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 January 22, 1953

AEC 125/6

COPY NO. 17ATOMIC ENERGY COMMISSIONCONSTRUCTION AND POWER REQUIREMENTS FOR ENIWETOKNote by the Secretary

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ROY B. SNAPP

Secretary

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HEADQUARTERS
JOINT TASK FORCE 132
WASHINGTON 25, D.C.

13 January 1953

Honorable Gordon E. Dean
Chairman, U.S. Atomic Energy Commission
1901 Constitution Avenue, N.W.
Washington 25, D.C.

Dear Mr. Dean:

I have just returned from Eniwetok where, accompanied by my Staff Engineer and Logistics Officer, I inspected in detail the typhoon damage on Eniwetok Island. The major damage was caused by heavy seas which in many places swept completely across the island. The black top road which extended on the ocean side of the air strip was completely destroyed and washed away. This will have to be replaced. The cargo pier was severely damaged and requires immediate repair. A Navy Search and Rescue Boat (AVR Crash Boat) broke away from its moorings and was driven ashore. Although the engines and electronics gear were saved, the boat itself is beyond repair. Three wooden buildings, Senior Air Force Officers' Quarters, Garrison Commanders' Quarters, and the Officers' Club were undermined by the waves, porches destroyed, and buildings extensively damaged. There was a considerable amount of damage of a relatively minor nature such as power and water main washouts along the lagoon road, some damage to metal buildings due to large boulders being washed against them and a number of tents with frames and bases completely destroyed. Large amounts of sand, large rocks, and debris were deposited over most of the island.

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On Parry Island the damage was negligible due to several reasons. The island is much higher, the reef is apparently wider, and the waves struck it at an oblique angle rather than square on.

There were no serious injuries to persons which I attribute to the protection afforded by the Pacific-type corrugated aluminum buildings which are ideal for this locality due to their strength and suitability for the hot humid climate.

I could see no evidence anywhere of any wind damage except to tents. This could be expected because most of them were rather old and rotted. It was not possible to take tents down from their frames before the storm.

The following typhoon damage should be repaired as early as practicable. I am submitting details and cost estimates separately.

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a. The cargo pier should be placed in serviceable condition at once as this facility is required constantly in connection with unloading cargo from ships. Mr. Lewis, the Resident AEC Representative, has taken action to secure authority from SFOO to proceed with these repairs. Eventually, this pier will require replacement as I feel sure it will not withstand another heavy sea.

b. A new road will be required to replace the road along the ocean side of the air strip. This should be located on higher ground to afford better protection from the sea and to reduce the cost of construction.

c. The officers' quarters and club located in a row on the ocean side were partially undermined by the sea. Repairs of these buildings are already underway with troop labor, and their rehabilitation offers no serious problem except that a retaining wall must be built in order to provide a protected fill in front of the buildings, otherwise these buildings may be washed away by the next high seas.

d. The clean-up of the island and repair of minor damage is progressing in good shape and the troops have already accomplished much. With the assistance which we have received from Mr. Lewis and from Holmes and Narver, we should have all of this in good shape within a few weeks. **DOE ARCHIVES**

In addition to the repair of typhoon damage, there are a number of items which I consider essential prior to the next operations and have no relation to typhoon damage. I am having estimates made covering the cost of these and will submit requirements for Eniwetok Island, including the typhoon damage requirements mentioned above, in one package at an early date. These essential additional requirements are:

a. A recreation building for the troops which will include space for Day Room, Reading and Writing Room, Game Room, Soda Fountain, Library, and Red Cross office. This has been badly needed for some time as two quonset huts previously used have been condemned and will be demolished shortly. I consider this a most important requirement.

b. Three warehouses to replace presently unserviceable storage facilities and provide additional facilities which have been needed for some time. We have many supplies stored under canvas covered wooden frames, which is quite unsatisfactory. These three storage buildings should be of the type recently constructed on Parry Island, approximately 125' x 40'.

c. Rehabilitation of the POL Storage Farm. This will require a detailed examination as I am not too sure exactly what is needed.

d. Provision of one small Pacific-type building to house the Military Police headquarters which is now in an old quonset hut which soon must be condemned.

