the Navy Task Group. This ship had been consignee loaded and it was expected that the foregoing difficulty would not be encountered.

On 24 and 25 October the USS TOLOVANA (AO-64) and USS NAMAKAGON (AOG-53) arrived and topped off all ships of the Navy Task Group requiring fuel, except the destroyers. The destroyers were to be fueled later from

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the ESTES and RENDOVA. The NAMAKAGON, in addition, filled all POL tanks on Parry and Eniwetok Islands. One other POL replenishment by TOLOVANA took place on 30 September. This was satisfactory and events proceeded without incident. During the period of this report the Logistics Officer attended many evacuation conferences at the JTF 132 Headquarters. As a result of these conferences many points were settled in connection with the planned evacuation of the Atoll. Some of these were: The appointment of TOM's of embarked troops; the firming up of troop concentration areas ashore, and the like. The chief stumbling block to orderly planning of the evacuation from a Naval point of view was the fact that Task Group 132.1 had no firm requirements for passenger space (by name) aboard the transports and other ships of the Navy Task Group. This precluded the customary MSTB pre-embarkation billeting. As late as M-7 there were more than 40 changes being made daily to the Task Group 132.1 passenger lists. The lists themselves were not made out until M-9. Since that time corrections and changes have been almost continuous. As early as 24 June 1952, the Commander Task Group 132.3 in a letter, serial 0041, forwarded via the Task Force Commander, to Commander Task Group 132.1 requested that each passenger-carrying ship of the Navy Task Group and the Commander of MSTB, Pacific (for forwarding to MSTB ships) be provided a passenger list with names, rank and rate of personnel that were to be evacuated. As of 26 October these lists had not been provided by Commander Task Group 132.1. Similar letters were written on the same date to Commander Task Group 132.2

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and the Task Force Commander (CTG 132.3 serial 0042, dated 24 June 1952 and serial 0044, dated 24 June 1952). These activities have provided ships with firm lists of passengers that are to be evacuated.

D. SECURITY AND INTELLIGENCE **BEST AVAILABLE COPY**

JTF-132 Security Letter number 14 entitled "Photographic Material" was received by this command two days before departing Washington, D.C., for the Eniwetok Area. Inasmuch as Security Letter # 14 established the policy for the control and accountability of JTF 132 photographic material it was considered imperative that a Task Group letter dealing with the same subject be disseminated to all units of Task Group 132.3 at the earliest practicable date. Such a letter (CTG ltr A8-7/J12 Ser 2 of 4, September 1952) was prepared during the first part of September while enroute to Eniwetok and was placed in the mails at the time of the re-fueling operations off the Hawaiian Islands.

On arrival in the Eniwetok area on 12 September 1952 steps were taken to procure appropriate badges for Task Group personnel. It was noted with considerable concern that badge request forms, requesting access to the (1) Parry Island Administrative Compound and (2) Parry Island and all Operational Areas, had been arbitrarily downgraded by the Security Officer of Task Group 132.1. The badges issued, as a result, were not adequate. The Task Group Commander took exception to this action with the result that second badges were issued in accordance with the original request forms. Liaison with the Security Officer, Task Group 132.1, thereafter, resulted in a much more satisfactory degree of cooperativeness.

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The first Weekly Intelligence and Security Conference was held at J-2 Division, HQ JTF 132 on 25 September 1952. The following commands were represented:

A CofS J-2, HQ JTF 132
Dep. A CofS J-2 HQ JTF 132
Provost Marshal, TG 132.2
Intelligence Officer, HQ JTF 132
Intelligence Officer, TG 132.3
A CofS J-2, TG 132.1
S2, TG 132.2
J-2 Division, HQ, JTF 132
CIC, HQ JTF 132
USMC, USS CURTISS (AV-4)
Physical Security, HQ JTF 132
AEC, HQ JTF 132

It was decided that similar meetings would be held each week until evacuation.

Statements and press comments attributed to the Chairman of the JCAE caused some apprehension on part of the Task Force Commander to the effect that inasmuch as the aforementioned press comments could not be regarded as official releases, that no comment was to be made by any Task Force personnel.

Various reports of lights and flares off the northeast shore of Parry Island dictated the need for a task group directive concerning the use of

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flares. Task Group Instruction 5510.2, Subj: Procedure for reporting the use of flares or other pyrotechnics, was issued under date of 17 October.

The problem of what type clearance would be required for flying over the northern islands seemed to be a pressing one at the time of the RENDOVA's arrival in the Eniwetok Area. It was subsequently agreed that personnel having operational need to fly over the northern islands could do so if they had a favorable National Agency Check Clearance.

A tabulation of "Q" clearances requested by Commander Task Group 132.3 and granted by AEC thru CJTF 132 to date shows: 451 granted. 43 pending.

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The following ships of the Task Group have been visited by the Task Group Security Officer in an effort to discuss and, if possible, resolve any matter pertaining to security or intelligence: USS CURTISS, USS ESTES, USS RENDOVA, USS OAK HILL, USNS SHANKS, USNS COLLINS, USS LEO, USS LST-836. Additional ships will be visited as the opportunity arises.

E. ATOMIC DEFENSE

Planning and progress for atomic defense were complete except for a few minor details prior to this report. On 21 October Appendix IV to Annex J of Commander Task Group 132.3 OpPlan 1-52 was published. This appendix set forth the procedure for reporting dosages and intensities received by ships in the Task Group.

F. COMMUNICATIONS

Period 1 - 12 September Commander Task Group 132.3 and operational

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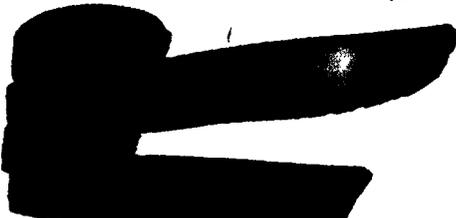
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staff in USS CURTISS enroute Eniwetok. Radio silence was maintained during this period with the exception of VHF transmissions which were used to talk to Patrol A/C and as ship tactical maneuvering and warning circuits with screening destroyers. Upon arrival Eniwetok Commander Task Group 132.3 assumed duties as SOPA. Communication with the beach were set up via land-line telephone and teletype. Shipboard communications consisted of: (a) Harbor Common (2716 KCS); (b) Task Group Common (532 KC); (c) CTG 132.3 Radio Kwajalein (5475 KC); (d) Patrol Aircraft circuits 129.78 MGS, 2150 KC, 4040 KC Day and 8080 KC Night; (e) Distress frequencies 121.5 MC, 8280 KC, 500 KC; and (f) Warning Net 3000 KCS. In addition to these circuits the tactical maneuvering circuits were manned.

Communication conferences were held once a week by the J-5 Division of CJTF 132 HQ on Parry Island. Operational communication planning and the ironing out of Task Force and Task Group communication problems were the tenor of these meetings. **BEST AVAILABLE COPY**

Installation of SCR 508 radio gear was accomplished on the CURTISS, SHANKS, COLLINS, AGAWAM, and the RENDOVA.

During this period a revised communication frequency plan was completed and issued to ships of the Task Group. This new frequency plan brought into accord the numerous changes which evolved from the communication conferences and interference problems which arose during the test stage of equipment and circuits.



Two CFI's were held during this period with considerable difficulty arising from interference, poor coordination, and the inexperience of personnel. It is to be noted, however, that the second of these tests showed improvement. From these tests, problems were isolated and taken care of individually.

Communications for the evacuation rehearsal proved satisfactory. Circuits proved to be free of interference, and the traffic flowed smoothly.

Since arriving in the forward area, Commandey Task Group 132.3 visual and radio traffic has increased tremendously. The average day indicates a handle of some 150 messages. The flagship has assumed the radio and crypto guard for small ships of the Task Group who are handicapped by the lack of personnel.

G. TASK GROUP TRAINING

Commencing on 1 October the staff Atomic (Radiological) Defense Officer, assisted by representatives of the Bureau of Ships, inspected units of this Task Group for readiness to discharge their radiological defense responsibilities. Water spray equipment was tested, and deficiencies were corrected. The proficiency of personnel in monitoring procedures was observed. Where the status of training was found to be below an acceptable level, classes in instrument operation and drills with radioactive sources were conducted aboard the USS RENDOVA. On 28 October 1952 the last units were inspected, and Task Group 132.3 radiological defense training programs was complete.

On 15 October the USS RENDOVA (CVE-114) conducted air operations at sea off Eniwetok consisting of gunnery practice, carrier refresher operations for FASRON-7 (TEM-5R) detachment and qualification of pilots of Task Group 132.4 helicopters.

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Observers from Headquarters, CJTF-132, and other Task Groups of the Joint Task Force were aboard for these exercises.

The USS ESTES, USS OAK HILL, USS CURTISS, USS RENDOVA, and USS O'BANNON during this period, all conducted one or more training runs at sea, either singly or in the MX Rehearsal, in preparation for MIKE event.

H. WELFARE AND RECREATION

Divine Services at the beginning of the period were conducted each Sunday by Chaplains in the CURTISS and ESTES (both Protestant) with church parties being sent to Eniwetok to both Catholic and Protestant services. On arrival of the RENDOVA, having a Catholic Chaplain, arrangements were made for both Protestant and Catholic Services in the three large ships - CURTISS, ESTES and RENDOVA. The Catholic Chaplain from the RENDOVA made his circuit by helicopter lift. Mormon services were held regularly in the ESTES and CURTISS and Jewish Services were held at Eniwetok, and available to personnel of Task Group 132.3. **BEST AVAILABLE COPY**

The Japtan Island Recreation Facility was opened officially on 27 September. Administration of the area was vested in Commander Task Element 132.31 whose instruction 1700.1 under date of 25 September 1952 provided Regulations and Instructions for use of the facility.

The facilities included the swimmingbeaches - lagoon side only, 3 soft ball diamonds, a 6 hole miniature golf course, volleyball courts, ping pong tables and many horse shoe pits. Cold beer and soft drinks were sold with music furnished by courtesy of recordings over a Public Address system.

The facility was closed on 26 October due to impending operations.

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Liberty was granted for visits to Eniwetok during the period with closing order to be effective on 27 October. Early in the period liberty for each ship was limited to not more than 33% of the crew. As the Task Group grew it was necessary to lower the percentage to 17%.

I. MEDICAL

The medical departments of all the ships in the Task Groups were visited by the staff medical officer during this period. In general, personnel and equipment were found adequate to carry out the mission of the medical department in each particular ship. Of the major Task Group ships, the USS RENDOVA, USS CURTISS, and USS ESTES, each have a medical officer and a dental officer, while the USS OAK HILL, USNS DAVID C. SHANKS, and USNS GENERAL E. T. COLLINS have a medical officer but no dental officer, Escort Destroyer Division ELEVEN composed of the USS CARPENTER, USS FLETCHER, USS RADFORD, and USS O'BANNON, has one medical officer for the division. The smaller vessels have an independent duty hospitalman in charge of the medical department.

Visits to the ships of the Task Group were made usually when radiological defense exercises were conducted by the Staff Atomic Defense Officer. Coordinated with these were casualty handling and treatment exercises designed to indoctrinate the medical department of the various ships with the peculiar medical aspects of this operation; such as care and disposition of contaminated patients, treatment of contaminated wounds, etc. In general an attempt was made to answer the many and varied questions on "atomic medicine".

Under SOPA Instructions, a medical guard was set up to have a guardship to handle medical problems of those ships without a medical officer and

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to relieve medical officers from continuous duty aboard their own ships. Dental emergencies were handled by the dental officer of the large ship nearest having a dental officer on board. It was observed that the positioning of the ships was such as to keep the work load equitable between the 2 dental departments in the Task Group (USS ESTES and USS RENDOVA).

The Army Task Group (132.2) Dispensary on Eniwetok gave considerable assistance to this Task Group, particularly to the early arrivals. This dispensary cooperated magnificently in handling and treatment of two critically injured enlisted men from the USS RENDOVA. These men were subsequently evacuated by air to Tripler Army Hospital, Oahu.

An enlisted man from the USS CURTISS was drowned while swimming in the lagoon. Attempts at resuscitation were unsuccessful.

Because the Scripps Institute Vessel M/V HORIZON would be operating without medical personnel on board at considerable distances from the Task Group the services of a Navy hospitalman were requested from this Task Group by Commander Task Group 132.1. A hospitalman first class from the USS OAK HILL was detailed under temporary duty orders to Task Group 132.1 to serve for a period of about 35 days commencing 16 October.

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SECTION III

SHIPS' MODIFICATIONS

A. ALTERATIONS

All formal Naval Shipyard alterations required for this operation were completed on ships of the Navy Task Group prior to their departure from continental limits. These alterations are listed in the August installment of this history.

A water spray system designed to protect the ships from radiation during fall out was completed by forces afloat on all ships of the Task Group *UNDER THE SUPERVISION OF THE TASK GROUP* Atomic Defense Officer, assisted by two civilian representatives of the Bureau of Ships. This system, so far, appears to be eminently successful.

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SECTION IV

OPERATIONS

A. MOVEMENT AND ASSEMBLY OF TASK GROUP IN FORWARD AREA

On 1 September the USS CURTISS (AV-4) with Task Group Commander embarked was enroute to Eniwetok. The destroyers USS COLLETT (DD-730) and USS MANSFIELD (DD-728) detailed by Commander Cruiser-Destroyer Force, Pacific, served as screening vessels. On 5 September, off Pearl Harbor, the CURTISS rendezvoused with Task Group 97.7, consisting of the USS TOLOVANA (AO-64) and CortDesDiv ELEVEN. CortDesDiv ELEVEN consisted of 4 vessels: the USS CARPENTER (DDE-825), USS RADFORD (DDE-446), USS FLETCHER (DDE-445) and the USS O'BANNON (DDE-450). The USS CURTISS (AV-4) fueled from the USS TOLOVANA (AO-64) and, on the completion of fueling, continued to Eniwetok screened by CortDesDiv ELEVEN, as a part of the movement element (TE 132.34) of Task Group 132.3. On 12 September the CURTISS and her screen arrived in the forward area.

In the meantime, on 2 September, the two PBM-5A detachment arrived at Kwajalein, and on 11 September, the balance of Patrol Squadron TWO arrived at Kwajalein and on 12 September the Commanding Officer of PATRON TWO reported to Commander Task Group 132.3 for operational control. The Squadron commenced operational flights for security patrols on 16 September.

On 11 September the IST-836 completed a weather islands voyage except for Bikini and joined the Task Group on its arrival at Eniwetok on 12 September.

