

MARSHALL ISLANDS FILE TRACKING DOCUMENT

---

Record Number: 177

File Name (TITLE): Log of Lauren L. Donaldson

---

Document Number (ID): 0149017

DATE: 1952

Previous Location (FROM): CIC

AUTHOR: L. L. Donaldson

Additional Information: \_\_\_\_\_

---

---

OrMIbox: 11

CyMIbox: 7

*W. J. L. ...*  
*Oct 15 to Nov 13, 1952*

149017  
0149017

The  
**SPIRAL**  
 Sight Saver  
**STENOGRAPHER'S NOTE BOOK**  
 A SUPERIOR NOTEBOOK WITH LEAVES  
 THAT TURN FAST AND LIE FLAT

THE SPECIAL GREEN TINT PAPER IN THIS "SIGHT SAVER" NOTE BOOK  
ELIMINATES GLARE, SAVES THE EYES.

No. GG-80  
GREGG RULED

*Operations Log - 1952*

*First "H" test.*

UNIVERSITY  
UNIV. OF WA

Location *Lauren ...*  
Access No. *Logs*  
Folder *7) Operation ...*

Book No. \_\_\_\_\_ FROM \_\_\_\_\_ To \_\_\_\_\_

Made Under One or More of The Following U. S. Patents  
2147369-2054778-2051477-2034059  
1985776-1942026-2300544  
Reg. U. S. Pat. Off.

**GRIPPER EDGE**

**IVY**



DONALDSON  
LAUREN R  
CIV U OF W

1

**IVY**



DONALDSON  
LAUREN R  
CIV U OF W

1

IVY

Operations Dry 1952.

Wed. Oct 15, 1952.

This just doesn't seem like the time of year to be starting for the Pacific and another radiological problem. After months of uncertainty the Applied Fisheries Laboratory program was included in Operation Dry to take place at Eniwetok Atoll, Marshall Island during October and November of 1952.

Our operations plan calls for a pre test survey of about 10 days of collecting, then a pull out for the shots and after our return another series of collections before the second shot.

Members of the staff making the trip include Albert H. Seymour, K. Parkers, Ed. Kild, Frank Lawson, Ralph Palumba and Laurin E. Donaldson.

After the first field phase is completed we expect Killo to return to Seattle with the specimens.

Oct 15. (Continued)

by Arthur D. Melander.

We were all up early and assembled at the laboratory at 7<sup>30</sup> am. Lenna and Jack drove Kelly, Allyn, Ralph and I down to Mc Chord Field in the Dodge while Paul drove the truck with the excess baggage. Frank and Ed rode with him.

We arrived at Mc Chord Field at 9<sup>00</sup> am. and weighed in for the flight to leave at 12<sup>00</sup> noon.

About 11<sup>30</sup> we loaded in the Douglas State Master. This gigantic plane could carry 200 infantry men with full packs or through the nose ramp could load tanks trucks etc. of an equal weight. We had 37 passengers and a couple of truck loads of trucking materials.

The trip from Mc Chord to Travis Air Base required 3 hours and was uneventful. We arrived at Travis at 3 P.M. and were quartered at the B O Q.

October 16. Travis Air Base.

Not much to do today but wait and watch the bulletin board to see when we are to move out. We checked with Capt. Hall at the Palmer and Navar Office and by late evening the list was posted with our names on it and with instructions to report in at 1:30 AM for departure at 3:00 AM.

While at Travis I wrote letters to Cally & Rosamund about the farm and wrote Seattle of our next move and the trip this far.

Frank and I shared a room with two air force pilots who came in after midnight roaring drunk and left at 7:00 AM to pilot a plane - I am glad they went our pilots.

Most of the fellows spent the day playing pool with Kelly the winner.

October 17, 1952.

I had a short night last night for it was after 10<sup>00</sup> P.M. by the time we got to bed and we were up again at 1<sup>30</sup> A.M. -

hardly with dirtying the sheets. We hiked down to the terminal in the warm California night and left Travis Air Base at 3<sup>00</sup> P.M.

The plane was crowded so sleeping space was at a premium. We had about the space of two seats, so most of us curled up as best we could and tried to sleep. A little "Mare" had her feet in my stomach and I meany have kicked her a time or two too.

It stormed during the night so we had to sit up and stomp in for a time.