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e. Six (6) Pacific-type metal buildings, 125' x 24' to provide housing for the permanent Eniwetok garrison. These need not have latrines installed in them as they can be placed in tent areas now serviced by latrines already constructed. Troops located for 12 months in this exposed area in a tropical climate are entitled to permanent-type barracks of the Pacific-type. The additional garrison required during operational periods will be housed in tents as heretofore.

f. Present capacity of the Eniwetok Power Plant which consists of six (6) generator units with a total of 738 KW capacity is entirely insufficient even for current needs. On Parry Island, at present, there is a power plant which duplicates the Eniwetok Plant but in addition there is another plant which has three 1250 KVA generator units, making a total power capacity of 4538 KVA. At the present time Parry is using only one of the 1250 KVA generators to supply their entire power needs. I will submit a separate recommendation that three small generators be removed from the Parry Island plant and installed in the Eniwetok plant where space is now available.

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On my return trip from Eniwetok, I flew over Bikini at low altitude. Part of the causeway, which was reported washed out, has apparently already been repaired. I was quite impressed with the progress that has been made on construction of the air strip which I understand will be completed within the next 45 to 60 days. When completed, this strip will greatly facilitate operations in the area for we have on Eniwetok now four (4) C-47s which can be used for transporting cargo and personnel from Eniwetok to Bikini.

The AEC and contractor personnel at Eniwetok, particularly Mr. Lewis of AEC, and Mr. Howell and Mr. Hari of H&N, are most cooperative in rendering assistance to military personnel on Eniwetok Island, and are making possible the repair of typhoon damage in a minimum of time.

This letter is in the nature of an informative report to you and other interested AEC officials. Official request for authority for the projects enumerated above will be submitted in a separate communication with cost estimates.

Sincerely yours,

/s/

P.W. CLARKSON
Major General, USA
Commander,
Joint Task Force 132

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HEADQUARTERS
JOINT TASK FORCE 132
WASHINGTON 25, D. C.

14 January 1953

SUBJECT: Power Facilities at Eniwetok

TO: Chairman, U. S. Atomic Energy Commission-
1901 Constitution Avenue, N. W.
Washington 25, D. C.

1. Present power capacity of the Eniwetok Island power plant which is 788 KW, consisting of 5 - 122 KW generators and 1 - 178 KW generator, all Diesel driven units, is inadequate and does not permit the overhaul of a generator without rendering the plant incapable of carrying the load.

2. Based on a probable 3000 maximum strength on Eniwetok Island during forward area operations, even with all generators operating which will seldom be possible, the plant cannot carry the load. Even now during peak load periods it is necessary to shut down distillation units. The distillation capacity is adequate for a peak strength of 3000 provided sufficient power is available to operate all stills to full capacity. This will even provide for shut-down of stills for periodic overhaul.

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3. There are a number of emergency generator units at the Loran station, radio station, several in the air field area, and three units recently installed in the reefer area. These generators must be retained for emergency purposes and should not be worn out providing normal power supply. For example, the three generators installed for the reefers prior to IVY were operated during the evacuation and more recently during the typhoon when it was necessary to shut down the main power plant. During my recent visit to Eniwetok one of the generators in the power plant was shut down for repairs when another one broke down. It was necessary to operate the emergency reefer generators during this period.

4. It is essential that provision be made so that stills can be operated to 24-hour capacity and at least one generator unit can be shut down for periodic overhaul at all times.

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5. On Parry Island there is a new power plant which has three 1250 KVA Diesel driven generator units, and the old power plant which is a duplicate of the Eniwetok plant containing 6 small Diesel driven units making the total island power capacity 4538 KVA. During my recent visit one 1250 KVA unit was carrying the entire load of Parry Island.

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6. Recommendation. It is recommended that three Diesel driven generator units, approximately 122 KW capacity each, be removed from the old Parry Island plant and be installed in the Eniwetok Island plant where sufficient space is available without enlargement of the building.

/s/

P. W. CLARKSON
Major General, USA
Commander,
Joint Task Force 132