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On 15 September the USS RENDOVA (CVE-114) reported to ComTaskGroup 132.3

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operational control and departed from San Diego for Pearl Harbor with 12 Task Group 132.4 F-84 cloud sampling aircraft and 4 C-47 transport aircraft on her flight deck.

The RENDOVA arrived in Pearl Harbor on 21 September, where 4 C-47 aircraft were off loaded. It was planned to off load these planes at Hickam Air Force Base but the lack of a navigable channel necessitated unloading in the shipyard utilizing a yard crane and placing the planes on barges to ferry them to Hickam. The RENDOVA departed Oahu on 23 September for Kwajalein, destination of the F-84 aircraft. Arrival at Kwajalein was made 30 September and after off loading planes and personnel, departure was taken on 1 October.

On 15 September, the LST-836 departed Eniwetok for Bikini to off-load weather station personnel and equipment at Bikini and to assist in erecting visual navigational aids for Task Group 132.4 aircraft on Rongelap, Rongerik, Wotho, and Ujae Atolls.

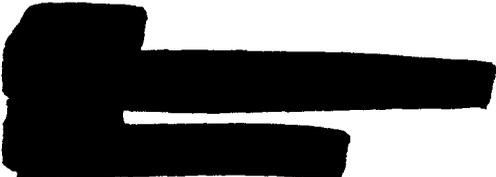
On 18 September, the USS ESTES (AGC-12) arrived at Eniwetok.

On 20 September, Commander Task Group 132.3 shifted his flag to the USS ESTES (AGC-12).

On 27 September the LST-836 returned to Eniwetok from its trip to the above atolls.

On 1 October the LST-836 proceeded to Bikini on a trip in support of Task Group 132.1.

On 2 October the USS RENDOVA arrived at Eniwetok Atoll. All the [REDACTED] aircraft, except the 5 helicopters were transferred to the Eniwetok [REDACTED]


Air Strip, the fighters to serve as a Combat Air Patrol and the utility plans for familiarization flights and navigation training.

On 4 October Commander Task Group 132.3 shifted his flag (and administration) to the USS RENDOVA.

On 7 October the LST-836 returned to Eniwetok from Bikini.

On 12 October, the USCGC BUTTONWOOD arrived at Eniwetok and was assigned to Task Group 132.3. Her mission was to repair buoys, beacons, and navigational aids, in the lagoon, which she began immediately. The BUTTONWOOD completed operations and departed on 22 October.

On 15 October, the M/V HORIZON, a Scripps Institute vessel, arrived and reported to Task Group 132.3 for Operational Control.

On 18 October the USNS DAVID C. SHANKS (TAP-180) arrived at Eniwetok and reported to Commander Task Group for Operational Control.

On 20 October the USS ARIKARA (ATF-98), the USS YUMA (ATF-94), the USS LEO (AKA-60) and the USNS GENERAL E.T. COLLINS (TAP-147) arrived at Eniwetok and reported to Commander Task Group 132.3 for Operational Control.

On 21 October the USS LIPAN (ATF-85) and the USS ELDER (AN-20) arrived at Eniwetok.

On 21 October all units of Task Group 132.3 were present in the forward area.

On 25 October the USS YUMA with YON-146 in tow and accompanied by YOG-69 departed for Kwajalein. The YUMA returned to Eniwetok on 29 October after leaving the yardcraft at Kwajalein for the MIKE Event.

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B. SECURITY PATROLS, SURFACE AND AIR

On 10 August, the Underwater Detection Unit (Task Unit 132.32.5) was activated. This unit established and operated hydrophones across Deep Entrance and Wide Passage. High frequency noises have been noted by this unit shortly after sunset each evening in Wide Passage. Investigation of these noises by destroyers, and divers have failed to account for their source. It is probably that the source was schools of fish.

A surface patrol, by DDE's outside the lagoon, was commenced on 16 September using one DDE and was augmented by an additional DDE on 23 September. One DDE was assigned an anchorage in the northern end of the lagoon near the CURTISS to provide gunfire support, if required, for CURTISS and MIKE Shot Island. The fourth DDE was assigned an anchorage in the southern end of the lagoon as standby DDE to be ready to get underway on four hours' notice to assist in SAR missions or in development of contacts. Except for a few false contacts no evidence of submarine activity was noted by patrol destroyers during the period of this report.

On 16 September Task Unit 132.3.1 started air security patrols. On 29 September the SS KERTOSONO, a Dutch liner, entered the Eniwetok Danger Area, but was directed out by the patrol plane almost immediately. On 10 October a Japanese fishing vessel penetrated the Eniwetok Danger Area. Patrol planes could not establish contact. A destroyer was dispatched to the scene, and contact with the vessel was established when the Japanese Captain swam over to the destroyer for instructions. He was given instructions in English and Japanese and shown a chart pointing out a course he should follow.

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At 1940 that day the fishing vessel had cleared the Danger Area and was observed steaming north on a course of about 320°T.

The air security patrols have reported numerous radar contacts which subsequently could not be seen visually. The cause of these contacts was assumed to be either weather or ionized clouds. On 15 October, Task Unit 132.3.1 commenced a semi-intensified search plan. An overlap of two hours on the search patrol was employed for this purpose. On 28 October, the air search patrol was further intensified, two planes being on patrol at one time.

On 5 October at 1200, the first Combat Air Patrol of planes from the RENDOVA's fighters on Eniwetok Island strip was inaugurated. This CAP is launched daily at sunrise and sunset, and throughout the day a fighter is always ready for immediate take off, and a second fighter is ready on 15 minutes notice.

C. INTRA-ATOLL AND INTER-ATOLL TRANSPORTATION

On arrival of the RENDOVA, with 5 helicopters on board, a Task Group system of intra-atoll air transportation was established. Two guard mail trips to JTF-132 Headquarters were made daily between RENDOVA and Parry Island with the afternoon trip including Teiteiripucchi Island to serve the USS CURTISS and other ships at the northern end of the lagoon. U.S. Mail also was delivered by helicopter lift, including delivery to ships at sea outside the lagoon on patrol.

The helicopter pilots received intensive training in both night and day operations during the period 3 to 7 October before undertaking this project

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In addition, many special trips were provided by the RENDOVA helicopters. These trips included: the transfer of Navy Chaplains between various ships of the Task Group to conduct Divine Services; the transportation of the Task Group Commander and officers of his staff to and from Task Force Headquarters for numerous conferences; transportation of mail, and, occasionally, personnel in an emergency leave status to and from ships of the Task Group at remote anchorages or operating on patrol outside the lagoon.

The Task Group 132.3 Boat Pool provided omnibus water transportation between ships of the Task Group and shore installations on Parry and Eniwetok Islands and to the Recreation Island (Japtan). The Navy Task Group Boat Pool provided a considerable water lift both in support of Task Group 132.1 instruction operations and of their evacuation of material from the northern to the southern islands of the atoll.

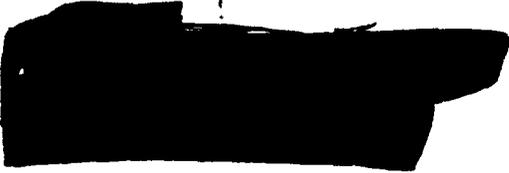
During the month of October the USS LST-836 made three trips between Eniwetok and Bikini in support of Task Group 132.1 Bikini build-up.

In addition to the foregoing, many flights were made by the two Navy PEMs based at Kwajalein between Kwajalein, Eniwetok, Bikini and the various weather islands. These flights were in support of the Task Group 132.1 build-up for operation CASTLE on Bikini. During this period the detachment flew 76 flights, transported 2524 pounds of equipment and 264 passengers, logging 198.5 flight hours.

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D. PLANNING FOR EVACUATION

Planning for evacuation went on continuously throughout the months of September and October. Considerable difficulty was encountered in [REDACTED]



establishing planning criteria. Numerous conferences between staff members of Headquarters JTF-132 and the various Task Group's failed to elicit firm schedules. Despite numerous requests by this Task Group, the detailed passenger lists, loading lists, loading schedules, and related information could not be obtained from Task Group 132.1. However enough information was obtained by 25 October to enable Commander Task Group 132.3 to publish his Operation Order 2-52 which covers, in general, the evacuation and shot phase period.

E. PLANNING FOR OPERATIONS DURING SHOT PHASE

The stationing of major units of the Task Group during the Shot Phase depends upon the project equipment which Task Group 132.1 has placed aboard ships. Throughout the latter part of September and the month of October experiments were conducted to determine the optimum positioning of vessels and planes. Based on this data and evacuation criteria established in Task Force Task Group conferences operational planning for the shot period was completed on 25 October, and was culminated in the publishing of ComTaskGroup Operation Order 2-52.

F. PLANNING FOR RE-ENTRY

At this time the planning for reentry is the subject of intensive study. All of the planning criteria have yet to be established.

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I. GENERAL

This history installment (Task Group 132.3 6th) depicts Task Group 132.3 participation in the MIKE event, covering the period from MIKE minus 4 days (28 October) to MIKE plus 7 days (8 November 1952). By the latter date, re-entry to the Eniwetok Atoll had been completed and the Task Group was preparing for the KING Event.

This installment will be an attempt to cover MIKE Event in the operational aspects of the Task Group's participation. A later installment will cover the KING Event in the same manner. Any occurrences that do not pertain to the operational aspects of these events will be included in the final installment dating from the last date covered in the preceding (5th) installment.

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The MIKE Event will be treated under five headings:

- I - General
- II - Evaluation and Re-entry
- III - Security operations
- IV - Support of the Scientific Projects
- V - Atomic Defense (RadSafe)

All elements of the Task Group participated in the Event, except the USS LST 836 and the vardcraft: YOG 69 and YON 146. The LST 836 was deployed to Bikini on 27 October. At shot time she was on standby notice to effect an evacuation of Bikini if that became necessary. The YON 146 had been towed to Kwajalein by the USS YUMA with the YOG 69 in company, where the YON and the YOG merely waited out the shot phase pending return to Eniwetok. Their return commenced on 4 November.

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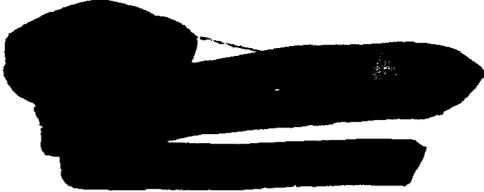
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On 30 October VIP Observers toured the area, making stops on some of the ships of the Task Group.

The USNS BALD EAGLE (TAF-50), reefer ship, arrived on 29 October for a final provisioning of the ships of the Task Group. The first ships provisioned were the CURTISS and others in the northern end of the lagoon. During the early hours on 29 October the BALD EAGLE moved to the south end of the lagoon to provision the ships present there. The destroyers on patrol came into the lagoon on a rotational basis and went alongside the reefer to receive their stores. The destroyers completed provisioning at 1435 on 30 October. The USNS SGT JACK J. PENDLETON completed her loading of equipment and material for shipment to the United States when the last dewar was placed on board. The PENDLETON departed Eniwetok at 0700 on 31 October. The BALD EAGLE completed her mission and departed Eniwetok at 1328 on 31 October. The BALD EAGLE was the last ship in the area that was not a part of the Navv Task Group. **BEST AVAILABLE COPY**

As all shipping had to be out of the Lagoon by shot time, M minus 1 was a day of many departures. First ships of the Task Group to depart were those of the Service and Harbor Control Element. The USS AGAW-M got underway at 1000 and assumed temporary functions of ComTaskElement 132.32. The USS ARIKARA took 3 Task Group 132.1 (H & N) barges in tow and got underway at 1100. The USS LIPAN with Task Group 132.1 (H & N) Floating Dry Dock (AFDL) in tow was underway at 1334. The USS YUMA was underway at 1650 to accompany the 5 LCU's. This tug with its escort stood out of the lagoon at 1715. The foregoing units except the YUMA and LCU's departed

[REDACTED]



via Wide Passage to assigned operating area. The YUMA with LCU's departed via Deep Entrance.

The evacuation ships received evacuee personnel on board and departed from the Atoll as scheduled. Some of these ships had missions in support of scientific projects and proceeded from the Atoll to their assigned project stations. Following the shot, and when no longer required on scientific project stations, the ships of the Task Group were assembled in assigned operating areas to remain at sea pending the determination of radiological hazards from fallout and subsequent establishment of re-entry time.

Air search security patrols were discontinued at H minus 1 hour. One aircraft was dispatched on a special flight in the significant sector to the westward of the Atoll, to warn a British ship out of the danger area. The ship was in a position bearing 293° (True), 340 miles from Eniwetok and the plane's ETA was H minus 30 minutes, after which the plane returned to Kwajalein.

The surface security patrol by the escort destroyers outside the lagoon was increased from 2 DDE's to 3 DDE's on M minus 4 and from 3 to 4 on M minus 2. The USS CARPENTER left patrol at 1736 on M minus 1 on a Search and Rescue alert. On cancellation of this alert at 1949 this ship proceeded to a rendezvous with the USS RENDOVA as escort and for plane guard duty during flight operations of the carrier. The USS O'BANNON was diverted from patrol at 1700 on M minus 2 to plant Dan Buoys for Scientific Project 5.4a and to serve as a control vessel for Task Group 132.4 in flight refueling

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station from H minus 2 hours until released, after which she engaged from M plus 1 until M plus 5 in recovering Dan Buova in connection with the above Scientific Project.

The USS FLETCHER and USS RADFORD took patrol stations off the Deep Entrance at H minus 6 hours and formed a screen for the USS CURTISS when she sortied from the Lagoon at about H minus 3½ hours.

The two DDE's continued to screen the CURTISS until about H plus 4 when the CURTISS joined a cruising formation which included the ESTES and the RENDOVA (except when RENDOVA was detached to engage in flight operations). The FLETCHER, RADFORD and CARPENTER (when not serving as plane guard for RENDOVA) served as a screen for this formation.

The RENDOVA commenced helicopter flight operations, sending in the first survey flight at H plus 10 minutes. No sample return flights to Kwajalein were made by TEM's; however, some high priority passengers were transported there in 2 planes leaving the RENDOVA about H plus 3 hours.

During the M Day Operations, one Task Group 132.4 F84G type aircraft was lost in the Lagoon near Eniwetok Island. Air Search and Rescue Operations included participation by Task Group 132.3 helicopters and an AVR launched from the OAK HILL's well deck near the Deep Entrance at 1159. The AVR conducted search operations until sunset when it was taken aboard the OAK HILL just inside the Wide Passage. The OAK HILL was clear of the Lagoon at 1810. The search mission obtained negative results.

