

IVY REF-60
C-3.1

U. S. S. RENDOVA (CVE-114)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

OV114/14:hl
S90
Serial: 0020

UNCLASSIFIED
JOINT JNA + NAVY Review
REVIEWED BY PAUL BOBEN
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From: Commanding Officer
To: Commander Task Group 132.3

Paul Boben
for Chief SEM/DNA
3/19/80

Subj: Roll-up phase; report of **BEST AVAILABLE COPY**
Ref: (a) ComTaskGroup 132.3 Operation plan no 1-52

1. Reference (a) directs a report be made to CTG 132.3 within five (5) days after the final shot of instances of contamination of either personnel or equipment, and of equipment performance and adequacy.
2. The ship's contamination from Mike shot was limited to contamination dropping upon the decks from the return of initial monitoring flights of two helicopters. One helicopter was launched at H plus 5 minutes. It returned to the ship at H plus 1 hour 5 minutes with a maximum gamma radiation of 400 mr/hr. At the end of two more flights to the shot area contamination had collected to 500 mr/hr at H plus 8 hours. Shipboard decontamination reduced the contamination to 120 mr/hr at H plus 10 hours. The other helicopter was launched at H plus 2 hour 20 minutes. It returned to the ship at H plus 4 hours 30 minutes with a maximum gamma radiation of 1 roentgen/hr. After sitting on after end of flight deck the contamination had decreased to 900 mr/hr at H plus 5 hours 45 minutes. Shipboard decontamination reduced the contamination to 400 mr/hr at H plus 9 and 250 mr/hr at H plus 13 hours.
3. Maximum intensity to the interior of the ship was 35 mr/hr at H plus 4 hours 30 minutes. This reading was taken on the 02 deck directly below the parked helicopter. On M plus 3 the contaminated helicopters were based ashore and there was no significant indication of radiation above back ground level in the area aboard ship where the helicopters had been parked.
4. On M plus 3 there was a slight fall out of Beta radiation with a isolated maximum intensity of 4 mr/hr. The ship did not encounter any initial contamination from King shot but on K plus 1 there was a slight fall out of Beta radiation with a isolated maximum intensity of 6 mr/hr.
5. Approximately two hundred fifty (250) film badges were issued to ship-board personnel prior to each test. On M plus 4 and K plus 2 these badges were collected and forwarded to 132.1 for developing and processing. A report on the findings has not been received. Twenty four (24) L'9E/PD pocket dosimeter were issued to personnel at various stations thru out the ship.

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These had readings of 0 mr/hr to 250 mr/hr. on H plus 4. An estimated four hundred (400) personnel were monitored at the decontamination station and of these approximately seventy five (75) did not pass the tolerance of no significant indication over back ground level on initial test. It is estimated the maximum degree of personnel contamination was 4 mr/hr at H plus 4 hours resulting from the handling of contaminated helicopters.

6. The Mike shot shipboard process of decontaminating the helicopters consisted of removing all disposable materials, vacuuming the interior and washing and scrubbing of the exterior with fresh water. This resulted in the only high concentration of contamination remaining being inbedded around the engine and was approximately 50% effective overall. After the helicopters were based ashore the inbedded contamination around the engine was reduced to acceptable operating tolerance of 125 mr/hr by several decontaminating processes used by squadron personnel. Keeping flight and weather decks of the ship wet by frequent wash downs with salt water reduced the contamination. The forward section gave no significant indications above back ground level. Accurate readings on the after section was not possible until H plus 3 due to the high intensity of the helicopters. After removal of the contaminated helicopters a thorough scrub down of the exterior decks with soap and salt water reduced the intensity to a back ground level.

7. On H plus 3 the contaminated helicopters and contaminated clothing were transferred ashore for extensive decontamination.

8. Equipment performance was satisfactory. No operational difficulties were noted in the operation of the equipment. Frequent rotation of the instruments through the Radiac repair shop for checking and calibration during the shot periods kept the instruments accurate and functioning properly. Spares for the TIB instrument were not available resulting in the loss of two (2) of these instruments before shot period. The repair personnel were well instructed in the proper maintenance of the instruments, however, it is recommended that more stress be placed on the mechanics of monitoring and in dosage intensity problems in the Fleet training schools for the training of monitors.

9. This ship was not issued Radiac instruments in excess of its allowance.


W. L. KASLER

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