We had a box lunch breakfast and arrived at Hickam Air Base at 2<sup>00</sup> P.M.

After checking in at the T. H. 132.1 headquarters we went

Oct 17, cont.

to the BOQ and shower, showered and changed our cloths.

after an hour's wait we caught a bus for Honolulu and had a Chinese dinner a Lau Yi Chi's

Honolulu was celebrating Aloha Weeks so a very beautiful parade featuring the nationalistic groups in the islands was scheduled for 7:30 P.M. - we watched it from a street corner and then walked down Mankiki to the Spencer Tinkers for a visit.

Tinker is busy with the plans for his new acquisition and has hopes it will eventuate.

After a very nice visit, Spencer took us to the BOQ about midnight - a very tired group of men.



Oct 18.

Up at about 8<sup>00</sup> AM. and checked with Maj Jackson on our flight to the West - found we were scheduled for the P.M. While at breakfast John Slipp and Don McKeenan came by and visited. We rented an extra car for 132.1 and drove to the University of Hawaii where we visited the P.O.F.C. laboratory and office until lunch time. These quarters are very nice and the entire program is on a scale it is hard to visualize.

We met Dr. Harold St. Johns for lunch and time slipped by so fast we had to rush to catch the plane at 4<sup>00</sup> P.M. Don drove us out to Hickam in a station wagon so we would never have made the trip in time.

Left Hickam at 4<sup>00</sup> P.M. on the "Aloha Spirit".

Oct 19 + 20.

The "Atoll Special" a D.C.6 had a light load of passengers and the balance freight, so every one was able to make a bed of sorts, on litters, the seats, or the floor. Some storms during the night that bounced us about but not so rough that we had to strap down.

We caught up with Commander Barker at Victoria and he went out with us on this flight.

Stopped at Johnston Island after gaining anchorage and being a day. We had a box lunch aboard so far over we didn't eat the miserable chow of Johnston Island.

Arrived at Kwajalein at 5 AM. and were treated to a terrific down pour. Had breakfast and after unloading most of the freight and part of the passengers we were on our

Oct 20, (cont)

away again.

Arrived at Eniwetok at 9<sup>00</sup> a.m. and after a Security check were ordered into the terminal searched and our sketch brief confiscated. The entire attitude of the security "policy" is one of ~~disgust~~ - make one disgusted with the entire system.

After the security "check" we were ferried over to Puroto Island to get our photo badges. I went over to T-1321 and conferred with Capt. Curry, Col. Hooper, Major Gallentine and Lt. Powell. Our program was to have their support and blessing.

We boarded the Dakhill at 3<sup>00</sup> P.M. and started at once to get settled and unpacked.

Commander Clark, executive officer proved to be very helpful and took over the direction of getting us established and ready for work.

Oct 21.

Had some sleep - but it is hard to sleep with the heat and noise of the ship. Frank and I have room 101, Kelly and Ralph are in 105 and Al and Ed in 109. All rooms are on the main deck - but have no port holes so are hot and noisy. We were told that LSD's such as the Ockhill were built for just one trip to move landing craft and then after the war junk them - now they find many uses for them so they have been redesigned.

We worked like beavers getting unpacked and setting up the laboratory. By 10<sup>00</sup> am we were fairly well established so were ready to leave the ship for Japten Island where we made our first collecting trip.

We again tried to collect in the pools north of the island but the tide had turned and was running ~~like~~ like a river so we had

Oct 21 (cont)

poor success. The entire area was silted and dead looking only a few coral heads were alive in contrast to the beautiful heads of 1948 & 1949.

Jabten Island too had been made over. During Greenhouse the island served as the headquarters for the biology division and they built houses for the rats, mice, dog shelter and pens, pig pens, etc. It must have been a real raty lay out during Greenhouse.

Upon returning to the ship everything was again wild confusion as we got organized in putting the material collected into packages for freezing.

In a day or two we should get sunning smoothly. Frank got a bad case of sunburn today - he'll probably be plenty for having his shirt off.

Oct 22, 1952.

Up early, after a fair night's sleep, and after breakfast tried to get away for an early collection trip on Runit Island. Runit at one time was a beautiful coconut palm covered island but now is a rubbish pile. The entire surface has been made over and the place is again being readied for another test - this one to be a high yield bomb dropped from the air and timed to shoot at 1500 feet. - that should really fix up this island.