Re-entry time (R Hour) was tentatively announced as 0900 on M plus 1 during the evening of M Day and confirmed during the early hours on M plus 1.

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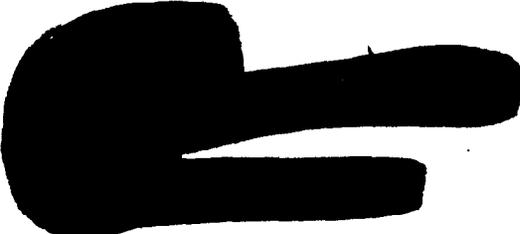
The Task Group Elements maneuvered during the night to be in position for R Hour entry into the Lagoon in the most expeditious manner; the ESTES and CURTISS to be off the Wide Passage, West Channel at R Hour; the Transport Element to be off the Deep Entrance at R plus 1 hour and the Harbor Control and Service Element to be off the Wide Passage, East Channel at R Hour. The REMDOVA remained at sea for flight operations and refueling destroyers, with the CARPENTER as plane guard. The FLETCHER and RADFORD resumed patrols outside the lagoon but were not to approach within 5 miles of FLORA as a radiological safety precaution. The O'BANNION was engaged in recovery of Dan Buoys until approximately H plus 5.

Air Search security patrols were resumed at 1200 on H plus 1.

The HORIZON's planned shot position was in the vicinity of a seamount for Scientific Project 6.4b, 72 miles north of FLORA. However, the Radex situation at H Hour indicated this position would be untenable and the HORIZON was directed to move northeastward (course 045°(T)) for 4 hours at best speed (11.5 Kts) commencing at 0800. In the new position contamination from fallout was encountered at about 1240. The contamination continued, and as it was increasing, at about 1400 the ship was directed to proceed south, 180°(T), in an attempt to clear the fallout area. This was accomplished at about 1630. After carrying out decontamination procedures, at 1821 the HORIZON was directed to proceed with operations as conditions permitted. She proceeded to the seamount 72 miles from FLORA and recovered instruments and equipment. The ship then shifted operations to the inner seamount, 26 miles

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from FLORA. Nothing was found at this station, the moorings apparently having been loosened by the effects of waves from the blast. With completion of operations in this area, the HORIZON departed for Bikini at 1716 on M plus 3, arriving the following morning.

Re-entry was commenced on schedule and was accomplished by all ships in an expeditious manner.

The CURTISS, escorted by the FLETCHER, departed Eniwetok at 1600 on M plus 1 for Kwajalein.

The Task Force received a tidal wave warning on the morning of 5 November due to an earthquake occurring in the northern Pacific off the coast of Kamchatka with epicenter at Lat 51°(N), Long 158°(E), with an ETA of the wave at Eniwetok as 1030. The Task Group assumed an alert status at anchor which was maintained from 0800. Very little effect was apparent in this area and the alert was secured at 1414.

ComTaskGroup 132.3 sent the following message to the Navy Task Group on M plus 1:

"THE TASK FORCE COMMANDER AND SCIENTIFIC DEPUTY HAVE EXTENDED TO EVERYONE A WARM ALOHA FOR A JOB EXCEEDINGLY WELL DONE X TO THIS THE TASK GROUP COMMANDER ADDS HIS APPRECIATION FOR AN OUTSTANDING PERFORMANCE BY THE NAVY TASK GROUP X WELL DONE TO ALL HANDS"



II. EVACUATION AND RE-ENTRY

The date, 28 October 1952, had been designated M minus 4 in CJTF 132 Operational Directive No. 1 (MIKE Event) dated 1800M, 19 October 1952. For the Navy Task Group, this meant that evacuation of the Eniwetok Atoll was a job to be started regardless of whether or not 1. Day would be confirmed by the end of the day.

Liberty and shore leave on Eniwetok was suspended by dispatch (CTG 132.3 DTG 270424Z) effective 2300M on 27 October. The Japan Recreational facility had been closed on 26 October. From there on, barring a postponement of several days, Task Group 132.3 would be engaged in operations around the clock.

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An evacuation rehearsal was conducted on 25 October 1952. The rehearsal primarily was a test of communications facilities to support the evacuation. The results were considered satisfactory.

The evacuation began on 26 October when the Port Company of Task Group 132.2 moved aboard the USNS GENERAL E. T. COLLINS (TAP-147).

On 27 October, Task Force Weather Control, except for upper Air Weather observations, transferred operations from Eniwetok to the USS ESTES (AGC-12).

During the afternoon on 27 October, units of the Headquarters of CJTF 132, ComTaskGroup 132.3, and ComTaskGroup 132.2 moved on board their respective evacuation ships for the MIKE Event rehearsal.

The USS RENDOVA (CVE-114), Task Group flagship, got underway at 1800 on 27 October and moved out to sea. She operated outside the lagoon on the



morning of 28 October to take on the aircraft of the Utility (4 TEM's) and Fighter units (6 F4U's), except for 3 fighters which were to remain at Eniwetok for combat air patrol duty. (This constituted only a partial evacuation of Task Group aircraft from Eniwetok.) The RENDOVA remained at sea to participate in the M Day rehearsal on 28 October.

During the afternoon of 28 October, all Patrol Plane Unit aircraft and personnel were evacuated from Eniwetok to Kwajalein. Thereafter, all planes of this unit operated from Kwajalein until re-entry of the atoll following M Day.

On 28 October the USNS COLLINS received Task Group 132.2 re-entry equipment (rations, ammo and weapons) and administrative equipment as that Task Group began evacuation of Eniwetok.

During the afternoon, the USNS DAVID C. SHANKS (TAP-180) moved from the southern part of the lagoon to an anchorage off Teiteiripucchi to act as a base (hotel ship) for Task Group 132.1 personnel and for their eventual evacuation.

The bulk of personnel of Task Element 132.4.1.1 were evacuated to the COLLINS on 30 October.

On 31 October, 2 H-19 helicopters of Task Group 132.4, with personnel (3 pilots and 4 maintenance men), were evacuated from Eniwetok to the RENDOVA to be on that ship for re-entry operations after MIKE Event.

On 31 October an LST (USS LST 827) of the Pacific Fleet, operating under the Fleet Commanders orders conducted an evacuation of Ujelang Atoll, about 125 miles to the south and westward of Eniwetok Atoll. This move was made

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as a precaution against fallout hazard to the native population in that Atoll.

The RENDOVA moved to sea on the morning of 31 October to take on aircraft, the 3 fighters of the CAP. This completed the evacuation of Task Group 132.3 aircraft from Eniwetok Airstrip. The RENDOVA then returned to the Lagoon for evacuation of Task Group 132.1 personnel, primarily of Task Unit 132.1.7.

The SHANKS completed loading off Teitoiripucchi and moved to an anchorage off Parry to complete evacuation of Task Group 132.1 personnel.

The JTF 132 Headquarters completed evacuation to the ESTES at 1800 on I. minus 1.

Task Group 132.1 completed evacuation to the RENDOVA at 1740 on M minus 1 and to the SHANKS, except essential technicians, at 1720 on M minus 1. The RadSafe Group was established in the RENDOVA at 2247 on M minus 1.

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The last dewar was loaded on the USS LEO (TAKA-60) and that vessel departed the lagoon at 1512 on K minus 1 to operate at sea.

The COLLINS received the last of her evacuees and got underway for sea at 1740 on K minus 1.

The SHANKS received the last of her evacuees and got underway for sea at 1810 on K minus 1.

A final muster was held and a report made at 2017 that all personnel were on board except the AVR with Firing Party, LCPL with Upper Air Detachment on FRED, the crew of the crippled P2V plane at the Eniwetok Airstrip, the rescue helicopters with crews, and the crash crew attending the emergency landing.

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The Firing Party boarded the AVR at about 0045 L Day off Teitoiripucchi and departed to board the ESTES off Parry Island.

The USS OAK HILL (LSD-7) took the AVR on board and got underway at 0222 for sea.

The ESTES, having taken the firing party on board from the AVR, got underway at about 0300, departing the lagoon for her shot position.

The CURTISS (AV-4) received on board the last of the Task Group 132.1 personnel and special Upper Air Weather Detachment from Eniwetok at 0420. The ship hoisted the LCPL on board, and moved out to sea to her shot position.

The evacuation was then complete.

During the evening at 2030 on L Day, CJTF 132 announced plans to set R Hour at 0900M on L plus 1. ComTaskGroup 132.3 promulgated a Re-entry Plan by dispatch (CTG 132.3 011153Z) to be executed on signal. The signal was executed at 0857 on L plus 1 to be effective at 0900.

The plan called for re-entry of the ESTES and CURTISS at R Hour through the Wide Passage, West Channel; the Transport Element through Deep Entrance at R plus 1 and the Service and Harbor Control Element through the Wide Passage, East Channel, at R Hour. The ESTES, CURTISS and the ships of the Transport and Service and Harbor Control Element proceeded into the lagoon to assigned anchorages. **BEST AVAILABLE COPY**

The HORIZON continued operations at the seamount stations in connection with Scientific Projects 6.4b and 11.4.

The RENOVIA remained at sea to fuel the DDE's and for flight operations. The CARPENTER served as plane guard. After taking fuel the FLETCHER and RADFORD took up surface security patrol stations.

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On completion of fueling the destroyers and flight operations late in the day (K plus 1) the *RENOVA* and *CARPENTER* returned to the lagoon. Planes (F4Us and TBMs) were landed at the Eniwetok Airstrip, the F4Us for CAP and the TBMs for possible sample return flights.

Unloading of key personnel commenced on return of the ships to the lagoon. General unloading began on M plus 2 and was completed for the most part on M plus 3.

On M plus 2 the USS *YUMA* departed for Kwajalein to return the *YOG 69* and *YON 146* to Eniwetok. The *YUMA* returned to Eniwetok with them on 7 November.

On M plus 6 the USS *LST-836* was directed to proceed from Bikini to Eniwetok, where she arrived on 8 November.

On M plus 1 the Patrol Plane Unit resumed operations basing at Kwajalein. Operations staging at Eniwetok were resumed on M plus 4.

On M plus 3, all ships in the lagoon were allowed to resume normal operational readiness and to unrig their washdown spray systems.

The JTF-132 Headquarters Command Post completed moving from the *ESTES* to Parry Island at 0910 on M plus 4.

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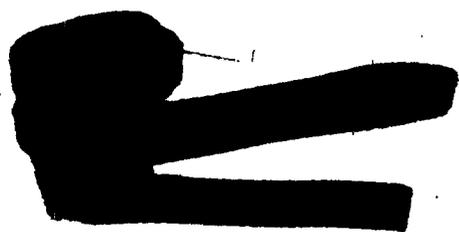
III. SECURITY OPERATIONS

Surface security was maintained by the escort destroyers (DDE) of Task Element 132.33 on patrol outside the lagoon and by the hydrophone system operated by the Underwater Detection Unit (Task Unit 132.32.5) to detect any unauthorized attempt to enter the atoll lagoon by the way of the Deep Entrance or Wide Passage (the only navigable channels available).

The DDE Patrol was increased from two ships to three ships on H minus 4 and from three to four ships on H minus 2 on completion of provisioning. The USS O'BANNON was released from patrol on H minus 2 to participate in Scientific Project 5.4 and to take station as control vessel for Task Group 132.4 refueling aircraft between Kwajalein and Eniwetok during the flight operations in support of the shot, about H minus 1 to H plus 8. The fourth DDE, the USS CARPENTER, joined the USS RENDOVA at 2100 on H minus 1 as that ship sortied from the atoll, to serve as ASW escort and plane guard. The FLETCHER and RADFORD joined the USS CURTISS at about H minus $2\frac{1}{2}$ on H Day as that ship sortied from the lagoon (via Deep Entrance). The two (2) DDE's served as ASW screen during the shot time operations of the CURTISS. After the shot phase, the CURTISS, ESTES and RENDOVA were grouped in a cruising formation with the FLETCHER and RADFORD as screen. The CARPENTER also served in this screen when not acting as plane guard for the RENDOVA.

After re-entry of the lagoon was made by CURTISS and ESTES at 0900 on 2 November, the FLETCHER and RADFORD resumed normal ASW patrols outside the atoll except that they could not approach closer than 5 miles to FLORA.

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On 2 November the CURTISS departed Eniwetok for Kwajalein, accompanied by FLETCHER as screening vessel. The CARPENTER took the FLETCHER's place on patrol. The CURTISS and FLETCHER arrived at KWAJALEIN on 3 November. The FLETCHER then returned to ENIWETOK, arriving on 4 November.

The O'BANNON completed operations in support of scientific project 5.4a on 6 November and returned to ENIWETOK for patrol duty, arriving at 1230 on 6 plus 6.

Air security patrols during this period had several contacts. On 27 October a contact was made showing emergency IFF. The contact proved to be a Navy plane, an R4D type enroute Kwajalein to Guam in the northeast sector of the Danger Area. Two planes and one DDE, the O'BANNON, were dispatched to the area. The plane was in trouble and finally was escorted back to Kwajalein.

Air security patrols were intensified from one to two planes on M minus 4. At 0800 on M minus 2 patrols were commenced in the significant sector bearing 270° from Ground Zero out to 800 miles. No contacts were made the first day. On M minus 1 the sector was bearing 285° from Ground Zero. Three contacts were made on this search during the afternoon of M minus 1 and planes were sent to investigate. The first contact at 1203 was the British ship HARTISMER at 15° 05' N. Lat. and 153° 35' E. Long. on course 120°, speed 12 knots. No warning was given. The second contact at 1500 was the USNS CREPECHET at 13° 35' N. Lat., 156° 10' Long., on course 260°, speed 11 knots. The third contact was the Japanese ship MANYIU, at 12° 33' N. Lat., 153° 14' E. Long., on course 132°, speed 10 knots. This contact was warned to stay clear of the Danger Area and acknowledged. A plane was



dispatched to warn the HARTISMERE, but before the plane could contact the ship it developed engine trouble about 1630 and had to proceed to Eniwetok on one engine. This occurred after the evacuation of the air strip had been completed. A crash crew was relayed at Eniwetok airstrip by helicopter from the RENDOVA and the sailing of the carrier was delayed until the troubled aircraft could be landed and its crew and the crash crew personnel re-evacuated from the airfield. The plane made a safe landing at 2021. The crew of 3 officers and 7 men were evacuated to the RENDOVA by the helicopter where they unexpectedly remained during the shot phase. The second evacuation of the Eniwetok Air Strip was completed at 2132.

At H minus 1 on M Day, air search patrols were discontinued and all planes on patrol except one were ordered back to base at Kwajalein. The excepted plane was directed to make contact with the British ship HARTISMERE (sighted the previous day as mentioned above), in the significant sector, to warn it out of the danger area. The ship was contacted prior to H Hour and properly warned. The plane then returned to base.

Three planes of the patrol plane unit were in the air at H Hour to assist in two scientific projects. After their missions were completed they returned to base at Kwajalein. No further flights were made until the RadSafe situation was analysed and found safe.

At 1200 on M plus 1 airsearch security patrols were resumed on a one plane patrol basis, the squadron basing at Kwajalein.

On M plus 3 at 0800, the Eniwetok airstrip having become available, the security patrols resumed operations, staging at Eniwetok. The normal security

[REDACTED]

patrol of one plane on search, one on standby and one at rest in Eniwetok was carried out. Outside of the British ship sighted the evening of 31 October and warned out of the Danger Area the following morning, no other significant contacts were made.

IV. SUPPORT OF THE SCIENTIFIC PROJECTS

Task Group 132.3 support to scientific projects is summarized in the following table:

<u>Project No.</u>	<u>Description</u>	<u>Task Group Supporting Units</u>	
5.4a	Fallout Distribution and Particle Size (Dan Buoy and Raft Project)	USS O'BANNON USS YUMA USS ARIKARA	USS RENDOVA PATRON TWO
6.2	Air Mass Motion Studies	USS CURTISS	
6.4b	Sea Waves	M/V HORIZON	USS LIPAN
6.7a	Underwater Pressure in Deep Water	PATRON TWO USS CURTISS	USS YUMA USS ELDER
6.11	Free Air Pressure as a Function of Time, utilizing parachute suspended canisters.	USS OAK HILL	
7.5	Transportation of Airborne Debris	USS CURTISS USS RENDOVA	USS ESTES
9.2	Radio Wave Propagation Movement	PATRON TWO USS RENDOVA	USS ESTES
11.4	Seismic Refraction Survey	M/V HORIZON	USS LIPAN
11.5	Marine Survey	USS OAK HILL	TG 132.3 Boat Pool
	AEC World-Wide Fallout Monitoring Program support.	PATRON TWO	

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Preliminary to the shot phase of IVY, installation of special equipment in various ships and planes of the Task Group to support the scientific projects had been no small part of the planning and preparation. The final planning phase included the stationing of scientific personnel on the ships to carry out their missions.

1. Project 5.4a, including the Dan Buoy Project (Fallout Distribution and Particle Size), involved 4 ships and the Patrol Plane Unit on a primary mission basis and 10 ships on a supporting basis. The project was sponsored by the Department of Defense, conducted by the Naval Radiological Defense Laboratory, NavShipYd, San Francisco, and the project officer was LCDR HEIDT of the Bureau of Ships.

The project involved some hazard to security due to radar contacts on Dan Buoys hindering ASW patrols but was considered important enough to accept a calculated risk. The original concept was to lay 3 lines of 10 Dan Buoys each at 30, 100 and 150 miles from Ground Zero. A letter was addressed to Commander in Chief, U.S. Pacific Fleet, via CJTF 132, recommending acceptance of the reduced security. CJTF 132 returned the letter by endorsement indicating approval. However, by later despatch action, Commander in Chief, U.S. Pacific Fleet, considered the inner line of buoys as an unacceptable security risk. Thus, only two lines of Dan Buoys were laid, cancelling all buoys inside 75 miles of Ground Zero.

The USS YUMA participated on a primary mission basis from 0630, 1. minus 3 to 0910 to 1. minus 2 Day to launch Dan Buoys and was scheduled from 0700



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M plus 1 until M plus 5 to recover Dan Buoys. The USS O'BANNON launched Dan Buoys from 1852 on M minus 1 to 0044 on P. Day.

The O'BANNON engaged in recovery operations from M. plus 1 to M plus 6. Twelve of the 19 buoys were recovered by this vessel.

The USS ARIKARA was on a standby basis to assist in recovery operations, if so directed, after returning yardcraft to the lagoon on re-entry. However, neither the ARIKARA nor YUMA was required for the recovery operation.

The USS RENDOVA served as a control ship to plot locations of the Dan Buoys daily, using reports from patrol planes and estimated drift of the buoys. The RENDOVA served as coordinator between the planes and recovery vessel in recovery operations.

The Patrol Plane Unit provided two aircraft, one for the inner line and one for outer line, starting on M plus 1 day to develop contacts, report all buoy contacts to RENDOVA, and assist the O'BANNON in locating buoys.

Another portion of project 5.4a was carried out by installation of "sticky surface 1 foot square plates" aboard ten of the larger ships of the Task Group to collect fallout particles. The plates were furnished direct to the ships by the Project Officer with installation and removal being made by ships force. The plates were returned to the Project Officer for analysis.

2. Project 6.2, Air Mass Motion Studies, involved one ship on a not to interfere with primary mission basis. This ship was the USS CURTISS. The sponsor of this project was the AEC. It was conducted by LASL and the

Project Officer was Mr. Daniel F. Seacort of LASL.

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The work of the CURTISS was done in preparation in furnishing 6 enlisted men from the ship's gunnery department to assist in the installation and maintenance of ten 3-inch 50 Cal. AA naval guns on shore. The guns were fired by remote control just before shot time to establish a pattern of bursts through which the shock wave could be observed in passing.

3. Project 6.4b, Sea Waves, involved the USS LIPAN and M/V HORIZON. The project was sponsored by Department of Defense (Office of Naval Research) and conducted by the Scripps Institute of Oceanography (operators of the M/V HORIZON). The Project Officer was Dr. Willard Bascom of Scripps Institute. The HORIZON was engaged in this and an associated project (11.4 - Seismic Refraction Survey) from time of arrival at Eniwetok on 15 October. The LIPAN was directed to assist the HORIZON in the seismic survey project from H plus 3 for about 10 days. Her services were required for only a portion of this time.

4. Project 6.7a, Underwater Pressures in Deep Water, involved the USS CURTISS, USS YUMA, USS ELDER and the Patrol Plane Unit. The project was sponsored by the Department of Defense (Navy) and conducted by the Office of Naval Research (ONR). The Project Officer was Dr. William J. Thaler of ONR.

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The CURTISS deck loaded a van type trailer which was powered from the ships power plant. The ship was required to berth the operating personnel and to take a position 090°(T), 35 miles from Ground Zero at shot time.

The Patrol Plane Unit furnished a specially equipped P2V aircraft to orbit over the CURTISS from H minus 1 hour to H plus 30 minutes, in a position about 30 miles from Ground Zero (bearing 090°(T)) at an altitude of 10,000

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feet. A project technician was embarked in the aircraft.

The USS ELDER was engaged in this project from H minus 10 until H plus 7. Her first task was to load and lay mooring equipment for can buoys. Next came installation of the instruments in the can buoys, then to assist in servicing the telemetering installations after HX Day.

After the shot, the ELDER searched for the instrument buoys but none was found. The ELDER provided berthing for 2 cabin class personnel engaged in this project.

The USS YUMA was on a standby basis to assist in recovery from H plus 1 to H plus 4 but her services were not required.

4. Project 6.11, Free Air Pressure as a Function of Time, utilizing parachute suspended canisters, involved the USS OAK HILL. The project was sponsored by the Department of Defense (USAF) and was conducted by ARDC (AFRCG), the Project Officer being LtCol James D. VANI, USAF (of AFRCG).

The OAK HILL embarked 3 van type trailers with 3 mobile generators and provided berthing for 6 cabin class project personnel. Communication facilities and limited laboratory and storage facilities also were furnished.

The OAK HILL was further required to maneuver on special courses and speeds from H minus 2 hours and 28 minutes to H Hour, at which time she was to be on course 180°(T), bearing of 135°(T), at a speed of 4 knots and at a distance of 30.4 nautical miles from ground zero; to continue on this course until about H plus 15 minutes, or until transmissions from the canisters had ceased. The canisters were dropped by U.S. Air Force aircraft of Task Group 132.4.

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5. Project 7.5, Transportation of Airborne Debris, involved 3 ships; the USS CURTISS, USS ESTES and USS RENDOVA. The project was sponsored by the Department of Defense (USAF), was conducted by the USAF(AFOAT-1) and the project officer was Mr. P. W. Allen (of AFOAT-1).

Each ship supported this project on a "not to interfere with primary mission" basis. The ships were required to maintain an accurate plot of the track of their own ship relative to Ground Zero and relative to the other 2 ships in the project when within visual or radar range.

Measurements were made of the height, bearing and distance of the visible debris and associated cloud and mushroom, using sextants, gyro repeaters and range and altitude determining radars.

6. Project 9.2, Radio Wave Propagation Measurement, involved the USS RENDOVA and the Patrol Plane Unit. The project sponsor was the Department of Defense (U.S. Army) and conducted by U.S. Army (Army Signal Corps). Project Officer being Dr. G. N. Crenshaw (SCEL).

Two planes of the Patrol Unit were required to be on station at Lat. $11^{\circ} 42' N$, Long. $158^{\circ} 57' E$ from H minus 1 to H plus 2 and to orbit in an elliptical pattern at an altitude of 1,000 feet or as necessary. One aircraft was to make planned transmissions on one of 3 frequencies as directed by the project officer. The second plane was in standby and had additional duty of maintaining communications with the RENDOVA by radio, to report arrival and departures from station and arrival at base. The RENDOVA was required to maintain communications with the planes and a plot of their

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positions until they returned to base, and to vector the aircraft back to base to avoid radioactive areas if necessary.

7. Project 11.4, Seismic Refraction Studies, was carried out by the M/V HORIZON, assisted by USS LIPAN, concurrently with project 6.4b. The sponsor of project 11.4 was the Department of Defense (AFSNP and ONR), conducted by Scripps Institute of Oceanography and Project Officer was Dr. John D. Issacs of that institute.

8. Project 11.5, Marine Survey, involved the USS OAK HILL and the Task Group 132.3 Boat Pool. The sponsor was AEC; the project was conducted by Applied Fisheries Laboratory, University of Washington (U of W), and the Project Officer was Dr. L. R. Donaldson, AFL, U of W.

The OAK HILL provided berthing for 6 cabin class project personnel from E minus 10 to E plus 10 and space for preparation of samples. The Boat Pool provided one LCM and one LCPL from day to day as requested for transportation to various parts of the lagoon for project personnel in collection of marine forms.

9. The Project for AEC World-Wide Fallout Monitoring Program, required the support of the Patrol Plane Unit. The project sponsor was AEC, and was conducted by the AEC under project officer, Mr. Merrill Eisenbud. Three flights were scheduled and carried out by the Patrol Unit, using the 2 PBK-5A aircraft, in support of this project.

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V. ATOMIC DEFENSE (RADSAFE)

1. PERIOD IMMEDIATELY PRIOR TO MIKE EVENT. The wash-down systems were installed and tested underway on all ships of Task Group 132.3 prior M minus 3. All ships were given an atomic defense exercise and inspection at the same time the wash-down systems were tested. The exercises consisted of placing observers at the following locations: Bridge, Damage Control Central, Main Battle Dressing Station, Personnel Decontamination Station, and with at least 2 repair parties. These observers handed out a series of simulated radiation intensity readings and observed the procedures used in collecting, recording and evaluating the radiological situation, and advising the bridge of action to be taken as a result of the radiological situation simulated by those readings. These exercises indicated that most ships were not intimately familiar with the nomenclature involved and the basic need for recording and evaluating the data. After going through the exercise the ship's personnel could readily determine where the routine could be improved and a more workable and better system could be installed. The inspection consisted of checking the items listed in Task Group Instruction No. 03440.1 dated 29 September 1952. All ships were checked to ascertain that their complete allowance of radiaac equipment was on board and in operating condition. **BEST AVAILABLE COPY**

2. M DAY - On M day no radioactive fallout was encountered except by the M/V HORIZON. The fallout was first detected during medium precipitation at 1240 on M Day while the HORIZON was circling on station in Area Baker 110. (The HORIZON had been directed to leave its station at Seamount # 72;

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[REDACTED]
[REDACTED]

Lat 12° 41' (N), Long 162° 40' (E) at 0800, taking her new station after steaming for 4 hours at 11.5 knots on Course 045°(T). She was about 110 miles north-northeast of Ground Zero when the fallout occurred.) The ship was closed up, the ventilating systems secured and the spray system placed in operation. Within 20 minutes the level of contamination increased from 1 MR/HR to 5 MR/HR (gamma). This was reported to ComTaskGroup 132.3 at 1327. At 1400, at the direction of the Task Group Commander, the ship changed course to 180° and made speed of 11.5 knots. The contamination level gradually increased to an average of 8 MR/HR and a maximum of 35 MR/HR. The spray system was left on and the ship continued on it's course at full speed. At 1520 a report was made to the Task Group Commander that conditions were stabilizing and at 1630 the ship stopped, clear of the fallout area in a position Lat 12° 41' (N), Long 163° 05' (E). The precipitation had ceased, thus giving a reliable indication that the ship was clear of the fallout area. Air samples indicated the area clear. Washdown decontamination measures were taken and completed by 1930 at which time the ship was able to proceed toward it's station at Seamount # 72 to resume operations.

On 1. Day the initial survey and recovery operations were conducted by helicopter from the RENDOVA. The first survey helicopter flights ran into intense fallout and high radiation fields and personnel and equipment were grossly contaminated. Upon return to the RENDOVA all personnel were decontaminated below tolerance levels and the helicopters were partially decontaminated and issued operational clearance so that they could be used on subsequent survey and recovery missions. The first of the series of

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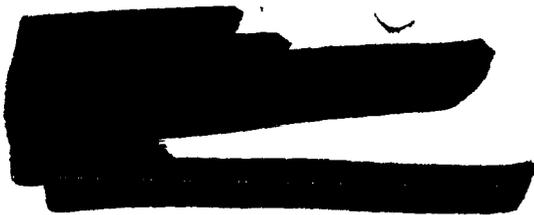
water samples were taken at 1600. These samples showed that there was no significant water contamination in the southern end of Eniwetok lagoon.

3. M PLUS 1 DAY - Another series of water samples was taken shortly after day break and analyzed prior to 0330. At this time CJTF 132 was advised that the southern end of Eniwetok lagoon was not contaminated and immediately thereafter R Hour was confirmed as being 0900. Task Unit 132.1.7 shifted their survey and recovery operations from the RENDOVA to Parry Island on re-entry. This lessened the work load on the monitoring and decontamination personnel aboard the RENDOVA.