We collected at the north end of the island in a shallow area of very rapid current. We attained a number of small fish but nothing very special. Ed, Ralph, Frank and I worked on land and Kelly and Al did plankton towing and collects with the dredge in water 60-80 feet deep with fair success. I went to Perry Island to see Capt. Curry about our operations.

Oct 23, 1952.

Today we collected on Amou Island and surrounding areas. It is almost impossible to tell where one is in this group as they have changed things about so much with grading, leveling, connecting islands together etc. We landed at the dock on Bizieri and Frank set out rat traps, then Art, Ed, Ralph and I walked the entire length of the island chain. Looked at Lake George came back and collected near where the channel exists between Omer & Ekivian. Collecting was poor for again silt and rubbish covered the area and most of the coral heads were dead.

The ship went out today a trial work down run so it is hot tonight from the heat of the motor etc. that hasn't been dissipated as yet.

No wind today and a clear sky - even was it hot!

BY ARCHIVES  
FMS

Oct 24. Engebi Island. (Janet)

Another long day spent riding in an LCM from one end of the atoll to the other. We left at 8:00 AM for Aomow to pick up Frank's traps and much to his glee we found we had four rats - so his business was on the up turn. From Aomow we went on north to Engebi (Janet) where we made general collections while Al and Ed made plankton tows and dredged.

Collecting for fish was poor for I put the poison out in water 4 to 6 feet deep and the tidal current carried the poison cloud out into deep water where it became diluted.

The island of Engebi is a mess after at least 3 detonations, that I know of, and the extensive grading, trenching, construction, etc. it can scarcely be recognized as the former key to the Japanese defenses in this area.

Mail came today in the (at time) 15



Oct 25, 1952. Sat.

Back to Engedi again this morning to pick up the rat traps that Frank had left there the day before. I found one large rat in the traps.

From Engedi we went west past the target area and from the water side looked over the installations built for the first 4 islands in this chain, Boyon to Ebeylak (down to Floa) have been connected by grading and channel filling so there is one continuous strip of coral for over a mile. We went on to Boyombogo (Bills) where we made a rubber boat landing and made our collections.

The fish collecting was extra good for we obtained a large number of species, especially wrasse, 20<sup>+</sup> species were obtained. Al and Kelly dredged and took plankton samples.

In the evening our gang except for Kelly went to Enimotok with Commander Clark for an outing. It rained very hard and a storm seemed to be developing.

Oct 26, 1952. Sunday.

Al, Ed and I went to Parry Island to base a helicopter for a trip around the atoll. The "Copter" was a large one with six seats - so we should have made arrangements for the entire group to have gone. The "Copter" was piloted by a marine major who took us north along the eastern reef. We stopped first at R. injora because of a storm, then on to Bogondaga (Belle) where we picked up the traps. Then on to Rigili (Jerry) where we again stopped to put out the traps. No rats were captured on Belle.

On Parry I went to see Mr. Kelly about Kelly's transportation back then over to the Supply Dept to get a shotgun for Major Stewart for Frank. Dr. Edgerly rode back to the Oakhill with us and after a visit we all went over to the Horizon to visit the Scripps folks.

It stormed hard most of the day.

Oct 27, 1952. Monday -

Not blue Monday but a day  
of contrasts. We were up early for  
we were anxious to be away from the  
ship early for we wanted to be back  
by 4:30 P.M. for the O. Akhill was  
scheduled to go to a new moorage and  
boats etc. The LCM was 1/2 hour  
late and when it arrived we had  
the LCM 31 with one of the stupidest  
expanses in our Navy experienced.  
Maybe he wasn't as stupid as he  
was a combination of egotism and  
stupidity. He went out to Pigili  
(Teray) and collected many things  
in his time. By 12:30 we were  
underway for Igwain (Glenon) where  
we arrived by 2:30 P.M. We went  
ashore in the rubber boat. Al  
fell in but managed to catch the  
Painter so pulled him self out.  
We set the traps, collected birds etc,  
and started back to the ship but  
the itapes <sup>(or)</sup> got a C-40-20. 80 approx  
of crows in a rain raged so and  
went in the middle of the caisson for a time.

Oct 28, 1954, Tues.