4. M PLUS 2 DAY - Beginning at approximately 0000 and continuing for a period of 12 hours, a slight amount of radioactive fallout was detected in the vicinity of Eniwetok. The FLETCHER and RAUFORD on patrol reported that fallout was most noticeable during and immediately after they encountered local rain squalls. The fallout encountered was about 1 RR/HR average with a maximum in a few isolated instances approaching 3 to 4 RR/HR. (The foregoing figures are for Gamma only).

5. M PLUS 4 TO M PLUS 7 - Beginning on M plus 4, all the ships of Task Group 132.3 were checked to ascertain if the slight amount of fallout had been removed and had not collected in any spot so as to present a personnel hazard. It was observed that the contamination collected in scuppers, drains, rust spots, grease spots, canvas awnings, swabs, brooms and other cleaning gear. As of M plus 7 all ships were taking steps to decontaminate the locations where the contamination had collected. Final radiological clearances

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were issued to the ARIKARA, ELDER, YUMA and SHANKS for their release from the Joint Task Force in accordance with Navied P-1325 (Rev 1951), prior to their scheduled date of release of 8 November.

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HISTORY INSTALLMENT NO. VII

I. GENERAL

This history installment (Task Group 132.3 7th) will account for the Navy Task Group participation in the KING Event. Evacuation of the Atoll was not required although the Task Group was ready to accomplish the task had it been necessary. Security measures to protect the closed area were, in general, a repetition of the MIKE Event. The significant sector required patrolling for only 550 miles as compared to 800 miles for the MIKE Event.

The 9th of November was designated K minus 4 and the KX Rehearsal was held on that date. The USS OAK HILL went to sea for the Rehearsal but all other ships remained at anchor or, as in the case of the DDEs, on normal patrol. One aircraft, a F2V, took station in rehearsal for Scientific Project 9.2 and the USS RENDOVA provided helicopters for rehearsal of recovery operations. As in MIKE, the KING rehearsal for Task Group 132.3 was primarily a check of electronics equipment and communications facilities.

Air Patrols were intensified on K minus 4 from one to two search planes in overlapping schedules. Surface patrol was stepped up from 2 to 3 DDEs on K minus 3 and from 3 to 4 DDEs on K minus 2.

Ships at Eniwetok were directed to reinstall and test their wash-down spray systems on K minus 3.

The official observers were hosted by the Task Group on K minus 1 (first). They observed carrier flight operations on the USS RENDOVA and were carried ashore by helicopter on completion of the ship exercises.

The USS CURTISS remained at Kwajalein during KING Event. The USS IST 836 departed Eniwetok on 12 November for Bikini, remaining there

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through the KING Event. The USS LEO proceeded to Kwajalein on 8 November, and remained there through KING Day. The USS ELDER, USS ARIKARA and USS YUMA were released from the Task Group prior to KING Day. The USS O'BANNON was assigned to serve as control vessel for Task Group 132.4 plane refueling station between Kwajalein and Eniwetok. All other ships and units of the Task Group were participants in the KING Event at Eniwetok.

Some changes were made in the tactical organization of the Task Group for the KING Event. Certain ships of Task Elements 132.31, 132.32 and 132.33 were assigned to Task Element 132.31, designated the "main body", composed of the USNS GENERAL F. T. COLLINS, USS AGAWAM, USS IITAN and escorting DEEs (USS CARPENTER and USS FLETCHER) with Captain Durske, nominally CTF 132.33, as CTF 132.31. The USS ESTES operated independently as in MIKE Event. The USS OAK HILL and USS HORIZON also was required to operate independently in support of Scientific Projects 6.11 and 11.4.

The USS RENOVIA (Task Unit 132.3.0) was assigned an operating area off Farry and Eniwetok Islands, to be escorted by the USS RADFORD as plane guard ship for flight operations.

One additional plane from Plane Patrol Unit (Task Unit 132.3.1) was required to search the significant sector and two more to assist in Scientific Project 9.2.

All ships and units were on station at H minus 1.

KING Hour, however, did not occur on time on the first scheduled day



due to unfavorable weather. First there was a postponement of the event for 40 minutes, but shortly before the new scheduled time the event was postponed for 48 hours. After one day of the postponement an additional 24 hours delay was found necessary.

On receipt of the announcement that the mission was cancelled for the first KING Day, all ships and units were directed to reenter the lagoon or return to stations corresponding to K minus 2. In effect K minus 2 Day occurred three times and K minus 1 twice, before the KING Event was finally executed.

The KING Event was carried out on 16 November. All Task Group ships and units were on station at H minus 1 as on the first K Day, 13 November.

After H Hour on K Day, the BENDOVA immediately launched helicopters and sent them to Parry Island to report to Task Unit 132.1.7 despatcher to serve in the rad-safe aerial survey of the Atoll.

After helicopters were launched all the Task Group planes at Eniwatok were ordered off the ground. The patrol planes were ordered to Kwajalein and the TBMs and F4Us to be recovered on board the BENDOVA. The missions of the F4U and TBM units for IVY had been completed.

Reentry Hour was announced and executed at 1550 on KING Day. All ships returned to their anchorages or moorings in the lagoon within a few hours.

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The Security Patrol DDEs entered the lagoon and anchored, one ship (the USS FLETCHER) remaining in a state of readiness on one-hour notice. The O'BANNON, on securing from duty as control vessel for Task Group 132.4, was ordered to Kwajalein to join the USS CURTISS.

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On K plus 1, the Patrol Plane Unit resumed air security patrols (one plane) basing at Kwajalein.

The KING Event was practically all over on KING Day and K plus 1 marked the beginning of a full scale roll-up of Operation IVY for Task Group 132.3.

II. EVACUATION AND REENTRY

Planning for KING Day envisioned that all the Task Group ships at Eniwetok would put to sea except the USS ESTES and the M/V HORIZON. The ESTES would remain at her regular anchorage, prepared to get underway on one hours notice. The HORIZON was assigned an anchorage near the Wide Passage off the lagoon side of Eniwetok Island. The USS OAK HILL loaded small craft (LCMs and LCPIs) to capacity while other craft were to be secured in the lagoon on a standby alert to assist in evacuation. The YOG would go to sea on her own power, as would the ICU's on completion of evacuation, should there be danger of fall-out in the lagoon. The USNS GENERAL F. T. COLLINS would be the principal evacuation ship and went to sea in company with the USS AGAWAM and USS IIPAN escorted by 2 DDEs, including the USS CARPENTER with ComCortDesDiv ELEVEN embarked as commander (CTF 132.31) of this group of ships, the "main body".

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Following H Hour all units at sea maneuvered to keep clear of any fall-out, with the evacuation ships remaining near the Atoll should emergency evacuation be necessary. The USS BENDOVA maneuvered for flight operations accompanied by the USS RADFORD as plane guard ship.

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No fall-out was received on Parry or Friwetok Islands, the ESTES, HORIZON, or any of the ships at sea. At 1517, reentry was ordered by CJTF 132. The signal was made and executed for the Task Group at 1550.

The COLLINS entered the lagoon via West Channel, Wide Passage, the AGAWAM via East Channel, Wide Passage followed by the LIPAN. The OAK HILL, released from her station on Scientific Project 6.11, entered the lagoon astern of the LIPAN. The RENDOVA entered via Deep Entrance, releasing the RADFORD as plane guard vessel on entry.

The 3 DDEs were released from patrol, except one ship to be on one hours notice, and all entered the lagoon and anchored.

III. SECURITY OPERATIONS

Security patrols experienced some activity in the pre-KING Event phase. On the morning of 9 November during KX Rehearsal, a B-29 type aircraft of Task Group 132.4 flying at 30,000 feet reported visual contact with a submerged submarine proceeding in a northerly direction at 4 to 6 knots. The contact was reported observed at Lat 11° 27' N. Long 162° 38' E. A patrol plane (F2V) of the air patrol, a fighter (F4U) of the CAP, and a DDE of the surface patrol were dispatched to the point of contact. The search was continued for four hours with negative results. Evaluation: "No submarine".

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During the late evening hours of the same day, the USS RENDOVA, at anchor in the lagoon, made a brief radar surface contact just off Friwetok Island at Lat 11° 19' N., and Long 162° 22.5' E. The contact disappeared but a search plane sent to investigate dropped some-buoys and received brief contacts of unidentified noises on 2 buoys dropped in the first pattern. A DDE, joined later by a second DDE, continued

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the search assisted by a patrol plane and searched the area thoroughly with negative results. Evaluation: "Doubtful submarine".

As KING Day approached, security patrols, both air and surface were intensified as for the MIKE Event. The surface patrol was increased from 2 to 3 DDEs on K minus 3 and from 3 to 4 DDEs on K minus 2. Air patrol was increased from 1 to 2 planes (with over-lapping schedule) on K minus 4. Additional patrols were required in the significant sector out to 550 miles on F and K minus 1. Because of the two delays in KING shot, three patrols were flown. The sector on KING minus 1 was on a bearing of 260° (T) from Eniwetok.

On first postponement of KING Event, announced as for 48 hours, security patrols reverted to status as of K minus 2. However on the second postponement of K Day, the air patrol was reduced to one plane and the surface patrol was reduced from 3 DDEs to 2 DDEs, until the general movement to sea on the morning of KING Day.

The air search planes were landed at Eniwetok before H Hour. Two planes were in the air on Scientific Project 9.2.

Two DDEs performed escort duty for the main body (Task Element 132.31) during H Hour, a third was on plane guard duty with the RENDOVA while the fourth (the USS O'BANNON) was on station as control vessel for Task Group 132.4 plane refueling station between Eniwetok and Kwajalein.

Air search, using a one plane patrol basing at Kwajalein, was resumed on K plus 1 and continued until 0800 on K plus 2 day, after



which all air security patrols were discontinued.

No further surface patrols were made off the Eniwetok Atoll after KING Day. On K plus 1, the Destroyer Element proceeded to Kwajalein for escort duty with the USS CUPTISS on her return voyage to the United States.

Except as stated above, occurring on 9 November, no other significant contacts were made in air or surface patrols.

IV. SUPPORT OF THE SCIENTIFIC PROJECTS

Ships and units participating in Scientific Projects were as follows:

Project 6.11 - USS OAK HILL

Project 7.5 - USS ESTES, USS OAK HILL, USS RENDOVA

Project 9.2 - PATROL TWO, USS RENDOVA

Project 11.4 - USS JIPAN, M/V HORIZON, M/V SPENCER F. BAIRD

The M/V SPENCER F. BAIRD arrived at Bikini on 14 November, remaining there until 16 November at which time she proceeded to Eniwetok, arriving the following day.

For Project 6.11 the OAK HILL was required to take a station 17 nautical miles bearing 050° (T) from Ground Zero, to be there at H minus 3 and at H Hour. To do this it was necessary for her to put to sea well ahead of the rest of the Task Group.

For all other projects, the Task Group unit participation was, in general, a repetition of their participation in the MIVE Event.



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HISTORICAL INSTALLMENT NUMBER VIII (FINAL)

I. ORGANIZATION SUMMARY

The operational phase of Task Group 132.3's participation in Operation IVY was completed during the period of this report. A date of completion would be difficult to name but such a date would be between 26 November, date of departure of the last ship of the Task Group (USS OAK HILL LSD-7) from the Forward Area, and 16 December, expected date of arrival of the last ship in the United States (same ship). The latter date marked the completion of the release of the operational control of all ships from the Task Group to normal commanders.

It should be noted that the last ship of the Task Group to arrive in the Forward Area was the Scripps Institute vessel, the M/V SPENCER F. BAIRD, which arrived at Bikini on 14 November. By that date four (4) other vessels had already been released from the Task Group. A chronological listing of the release of the ships and units will be covered later in this section.

The Task Organization set up in the Task Group OpPlan functioned for MIKE Event with few changes. The changes involved the Task Force Command ship, the USS ESTES (AGC-12), which was required to operate independently of the Transport Element. The Commanding Officer of the USS LEO (TAKA-60) then was designated as Task Element Commander. The USS IST-836 also operated separately from the Transport Element throughout all phases of IVY. The M/V SPENCER F. BAIRD, as noted above was not present in the MIKE Event and stayed at Bikini during the KING Event. Further modifications in the task organization were required in the KING Event as shown in the preceding installment of this history. The general basic organization, however, was maintained throughout IVY.

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The major effort of the Navy Task Group support was required in the complete evacuation of the Atoll for MIKE Event. Support of Scientific Projects for the KING Event were considerably less than required for the MIKE Event. Security of the Eniwetok Danger Area, however, was paramount in both MIKE and KING Events.

On completion of MIKE Event, its associated Scientific Projects and the reentry of the evacuees, certain ships were no longer required and were reported to their normal commanders as ready for release from the Task Group.

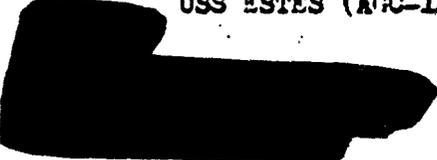
The first ship released was the USS ELDER (AN-20), to Commander Service Force, Pacific Fleet (ComServPac) by dispatch (CJTTF 132 040615Z of November). The ELDER departed Eniwetok on 8 November 1952.

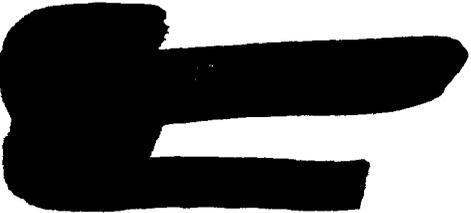
The USS ARIKARA (ATF-98) was released on 8 November and departed Eniwetok in company with the ELDER. The USS YUMA (ATF-94) was released and departed the same day. Both these vessels were returned to ComServPac.

The USNS DAVID C. SHANKS (TAP-180) was reported ready for release on 8 November but release was delayed due to Court of Inquiry proceedings involving some of her personnel. The SHANKS finally was released to Commander, Military Sea Transportation Service, Pacific (ComMSTSPac) and departed from the Eniwetok area on 11 November.

The foregoing constituted all the releases prior KING Event. However, planning was continued toward release of any ship or unit on completion of its mission. CJTTF 132 by dispatch (CJTTF 132 CITE 1139 DTG 100954Z of November) announced release dates for planning purposes of major units as follows:

USS ESTES (AGC-12) - K plus 3





USS RENDOVA (CVE-114) - K plus 4 (at Eniwetok, to proceed to Kwajalein to load aircraft of TG 132.4 for transportation to U.S.)

USS OAK HILL (LSD-7) and Boat Pool - K plus 15

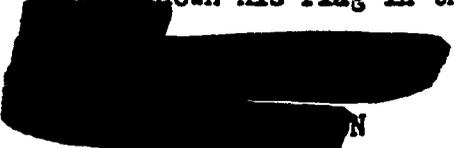
The USS CURTISS (AV-4) was announced as available for sailing to the U.S. on 14 November (or K plus 1). Since her mission included transportation of equipment and material, her release would be after arrival and delivery of this equipment and material in the designated port on the mainland.

After the KING Event, on 17 November the Destroyer Element (TE 132.33) was directed to proceed to Kwajalein and to escort the CURTISS to the Hawaiian Area. Near Hawaii, this element was relieved by 2 destroyers furnished by Commander Cruiser-Destroyer Force, Pacific Fleet (ComCruDesPac). The CURTISS and escorts departed Kwajalein 18 November.

The USS AGAWAM (AOG-6) with YOG 69 and YON 146 were released to ComServ Pac on 16 November. The USS LIPAN (ATF-85) also was released to ComServPac on the same date. These vessels departed Eniwetok on 18 November, the LIPAN with the YON 146 in tow for Guam and the AGAWAM with YOG 69 in company for Kwajalein.

The USS ESTES sailed from Eniwetok on 19 November 1952 for San Diego via Pearl Harbor, and was released on arrival, 6 December, to Commander Amphibious Force, Pacific Fleet (ComPhibPac). **BEST AVAILABLE COPY**

The USS RENDOVA departed Eniwetok on 20 November for Kwajalein to take aboard 15 F-84-G Task Group 132.4 aircraft. The RENDOVA arrived there on 21 November, loaded the aircraft and departed for Pearl Harbor the following day. The RENDOVA stopped in Pearl Harbor for 48 Hours (27-29 November) and then continued her voyage to San Diego, California. Commander Task Group 132.3 hauled down his flag in the RENDOVA on 6 December shifting administration to



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Washington, D. C., and the RENDOVA was released to Commander Air Force Pacific Fleet (ComAirPac). This release dissolved Task Unit 132.3.0.

The USNS GENERAL E. T. COLLINS was released to ComMSTSPac on 20 November 1952.

Patrol Squadron TWO was released to ComAirPac 19 November 1952. This release dissolved Task Unit 132.3.1.

The M/V HORIZON and M/V SPENCER F. BAIRD, the Scripps Institute vessels, were released from the Task Group on 22 November 1952.

The USS LST-836 was scheduled to be released from Task Group 132.3 operational control on 21 November 1952, but was required for roll-up of weather stations which she accomplished enroute to Hawaii. The USS LST-1126 was designated to relieve the LST-836, later, and was expected to arrive at Eniwetok about 6 December 1952. The LST-836 finally was released on 10 December 1952, at Pearl Harbor after offloading Air Task Group Weather Station equipment and material at Hickam Air Force Base.

The CURTISS and Escort Destroyer Division ELEVEN made rendezvous with the USS WHITEHORN (DE-634) and USS SILVERSTEIN (DE-534), off the Hawaiian Islands on 23 November. Escort Destroyer Division ELEVEN was relieved of its escort duty with the CURTISS and released from the Task Group, dissolving Task Element 132.33.

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The CURTISS arrived at Port Chicago, California, on 30 November 1952. The escorting vessels were released on entry of CURTISS into San Francisco Bay on that date. The CURTISS completed unloading at Port Chicago on 1 December and moved to Naval Supply Center, Oakland, California. On completion of unloading at Oakland, she was released from the Task Group to Com

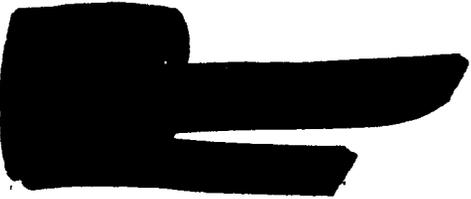


AirPac on 2 December. This release dissolved Task Element 132.30.

The USS LEO completed loading roll-up cargo for return to the United States and was released from the Task Group 26 November. The ship departed Eniwetok the same date. This was the last ship of Task Element 132.31.

The USS OAK HILL, with boats and personnel of the Boat Pool and Underwater Detection Units embarked, departed Eniwetok on 26 November for San Diego, California, via Pearl Harbor. At San-Diego, after transferring boats and the personnel of both units to the Amphibious Training Command, (for leave, reorganization and training of personnel), this ship was released from the Task Group on 16 December. This release dissolved Task Element 132.32 and being the last ship of the Task Group to be released from the operational control of Commander Task Group 132.3, completed dissolution of Task Group 132.3 as an operational task organization.

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II. PLANNING PROGRESS SUMMARIES

A. FISCAL

Flag Allotment granted by BuShips - On 3 November the Bureau of Ships (BuShips) designated the USS RENDOVA (CVE-114) as the accounting activity for CTG 132.3 flag allotment. This action was the result of CTG 132.3 ltr Ser 298 of 21 September which requested that allotment accounting be performed by the flagship instead of Headquarters Joint Task Force 132. This situation arose over BuShips confusing the Navy Task Group Staff with the Headquarters Staff of the Joint Task Force.

Because of unforeseen requirements for maintenance materials it was necessary to request an allotment augmentation of \$200.00 on 10 November (CTG 132.3 DTG 092201Z). These additional funds were granted by Commander Service Force, Pacific Fleet (Com Serv Pac) by MSG DTG 122352Z.

In view of the prospects for early redeployment of the Staff afloat for the next operation it was decided to retain the BuShips Allotment for the balance of fiscal year 1953. Accordingly, CTG 132.3 ltr ser: 544 of 13 November to BuShips requested that the administration of the flag allotment be shifted to the U. S. Naval Gun Factory, Washington, D. C. effective 1 December 1952.

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Allotments of JTF 132 Funds - In view of the policy of "no special airlift" for units of CJTF 132 at the conclusion of IVY as set forth in CJTF 132 OpOrder 3-52, it was necessary to request allotment augmentations for travel and transportation of excess baggage as follows (CTG 132.3 ltr ser: 0556 of 14 November):



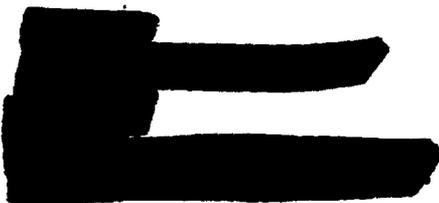
<u>OBJECT</u>	<u>INCREASE</u>
Travel	\$4,000.00
Transportation	<u>\$1,000.00</u>
Total Increase	\$5,000.00

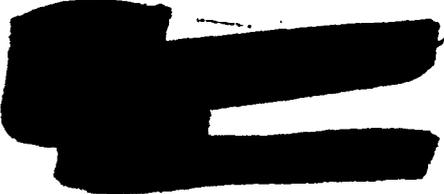
This request was granted by CJTF 132 endorsement AG 120 of 19 November. Total Funds available in these allotments for fiscal year 1953 now amounted to:

Travel	\$12,500.00
Transportation	<u>\$1,500.00</u>

While all information on cost of returning the Staff from the forward area is not available at this time, it is estimated that \$3,900.00 will be chargeable to these allotments for commercial air transportation and per diem. The movement of 9 officers and men via Navy cargo plane reduced the total amount estimated to be required by about \$1,700.00.

Division of funding between Navy and Task Force - Assistant Secretary of Defense Memorandum of 12 January 1951 was used as a guide during IVY. In general the cases at hand were clear-cut and fell into the category of "Normal Service Operating Expenses" or "Extra Military Expenses" as defined in this memorandum. Two recent examples referred to the Task Group Commander for decision serve to illustrate the area of overlapping between the two categories of expenses. One concerned a charge of \$1,750.00 to the USS CURTISS for concrete block ballast required to trim ship after loading with certain AEC materials. This was considered a proper charge to the extra military category and the ship was instructed to present the necessary reimbursement





papers to CJTF 132. The other case involved the USS ARIKARA (ATF-98) which was assigned to IVY for towing and other use as might be assigned. The ship requested reimbursement for \$4,764.40 expended in form of tow cable, line and fittings rigged for special tows and scientific project work. The ship stated that this work required replacement of the ships normal allowance of cables and equipment used for normal fleet operations. The Task Group Commander held that expenditure of towing gear for a ship furnished for a towing mission was within the definition of normal support area and therefore funds for replacement equipment should be provided by the Navy. Accordingly, ComServPac was requested to furnish replacement funds and/or material.

These examples illustrate the extent to which existing instructions are open to interpretation. It is anticipated that there will be additional cases requiring staff decision prior to final roll-up of all units.

B. LOGISTICS

No general logistics support was required for the Task Group during this period. Provisioning received prior the MIKE Event was sufficient to carry through the roll-up period. The destroyers received required fuel from the USS RENOVIA or the YON-146. Prior departure from the Area, the USS AGAWAM topped off diesel and gasoline storage at both Eniwetok and Parry Islands.

C. TRANSPORTATION

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Transportation of personnel and cargo from the forward area was governed by CJTF 132 policies. Specific Navy Task Group actions were as follows:

(a) Provided shipping instructions for baggage and material being returned from the forward area to a rear area activity. These supplemented



previous instructions in CTG 132.3 OpPlan 1-52.

(b) Utilized surface lift to the maximum practicable extent consistent with CinCPacFlt future deployment dates.

(c) Promptly released personnel no longer required. In this connection 49 personnel of Patrol Squadron TWO were returned utilizing available surface lift, 7 days prior to release of the Squadron to ComAirPac operational control.

(d) Originated request for special air lift of 181 Patrol Squadron TWO personnel plus 11,800 pounds baggage and 7,500 pounds critical squadron allowances. This was necessary because of early redeployment of the squadron and followed ComAirPac policy to air lift squadron personnel required to support a regular squadron movement. This lift was handled by naval aircraft of Fleet Logistics Air Wings and did not effect JTF 132 airlift space allocations.

(e) Arranged for flight via Naval B5D aircraft of 2 officers and 2 men plus 6,000 pounds of CTG 132.3 Staff office files and equipment from Naval Air Station, San Diego to Washington, D. C. on 5 December.

(f) Coordinated disposition of Patrol Squadron TWO equipment and spares to insure that instruction received for all items (about 40 measurement tons from Eniwetok and 600 measurement tons from Kwajalein) to be returned to continental United States in November and December.

D. SECURITY AND INTELLIGENCE

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As of 1 November, 532 APO "Q" Clearances had been requested by Commander Task Group 132.3. Of these requests 451 had been granted and 38 cancelled, leaving a total of 43 pending. By 16 December 1952, it is expected that

approximately 25 additional requests will have been approved.

Requests for National Agency Checks initiated by the following commands, some of which were not in Task Group but were in the area during critical times, were in the following stages of completion by 1 November 1952:

<u>SHIP OR UNIT</u>	<u>COMPLETED</u>	<u>PENDING</u>	<u>TOTAL</u>
USS CURTISS (AV-4)	619	11	630
USS ESTES (AGC-12)	545	5	550
USS IST-836	116	3	119
USS LEO (TAKA-60)	00	92	92
USS OAK HILL (LSD-7)	261	6	267
LCU SQUADRON ONE (Formerly LSTURON 1)	70	0	70
USS AGAWAM (AOG-6)	130	0	130
USS ARIKARA (ATF-98)	84	0	84
USS IIPAN (ATF-85)	86	1	87
USS YUMA (ATF-94)	106	9	115
USS ELDER (AN-20)	49	2	51
COMMANDER ESCORT DESTROYER SQUADRON ONE	15	0	15
USS CARPENTER (DDE-825)	291	49	340
USS FLETCHER (DDE-445)	286	15	301
USS RADFORD (DDE-446)	348	6	354
USS O'BANNON (DDE-450)	265	67	332
USS RENDOVA (CVE-114)	1022	18	1040
HELICOPTER ANTI-SUBMARINE SQUADRON 2	17	0	17
FLEET AIR SERVICE SQUADRON 110	19	1	20
COMPOSITE SQUADRON 3 (VC-3)	36	4	40
PATROL SQUADRON 2 (VP-2)	397	3	400
NAVY #128 (RecSta Pearl)	38	0	38
MARINE CORPS RECRUIT DEPOT	185	1	186
USS AREQUIPA (AF-31)	87	13	100
USS PIKHOR (AOG-7)	120	8	128
USS FARIBAUT (AKA-179)	79	3	82
USS TENEST (AOG-8)	99	1	100
USS GRAINGER (AK-184)	67	3	70
USS HITCHITI (ATF-103)	10	51	61
USS MOCTOBI (ATF-105)	76	1	77
USS NAMAKAGON (AOG-53)	152	0	152
USS SHARPS (SKI-10)	94	1	95
USS SUSSEX (AK-213)	59	1	60
USS TOIOVANA (AO-64)	308	7	315
USS LST 611 (Rec'd 10-28-52)	00	108	108
CTG 132.2, APO 187, c/o PM San Fran (These are attached to an Army Organisation)	80	0	80

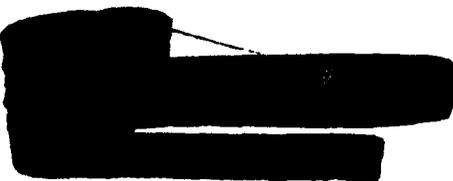


The first of what proved to be a number of security violations was discovered on 2 November 1952 when a message containing Secret Security Information was transmitted in plain language from the USNS DAVID C. SHANKS (TAP-180) reporting the time of the detonation of MIKE Shot. The message was addressed from Commander Task Group 132.1 to several addressees in the United States and Japan, and because it was transmitted from a ship in the Task Group 132.3, Commander Task Group 132.3 was directed by COMTF 132 to investigate the matter. A court of inquiry was convened for the purpose of inquiring into the circumstances concerning the reported breach of security. The fact that the message in question was originated by an Air Force Officer serving in Task Group 132.1, who was temporarily embarked in the USNS DAVID C. SHANKS, and because the ship's radio officers who handled and transmitted the message were Civil Service Personnel, not formally cleared to handle classified matter, many unusual situations had to be considered by the court of inquiry. Approval of the Secretary of the Navy was required and obtained in order to name personnel of the U. S. Air Force as interested parties to the inquiry. The inquiry was completed on 6 December and submitted to the Judge Advocate General of the Navy by Commander Task Group 132.3 on 10 December 1952.

At approximately M plus 8 days this command became aware of what appeared to be a series of letters, apparently from members of units of the Task Group, which were appearing in newspapers throughout the United States. These letters were purported to be eye witness accounts of an "H" Bomb detonation, and, if correctly represented in press releases, constituted breaches of security.