Last night was a trial run for the Park Hill on evacuation problems. We left the moorage about 6:00 P.M. and moved over toward the club passage to anchor until the crash boat could be put aboard at about 2:00 P.M. The sea was running in big swells so the surge up and down the well deck was really something to see, some said it looked like the Res of the Under at tide change. After loading the crash boat the Colville put to sea and ran in figure 8's during the balance of the night, such a procedure put us broadside the sea at times. The noise and commotion was really something as doors banged, chains pounded, trash cans went rolling over the deck etc. The weather continued to run during the night and squashed at intervals during the

WVES

WVES

Oct 28, (cont.)

day.

We collected at Lavin Island  
(Glenn) Dr. <sup>Harold</sup> Easton went with us  
with his many cameras loaded  
on a truck. He also had two  
"agra-lungs" that we all  
had a chance to try out.  
They are so very simple to  
operate that it would seem  
the only problem involved in  
their use would be to gain  
enough confidence in the  
equipment that one would trust  
oneself in deep water. I had  
trouble for my face mask  
leaked and I kept getting water  
in my nose and eyes.  
Collecting at Lavin was fair  
the surge made the water  
murky so it cut down the  
take. We had a wet cold  
ride back to the Catshill hut  
with a good crew but no  
trouble except some bumping.

Oct 29, 1952. Wed.

We all worked late last night getting packed so that Kelly might take as many of the samples as the refer can would hold back to the states with him. Kelly must have been up half the night for every time I awakened he seems to be in the passageway & at and I left the ship with Kelly at 7:30 am. for a run to Perry Island so that Kelly might check out with security and pick up his orders. I also checked with the command section of 132.1 on our operations and requests transportation set for the 12th of Nov. on water as a tentative plan.

We came back by the ship to pick up the refer can and went on to Eniwetok to the airport where we checked Kelly in at 10:20 a.m.

ARCHIVES  
SERIES

Oct 29, 1952 (cont.)

Back at the ship we picked up Ed, Ralph, and Frank and Mr. Smith, the fishing expert of the ship's company, and started for the east side of the atoll to collect fish and birds. We caught a 2 line mackerel, stopped at Anuit - no birds, on to Anon - no birds - caught a *seriola*. A sharp storm came up out of the west and really tossed us about. We started back toward the ship and the front ramp broke the safety catch and dropped with a crash, we got slowed down and out of the wind with only a little water but the ramp bathed all the way back. Even at half or quarter speed it came unhooked every time we hit a really big one. It was another cold wet trip back to the ship and a very disappointing day of collecting. 22

LIBRARY ARCHIVES  
UNIVERSITY OF CALIFORNIA

Oct 30, 1952 Thurs

Our first day aboard since we arrived and we all seemed a bit lost and traveled in circles most of the day. After much delay lots of talk we finally got organized on our packings.

The water ppt. equipment was cleaned out as we will not use that method in the post shot samples. Collecting equipment was stored and the packing box is painted. A few times following the shot is going to be very limited - so we must be ready to move out as soon as the last station has been worked. The timing will of course depend upon when we get back into the lagoon and started to work. 4 days or 7 days will make a great deal of difference to us.



Oct 31, 1952, Friday.

Packing and moving day for the shoe stations and the fleet. We continued our packing operations painted boxes fixed glasses to view the blasta and in general played lazy.

The job of stowing the LCM's in the well deck of the Cabhill was handled with the usual amount of noise and confusion by lowering the ship and opening the stern doors the well deck ~~was~~ flooded, the "m" foats were then eased into the well, lines were fastened to the bow and stern and the boats "walked" into position, three abreast in the well. A total of 16 m's, 2 LCPL, and one A.P.S. used to bring the firing party away from the shot island, were in the well.

Lots of speculation as to the efficiency expected from the coming shot.

WES

WES

24

November 1, 1952 Sat. Trinity Day

This is the big day, a first in the history of atomic energy development with the shooting of the first full scale test of a thermo-nuclear bomb.

It is impossible to describe the bomb as that are only comparisons to Law on. To say it was a large blast is completely inadequate. To say the experiment was a success in that the energy was released, might be a starting point. At least every thing went according to plan, the bomb went off at 7:15 Am. in a partially cloudy sky, streak with color from the rising sun.

Ed, Frank, Ralph, Al and I watched the entire time from the upper deck of the Dabhill. We had provided ourselves with duck blind glasses fashioned into the face masks we use in diving. Two types were used one with a piece of glass as used by scuba divers and a second a piece of plexiglass colored with macking fluid.