Investigations were ordered to be made at once into the circumstances surrounding the letter writing. Investigations were conducted in each ship with re-





sults reported to CinCPacFlt and OpNav. In general the results of the investigations were as follows:

(a) That authorship of the letters in question was admitted by the alleged writers without exception.

(b) That each letter writer admitted that he had been briefed on several occasions concerning what could and what could not be written in personal letters.

(c) That each writer stated that he knew it was forbidden and improper to write concerning the results of the tests.

(d) That the majority of the letter writers denied that their letters contained the words "HYDROGEN" or "ATOMIC".

(e) That several of the letter writers claimed that much of what they wrote was the product of both what they saw and their imagination.

(f) That each writer believed that his letter had been "dressed-up" considerably by the editors of the newspapers.

(g) That it was generally felt by all concerned that recent newspaper accounts of a Hydrogen Bomb and articles appearing in the Saturday Evening Post and various other periodicals throughout the country seemed to contain identical information included in their personal letters to their families. As a result, and despite their instructions to the contrary, they did not believe that they were acting in violation of realistic security.

(h) That no official recommendations have been made by the Task Group Commanders thus far concerning disciplinary action in the case of individual authors of these letters, pending receipt of policy guidance from higher authority. **BEST AVAILABLE COPY**

On 8 November 1952, CJTF 132 reemphasized the need for further indoctri-





nation of Task Force personnel in security matters. JTF 132 letter AG file number 360 of that date, Subject: "Security Indoctrination for KING", directed that "no information whatsoever of a classified nature will be communicated to any unauthorized person". In this letter it was pointed out that certain items such as (a) the approximate time of the tests, (b) number of shots in the operation, (c) characteristics of the test, (d) number of ships and aircraft and other equipment in the operation, and (e) detailed organization and composition of JTF 132 were still classified and could not be transmitted to any unauthorized person. This letter was reproduced and distributed to all ships and units of the Task Group.

In addition to the statements enumerated in the paragraphs above all personnel of the Task Group were given termination lectures, warning them of their continuing obligation of secrecy regarding the operation, not to confirm or deny news releases unless released by the Department of Defense or the Atomic Energy Commission, not to tell the number of shots, time or dates nor the effects of the tests, nor mention structures seen.

All "Q" clearances of personnel not continuing in the Atomic Energy Programs are being cancelled. **BEST AVAILABLE COPY**

Instructions were issued to all ships and units of the Task Group to omit from the logs for the month of November 1952 any information pertaining to Atomic Tests, M-Day, K-Day, Shot Time, or H-Hour.

In conclusion it can be stated that there were no positive indications that any attempts were made by unfriendly submarines or aircraft to gain intelligence of this operation. There was no evidence of attempted sabotage, espionage or personnel penetration by unfriendly agents.



E. COMMUNICATIONS

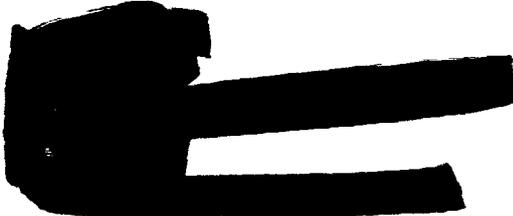
MIKE Event Rehearsal was held on 28 October (M minus 4). This was a complete communications rehearsal for MIKE Shot with Headquarters of CJTF 132 moving on board the USS ESTES and all circuits activated for last minute interference checks. The rehearsal continued until 1200M on 28 October and it was found that there were several circuit failures, which were quickly rectified at subsequent conferences. Upon completion of the exercise, communications returned to normal with the exception of a few special circuits aboard the USS ESTES which remained activated at the request of CJTF 132 Headquarters Communication Officer.

During the few days remaining prior MIKE Day, communications checks were held every morning on all operational circuits, and a final and satisfactory check was held on the afternoon of M minus 1.

Communications on MIKE Day were good with the exception of the tactical maneuvering circuits which failed to operate with ships near horizon distance from the Task Group Flagship. This posed a serious problem to the Navy Task Group Commander, and it was found necessary to use the medium frequency Task Group common voice circuit to maneuver those ships some distance away.

Upon return to the Eniwetok Lagoon following MIKE Shot, the afloat stage for MIKE was completed, and JTF 132 Headquarters moved ashore from the USS ESTES to PARRY ISLAND. Normal in-port communications were quickly reestablished with CJTF 132 ashore on PARRY ISLAND. **BEST AVAILABLE COPY**

Following MIKE Event, it was noted that there was a considerable drop in communication traffic. This can probably be attributed to the fact that considerable of the planning for MIKE was a carry-over, and also that the



planning for KING was made much simpler because of CJTF 132's decision to remain on PARRY ISLAND for the KING Event.

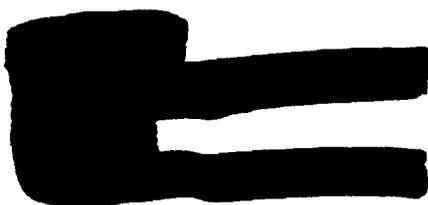
Communications for KING Shot, other than regularly manned task group circuits, consisted of maintaining communications with JTF 132 Headquarters on PARRY ISLAND via AN/TRC voice telephones while the Navy Task Group was at sea. Direct lines were tied-off through the AN/TRC equipment from both the bridge of the USS RENDOVA and the Task Group Commander's cabin to the JTF 132 Headquarters joint operations center on PARRY ISLAND. Communications proved very satisfactory throughout KING. It was also noted that there was general improvement in the performance of the tactical maneuvering circuits of the task group. This can probably be attributed to the fact that the ships were more closely grouped during the afloat stage.

When various units of the Task Group returned to their assigned anchorages in the lagoon, normal communications were resumed.

Following KING Shot, the bulk of communications consisted of messages concerning the roll-up stage of Operation IVY.

As ships of the Task Group were released, and departed the Niwetok area, the need for Task Group circuits ceased. All Task Group operational circuits were secured on K plus 4 day.

During the period of peak activity, 1 October - 15 November, of Operation IVY, a total of approximately 5,000 radio and 2,000 visual messages were handled by the ComTaskGroup 132.3 communications center. It was found that the two week period preceding MIKE was the busiest and there was a continuous back-log of incoming and outgoing messages.



No pronounced nor deliberate interference was experienced by ships of this Task Group, other than normal atmospheric conditions which interfered with reception during certain periods of the day. No unusual transmitting or receiving phenomena was recorded by ships of the task group following either MINE or KING Shot.

ComTaskGroup 132.3 in RENDOVA departed ENIETOK enroute San Diego on H plus 4. All Task Group circuits were secured, and only required Fleet Broadcasts and distress frequencies were maintained. Upon arrival at San Diego, CTG 132.3 communication and crypto guard was shifted at 052000Z from the USS RENDOVA to the Potomac River Naval Command at the Naval Gun Factory, Washington, D. C.

F. ATOMIC DEFENSE

An account of Task Group activity and experience in Atomic Defense during the MIKE Event is covered in the history installment for that event. During the remainder of the period of this report there was no activity except during the KING Event when the Task Group ships in the Eniwetok Lagoon experienced a trace of radioactive fall-out at about H plus 22 hours. The fall-out consisted of widely scattered particles with a maximum radiation intensity of .6 MR/HR (Beta). This trace amount of fall-out was readily cleaned up by all the ships.

The results of lagoon water sampling indicated zero activity in the lagoon water where the ships were anchored. Readings up to 100,000 disintegrations per minute per milliliter were obtained in the northern portion of the lagoon but no ships were affected.

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Prior release from the Task Group all ships (including 4 ships released before KING Event) were given a radiological inspection and granted clearance as indicated in the following table:

<u>SHIP OR UNIT</u>	<u>TYPE RADIOLOGICAL CLEARANCE GRANTED</u>	<u>AUTHORITY (CTG 132.3 MSG)</u>
USS CURTISS (AV-4)	Final	DTG 180730Z/NOV
USS ESCOBES (AGC-12)	Final	DTG 190012Z/NOV
USS LST-836	Final	DTG 190012Z/NOV
USS BEN E. T. COLLINS (TAP-147)	Final	DTG 190202Z/NOV
USS DAVID C. SHAW'S (TAP-180)	Final	DTG 092140Z/NOV
USS LEO (AKA-60)	Final	DTG 190202Z/NOV
USS OAK HILL (LSD-7)	Final	DTG 190012Z/NOV
LCU 666, 667, 709, 764, 851	Operational	DTG 213202Z/NOV
USS AGAWAM (AGC-6)	Final	DTG 220116Z/NOV
YON-146	Final	DTG 220116Z/NOV
YOG-69	Final	DTG 220116Z/NOV
USS LIPAN (ATF-85)	Operational	DTG 170312Z/NOV
USS YUMA (ATF-94)	Final	DTG 072126Z/NOV
USS ARIKARA (ATF-98)	Final	DTG 072126Z/NOV
USS ELDER (AN-20)	Final	DTG 072126Z/NOV
USS CARPENTER (DDE-825)	Final	DTG 180730Z/NOV
USS FLETCHER (DDE-445)	Final	DTG 180730Z/NOV
USS RADFORD (DDF-446)	Final	DTG 180730Z/NOV
USS O'BANION (DDF-450)	Final	DTG 180730Z/NOV
USS RENDOVA (CVE-114)	Final	DTG 021920Z/DEC
M/V HORIZON	Operational	DTG 232250Z/NOV
M/V SPENCER F. BAIRD	Final	DTG 232250Z/NOV
PATRON TWO	Final	DTG 021920Z/DEC
RENOVA AIRCRAFT:		
TBM-3R BuNOS 85765, 86070, 86183, 91326	Final	DTG 021920Z/DEC
F4U-5N BuNOS 124539, 124514, 124547, 124546, 121973, 122191	Final	DTG 021920Z/DEC
HRS - BuNO 130154	Final	DTG 021920Z/DEC
HRS - BuNOS 129019, 130152, 130157, 130153	Operational	DTG 021920Z/DEC

G. PERSONNEL ADMINISTRATION

During the period from 28 October to the end of the operation eighteen (18) emergency leaves were approved and in addition, transportation was obtained

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for 1 medical evacuee and 7 routine transfers. The totals for IVY were:

Emergency Leaves	29
Transfers to other Duty	21
Medical evacuation	<u>9</u>
Total	59

Air transportation was utilized in all above cases except 4 of transfers to other duty transported by surface ship.

The peak strength in personnel of the Task Group was reached on 22 October 1952. A breakdown of strength by ships/units is given as follows:

<u>SHIP/UNIT</u>	<u>OFFICERS</u>	<u>CIVILIAN</u>	<u>ENLISTED</u>	<u>TOTAL PERSONNEL</u>
USS CURTISS	42*	-	687*	729
*Marine Corps included:	(3)		(64)	
USS ESTES	48	-	518	566
USS LST 836	6	-	123	129
USNS DAVID C. SHANKS	5	169	17	191
USNS GEN E. T. COLLINS	5	171	16	192
USS LEC	12	-	216	228
USS OAK HILL	19	-	311	330
TG 132.3 BOAT POOL	4	-	198	202
TG 132.3 UDU	1	-	20	21
USS AGAWAM	8	-	114	122
YOG-69	-	-	14	14
USS LIPAN	5	-	74	79
USS YUMA	5	-	71	76
USS ARIKARA	5	-	75	80

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<u>SHIP/UNIT</u>	<u>OFFICERS</u>	<u>CIVILIAN</u>	<u>ENLISTED</u>	<u>TOTAL PERSONNEL</u>
USS ELDER	4	-	45	49
M/V HORIZON	-	35	1 (TD)	36
COMCORTDES DIV II	5	-	5	10
USS CARPENTER	15	-	261	276
USS FLETCHER	17	-	21	258
USS RADFORD	18	-	238	256
USS O'BANNON	17	-	234	251
COMTASKGROUP 132.3	17	1	44	62
USS RENOVIA	107#	-	865#	972#
#Includes attached air units.				
PATRON TWO	47	-	298	345
TOTALS	412	375	4688	5475

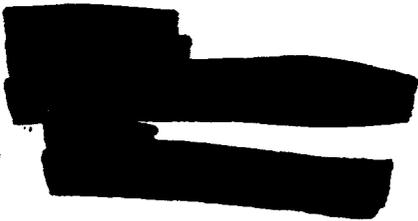
Personnel from ships of the Task Group on temporary duty with other Task Groups were returned to their ships in the Forward Area, prior departure.

The USS ESTES was directed to release to Commander Amphibious Force Pacific Fleet, the augmentation of stewards branch ratings, which was done by dispatch 18 November.

Other personnel matters connected with the roll-up of IVY for Task Group 132.3 involved the following:

- (1) Return of the Task Group Commander's Staff to Washington, D. C.
- (2) Disposition of the Flag Allowance in the flagship.
- (3) Disposition of the Task Group Boat Pool.
- (4) Disposition of the Task Group 132.3 Underwater Detection Unit.
- (5) Recommendations for CASTLE.

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The return of the officers of the Task Group Commander's Staff to Washington was effected by termination of their orders to temporary duty in the flagship. Authority was requested and obtained from the Bureau of Naval Personnel (BuPers) to transfer eleven (11) enlisted personnel of the Flag Allowance to the Naval Receiving Station, Washington, D. C., for duty with ComTaskGroup 132.3. In this connection, permission was requested to transfer personnel accounting from Commander Service Force, Pacific Fleet (ComServPac) to Potomac River Naval Command (PRNC). However, the BuPers authority for transfer of the enlisted personnel above specified that they would be carried under the allowance of Headquarters JTF 132, thus transfer of the enlisted accounting is not required.

Four men of the Flag Allowance requested assignment to the RFMDOVA and the transfer was made on approval by ComServPac. One man was transferred to the Naval Detachment Garrison Force, Eniwetok, prior leaving the Forward Area.

The remaining 28 personnel of the Flag Allowance were made available to ComServPac. However at the suggestion of ComServPac, eight (8) of these were transferred to the Task Group 132.3 Boat Pool in the interests of retaining cleared personnel for CASTLE. This left a total of twenty (20) to ComServPac for transfer to other duty. **BEST AVAILABLE COPY**

Of the Boat Pool personnel, twenty (20) men were transferred to the Naval Detachment, Eniwetok Garrison Force, prior departure from the Forward Area. On 12 November a dispatch (ComTaskGroup 132.3 DTG 112218Z) recommendation was made to Chief of Naval Operations (OpNav) that the Boat Pool be retained as a unit for CASTLE. OpNav approved this recommendation 21 November by dispatch DTG 202045Z of NOV, and the Amphibious Training Command (PhibTraPac) was



designated as the activity to support and train the unit. Rotation and other losses of personnel will require replacements in time for the unit to be operating by 1 May. BuPers issued orders to the officers of the Boat Pool to report to PhibTraPac on arrival of the USS OAK HILL in the United States. Transfer of the enlisted personnel from the OAK HILL to PhibTraPac was scheduled for accomplishment on arrival of the ship at San Diego about 15 December.