Nov 1 (cont.)

The welding glass gave a slight green tinge when the sun was viewed and the colored flexi-glass produced a red glow when one looks at the sun.

The fire ball as it developed seemed to boil at first and fall in bits fruit falling in a pettle. There were great blackened chunks that seemed to be included in the mass. As the fire ball developed it seemed oval in shape, then somewhat rounded as it broke through the cloud layer and started its rapid ascent and expansion.

The reflected shock wave developed as a ring up through which the fire ball seemed to pass.

The rapid ascent of the fire ball produced a well defined stem that was dark in contrast to white, vapor filled clouds that developed. It is impossible to judge the size of the various parts measurements I am sure 20

Nov. cont

will be available, a guess that this  
bomb exceeded the Bikini A.ble by  
a factor of  $\times 10$ . — really  $\times 100$

By the time the cloud reached  
its full height a vapor cap had  
formed that draped gracefully over  
the top like a fine shawl.

The nitrous oxide mixed in the  
vapor filled cloud produced a vivid  
orange and at times an almost  
pink color in the early morning  
sun.

At  $15 \pm$  minutes the cloud  
seemed to have reached its maxi-  
mum expansion and by 30  
minutes it had been fayed by the  
winds so it was much  
like a high fluffy cloud.

Personal sensations are hard  
to describe, at 30 miles the heat  
was very noticeable much more  
so than the A unit Greenhouse that  
was at 9 miles. The shock front  
reached us in 1.30 seconds and  
was very pronounced and a much

UNIVERSITY ARCHIVES  
UNIV. OF WISCONSIN

Nov 1, 1952  
a sharper report than I can remember  
from previous shots.

The "mike shot" was much  
more involved than the Bikini  
"Able" but didn't seem to me to  
give the spectacular display of  
the Bikini "Baker".

In the first 30 minutes we  
did not pick up a great increase  
in radiation a few reports but  
nothing sustained or in amount.  
The captain ordered a wash down of the  
decks after 30 minutes so we  
had to go below to keep from  
getting flooded.

After the excitement of the shot  
came a natural period of let down  
we roamed around the decks  
drank coffee and in the evening had  
a four handed penachle game.

The ship ran during the day and  
night in the sea off Peewee  
Island with just enough  
power on to hold position and  
to head into the wind.

U.S. AIR FORCE ARCHIVES  
SERIES 100

November 2, 1952 Sunday

Missed breakfast this morning for I forgot to get up in time, in fact our entire group slept in and had to be content with toast and coffee.

The south end of the atoll was declared to be "clean" so the fleet moved back into the atoll during the late morning hours. The Oakhill was at anchor by 11:30 and the "M" boats were unloaded to start the evacuation of the personnel from ships to the shore. This movement went on all afternoon and looked like an amphibious invasion.

We set up our laboratory again and began taking water samples. Members of the crew began taking fish and we sent sections from (3) for use as samples for assay for radiation.

November 3, 1952. Monday

Back at work again. We were able to get a boat from the boat pool and get permission from Rad-Saf. for a trip to Jufetan, an area declared clear for all operations.

We were late getting away from the ship but by 9:30 Am. were on our way. Tide was low at 10:30 Am. so we put out the rotome just as the tide turned in water about 4' in depth. Collecting was very good and a large number of interesting fishes were taken. The flow of the tide drove us from the area after we had made a good haul.

Stopped on the way pick at Poon Island and checked with Commander Mc Manus - Cdr Barker at Rad-Saf. to get approval to work at Igeran Rigelii and Punet during the next three days. Film badge were obtained for that period for our crew and the port crew. Paid our bill, bought tools over with letters

November 4, 1952, Tuesday.

Seems natural to get up at the sound of rumbles and snow, share hot breakfast at 7<sup>30</sup> Am. pick up the lunches, and board the "M" fast with all our gear for another days collecting.

Today we went to Aguin at the west end of the Wild Passage. The ground swells mud, it rough but every thing was accomplished in due time. I made a fatal mistake and began turning over rocks - and collecting cowrie shells as usual & collected too many so now have the problem of cleaning them out. A few black cowries were found on the inside - lagoon side - it is the first time we have found them other than on the outer reef - make the surge at Aguin is so great that they get washed as much as on the outer reef. Went ashore in the evening to shop at the PX go to the movie and stop by the club. 3



November 5, 1952. Wed.