An arrangement similar to that for the Boat Pool was evolved for the Underwater Detection Unit, approved by OpNav on 24 November (by dispatch DTG 241346Z). BuPers issued orders to the Officer in Charge to report to PhibTraPac on arrival of the OAK HILL in the United States. The enlisted personnel will be transferred at the same time. **BEST AVAILABLE COPY**

BuPers orders to officers of these units directed their personnel accounting be with Headquarters JTF 132. This would indicate a move toward consolidation of all Navy personnel allowances set up for the Joint Task Force in one central accounting. For IVY, the Task Group had one allowance each for officers and enlisted personnel subdividing each of them into units: Staff (Flag Allowance), Boat Pool and Underwater Detection Unit. For CASTLE it has been recommended that separate allowances be issued for each of these units, with an additional unit (Flag Allowance) for the flagship, when designated; the personnel to be provided from the fleet by the time the flagship is required operationally. The Flag Allowance of enlisted personnel for the Washington Office, would be detailed to the flagship on temporary duty, without transfer of personnel accounting. This procedure can be followed whether the allowance is carried by PRNC for ComTaskGroup 132.3 or for Headquarters JTF 132.

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H. WELFARE AND RECREATION

Following the MIKE Event and after reentry of the Atoll, ships of the Task Group were authorized to resume granting liberty to Fiiwetok on 3 November 1952. JAPTAN ISLAND was declared free of radioactivity and was reopened for swimming parties from individual ships on 4 November. On the following day it was declared open for general recreation but the facilities prior MIKE could not be reestablished. Ship or unit beer parties or athletic parties in supervised groups were encouraged with the swimming beaches open for general use under the supervision of a Shore Patrol Officer and detailed life guards.

Except for individual ship operations and closing of Japtan during the KING Event, liberty and recreation parties continued on a daily basis until all ships had departed the Forward Area.

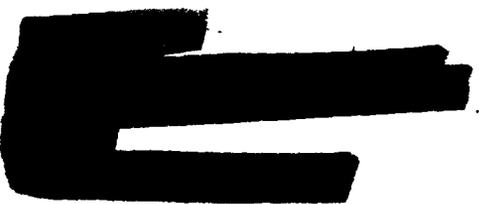
A final report of the operation of the Task Group Recreation Facility on Japtan Island was submitted to the Task Group Commander dated 29 November 1952 (CO USS ESTES (AGC-12) Serial 0109).

The report included the following information:

(a) The facility was in full operation for 30 days, 27 September to 26 October, except for 2 days reserved for exclusive use of one ship for ship's picnics.

(b) A total of 8270 man-days of recreation was furnished (slightly under 300 per day). **BEST AVAILABLE COPY**

(c) Sales of beer, soft drinks and other confections totaled \$6,223.19. A profit of \$2,484.00 was realized, of which 2,000.00 was distributed to the recreation funds of the ten ships participating in the establishment of the facility, the remaining \$484.00 turned into the Task Group Commander.



(The Task Group Commander has submitted the \$484.00 to Commander Service Force, Pacific Fleet, for the Pacific Fleet Recreation Fund. While this is normal procedure in closing out a Fleet Recreation Facility it could serve as a move toward obtaining assistance from the Fleet Fund in reestablishing a Task Group Recreation Facility in any subsequent operations. An allotment of \$2,000.00 was obtained from the Bureau of Personnel through ComServPac. Of this allotment only a net of \$589.02 was actually expended.)

J. MEDICAL

Prior to MIKE Event, Radiological Physical Examinations were completed on a total of 1134 personnel of Task Group 132.3. This was approximately 20% of the total personnel, but included all who were likely to receive exposure: all helicopter and plane pilots, and all personnel who might be required on topside of ships likely to encounter fall-out.

No personnel of the Task Group received a dose of radiation greater than 3 Roentgens, the maximum permissible dose for Operation IVY.

On the whole the Task Group 132.3 personnel enjoyed excellent health during Operation IVY. Small ships without medical or dental officers were able to obtain required assistance from the larger ships carrying medical and dental officers. **BEST AVAILABLE COPY**

Medical assistance was rendered the Task Group by the Army Hospital (Task Group 132.2) at Eniwetok. During the period from 1 July to 21 November 1952, Task Group 132.3 personnel accounted for 200 sick days in that hospital. There were 5 in July, 34 in August, 83 in September, 63 in October and 15 in November. In addition there were 213 sick call visits by naval personnel of Task Group 132.3



A total of nine (9) personnel of the Task Group required evacuation to Tripler General Hospital at Oahu, T. H. for treatment, during IVY. Plans called for staging these evacuations through Naval Station, Kwajalein but it was found more practicable to make the evacuation direct from Eniwetok.

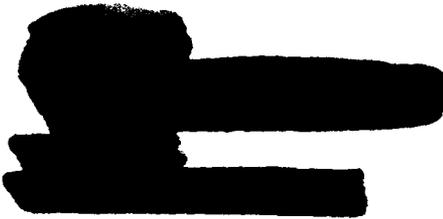
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III. DISPOSITION OF MATERIAL

Since the great percentage of naval forces and material committed to IVY consisted of commissioned ships, commissioned air units, and in service craft, assigned from the Pacific Fleet, material disposition problems were concluded in general with the return of operational control of the ship or unit concerned to the appropriate type commander of the Pacific Fleet.

In connection with roll-up action, the Navy Task Group was directed to transfer to Holmes and Narver Corporation, the forward area contractor for the AEC, the following craft: 1 LCU and 6 LCMs.

Holmes and Narver Corporation had requested permission from CJTF 132 by letter to exchange the aforementioned craft with the Navy and to return two LC barges (YC-950 and 989) that were no longer required. In order to prevent duplication of shipping actions and to conserve deck loading space in Task Force shipping, which was needed for the return of some 33 large van trailers, CJTF 132 and ComTaskGroup 132.3 recommended to the Chief of Naval Operations that the Navy Task Group provide craft from their boat pool in the forward area. This was approved and the necessary action taken as follows: Transferred by the Navy on a loan basis to Holmes and Narver Corporation (AEC Contractors) under provisions of OpNav Instruction 4000.10: LCU 764, and LCM's Nos. C29079, C46971, C48911, C28694, C48031, C52811. Holmes and Narver returned to the Navy the following craft for inspection by Board of Inspection and Survey and determination of disposition under provisions of OpNav Instruction 4000.10: LCU 716 and LCM's Nos. C48854, C48878, C49003, C51811, C51816, C53894.



Prior to departure from the forward area instructions were issued in the following matters regarding the roll-up:

(a) All units holding material on a loan basis were directed to return same to the proper accountable officer.

(b) General disposition instructions were given to all units for materials provided by CTG 132.3 including:

1. Ships washdown equipment.
2. Instruments from TG 132.3 Radiac Pool.
3. Tools and calibration sources.
4. Special protective clothing allowances.
5. High Density goggles and film badges.
6. Classified matter originated by CTG 132.3.

(c) Specific instructions were provided for the following items:

1. Disposition for admirals barge, staff vehicles and staff boat.
2. Disposition of 2 LCPL's temporarily assigned to ESTES (CJTF staff boats).

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3. Return of all Task Group recreational material to NSC, Pearl Harbor, T. H., marked for ComServPac.

4. Disposition instructions were provided for following items in connection with boat pool.

- a. Exchange LCPL with CTG 132.2 for motor whale boat.
- b. Exchange 2 ICMs with CTG 132.2.
- c. Transfer 2 BuAer AVRs to CTG 132.2 for retention in forward area.
- d. Transfer of 6 ICMs to Holmes and Harver in forward area.


e. Transfer of 1 LCU to Holmes and Narver.

f. Return boat Pool equipment to Naval Amphibious Base, Coronado, San Diego, California.

g. Return boat pool spare parts stock to Naval Amphibious Base, Coronado, California, for rework and filling of allowances prior to next deployment.

The above disposition of the boat pool will leave the following boats to be retained at Coronado under Commander Amphibious Training Command, Pacific, for maintenance pending the next deployment: 1 MNB, 3 ICPI, 4 LCU, and 13 LCM.

The foregoing boats were lifted as follows:

(a) Via USS OAK HILL (departed Eniwetok 26 November) - 3 LCU, 3 LCM, 2 LCPL, and 1 MNB.

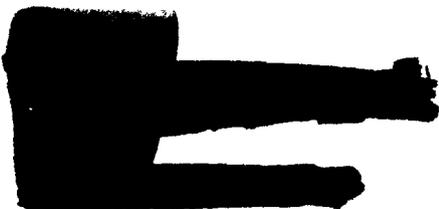
(b) Via USS COMSTOCK (departed Eniwetok 1 December) - 2 LCU, 8 LCM, and 1 LCPL. **BEST AVAILABLE COPY**

The Underwater Detection Unit installation on Eniwetok was left in a caretaker status. This included storage of shore end components and spares in dehumidified signal corps storage on Eniwetok and leaving underwater components in place. The UDU personnel will remain as a unit for CASTLE at Naval Amphibious Base, Coronado, California.

Communications equipment placed aboard ships of the Navy Task Group by the Bureau of Ships at the request of CJTF 132 will, if in excess of allowance, and not authorized for retention on board, be removed and disposed of as directed by the Bureau of Ships or other proper authority.

IV. OPERATIONAL REDEPLOYMENT FROM FORWARD AREA

Certain units of Task Group 132.3 were released to their type commanders at the forward area, and Commander Hawaiian Sea Frontier issued movement orders



for these vessels. Release dates were as follows:

AGAWAM (AOG-6)	17 November
ARIKARA (ATF-98)	7 November
BAIRD (Scripps)	22 November
HORIZON (Scripps)	22 November
COLLINS (TAP 147)	20 November
ELDER (AN-20)	4 November
SHANKS (TAP-180)	11 November
YOG 69	17 November
YON 146	17 November
YUMA (ATF-94)	7 November
LIPAN (ATF-85)	17 November
LEO (AK-60)	26 November

The remaining surface units remained under the Operational Control of CTG 132.3 for redeployment from the forward area. On 17 November 1952 CortDesDiv ELEVEN was sent to Kwajalein to rendezvous with the CURTISS and escort her as far as Hawaii. The rendezvous was effected on 18 November 1952, and on 23 November at Lat. 18° N. Long. 158° W. a second rendezvous with the WHITEHURST (DDE-634) and SILVERSTEIN (DDE-534) was effected. CortDesDiv ELEVEN then proceeded to Pearl Harbor and operational control was returned to the type commander, ComCruDesPac. The CURTISS and her escorts arrived at San Francisco, California, on 30 November 1952. ASW air cover was furnished out to 500 miles south southwest of San Francisco, California, from 2000(V) on 28 November to 0657(V) on 30 November to cover the approach to San Francisco Bay. Patrol

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Squadrons VP-892 (FB1a) and VP-891 (F2Vs) provided the planes under operational control of Commander Western Sea Frontier. After unloading at Port Chicago the CURTISS moved to Naval Supply Center, Oakland, California for further unloading. On 2 December 1952 she was released to Commander Air Force Pacific Fleet.

The RENDOVA, under sailing orders issued to ComTaskGroup 132.3, in an unclassified movement, departed Eniwetok for Kwajalein on 20 November. Arriving at Kwajalein the following day, the 15 F-84-G aircraft were loaded on the flight deck as planned. On 22 November, this ship departed Kwajalein for Pearl Harbor, T. H., arriving there on the 27th, Thanksgiving Day 1952. After a 48 hour layover, the voyage to the United States (San Diego, California) was resumed.

The RENDOVA arrived at San Diego on 5 December as scheduled. Aircraft were unloaded as well as other Task Force equipment including the 2 large van type trailers and associated equipment used by Task Group 132.1 Radiote Unit (Task Unit 132.1.7) during the MIKE Event evacuation. Unloading was completed the same day. ComTaskGroup 132.3 hauled down his flag at 1100 on 6 December and returned Task Group Administration to Washington, D. C. The RENDOVA's mission was completed and the vessel was released to ComAirPac on that date.

The USS OAK HILL remained in the forward area to be the last ship of the Task Group to leave, departing on 26 November. The OAK HILL carried 3 LCUs, 3 LCMs, 2 LCPIs, and 1 MWB of the Task Group 132.3 Boat Pool from Eniwetok for transfer to the Amphibious Training Command, Pacific Fleet (PhibTraPac), at the Amphibious Base, Coronado, San Diego, California. The USS COMSTOCK (LSD-19) assisted in the lift of Boat Pool craft, departing Eniwetok on 1 December,



carrying 2 LCMs, 8 LCMs, and 1 LCPI. Personnel of both the Task Group Boat Pool and Underwater Detection Units were carried in the OAK HILL for transfer to PhibTrac. Transfer of craft and personnel was to be accomplished at San Diego, after arrival of OAK HILL on or about 16 December 1952.

The ESTES departed Eniwetok on 19 November but remained under the operational control of Commander Task Group 132.3 until she arrived at San Diego, California, on 6 December 1952. After arrival, operational control was returned to Commander Amphibious Force, Pacific Fleet (ComPhibPac).

The USS LST-836 was reported to Commander Hawaiian Sea Frontier on 19 November for movement control in connection with a voyage to roll-up weather stations and lift material and equipment to Hickam Air Force Base, T. H. Operational control was retained by ComTaskGroup 132.3. This vessel departed Eniwetok on 21 November and made stops at Ponape, Kusaie and Majuro, enroute to Hawaii. Arrival was made on 10 December and after unloading at Hickam AFB, the vessel was released from the Task Group to ComPhibPac on same date.

PATRON TWO was released on 19 November 1952 to ComAirPac at Kwajalein and redeployment was controlled by that command. The PBM detachment's operational control was shifted from Commander Task Group 132.3 to Commander Naval Station, Kwajalein on 20 November 1952.

The USS OAK HILL's movement completed redeployment of all ships and units of Task Group 132.3. The OAK HILL was released on arrival at San Diego, California, 16 December, returning to ComPhibPac, pending eventual return to the Atlantic Fleet.

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As of 16 December 1952 all units had been released from the Task Group and returned to the operational control of their-type commanders.