Watched the morning plane come in as we left the Oakhill for Perry Island to pick up Mr Adrian Kelly & Mr Brown, who asked to go to Piguli Island with us. Capt Duncan Curry was to go too but he arrived at the docks to say that a tidal wave was expected so he would have to stay on Perry to direct the preparations for the impending disaster.

Collected/checked record of birds

We went ashore at Piguli after the presumed time of arrival of the tidal wave & it seems the wave was only .6 of a foot by the time it hit here - so was of no import. On Piguli (Terry) it was noticed that the trees and brush facing the test site were burned and wilted. Terns were sick and had their feathers burned, white feathers seemed to have missed but dark were scorched. It is hard to realize the heat produced by an "H" bomb. a good deal of radiation - like a soft Beta was found on the island. Ant arrived today 32

November 6, 1952. Thursday.

Problems get more complicated as we work north toward the crater. Today we went to the north end of BP unit Sec. to collect in a general fashion. Land plants are scarce at Summit for the island has been used repeatedly as a test ground and has been graded, filled, leveled etc till all plants are about gone. Reef collecting was only fair for a current and surf were running.

Clint went out today for the first time and got himself fanned - we all do it.

Radiation intensity increases as we go north, the holiday is over now and it becomes grim work for we have a battle against time to do our work and get out before our exposure get up so we will have to go home.

Stopped by Parry Island to see the Rad.-Saf. people take back film packages, etc.

Clint set about skulls - gee what a smell.

November 7, 1952. Friday.

Continued to go up the east side of the lagoon as we worked our collection closer to the shot islands. Today we went first to the dock on Rojoa and pressed up about 100 yards to set the rat traps and collect birds. This island was reading about 300 m. so we didn't stay around for long.

After putting out the traps and picking up a sick bird we pulled out and went to a coral head on the lagoon side of Acaantire (Vera) collecting here was only fair as the poison drifted in shore over a pavement like coral where few fish normally live.

We had quite a boat load of "VIPs" Capt Curry, Dr. Shipman, Dr. Stevenson, Mr Brown, and a radiation monitor. The trip went smoothly as we had a good boat.

Whilon Parry Island made arrangements with Mr Spain and Mr Van Garnet to store part of our gear with Maj Stewart in warehouse #4 and to ship part back to the states on the Oakhill.

November 8, 1952 Sat.

Our last day for collections and such a hectic day for we tried to do at least two hard days work in one.

As soon as we could get away from the Oahull with all our gear we went to Pany Island to pick up our monitor protective clothing etc and Dr. Stevenson who accompanied us for the second day.

Our first stop was at Rojoa to pick up the traps. ~~And~~ rats were in the traps for some reason altho we saw one rat near the sets. Most of the traps weren't even tipped.

At Engéhi we went ashore again but the traps were not put out as the entire area was burned over. A few bird remains were seen but no living animals or plants except a few stubs. Ed collected a bucket of beach sand for use in future experiments. Perfect salination was remaining 2-2.5 r.p.h. so we didn't stay for long. A collection of aquatic birds was made in a tin. 36

Nov 8. (cont)

sides of the island. Fish were seen, and some were collected that looked as if they had been burned. The skin was missing from a side as if they had been dropped in a fat pan.

From Ingeti we went northwest along the shot islands and by the crater, in general the crater looks like a new deep channel into the lagoon the shape is irregular but the hole looks about a mile or more across and measurements say it is 15 fathoms deep. A number of dead fish were seen drifting in the water all along the northern side.

The heat produced by the flat seemed best in evidence by the complete destruction of Bogemboge Island Belle. On Oct 25 we visited this island it had a great population of birds was heavily wooded and seemed to be ideal for a down wind collecting station for post shot work. Our complete purpose to estimate the species of

the tomb couldn't have been more complete, for Belle Is was completely cleared of all vegetation. Palm trees were felled down to the roots, birds, rats etc. etc. of course, cremated. The same applied to Bogallua (Alina) where Dr Edgerton's "fort" remained but all the vegetation and other living materials above ~~earth~~ were clean away.

We collected our second station for the day in the coral on the lagoon side of Bogallua. Collecting was good but a rough ground swell made working in the jagged coral dangerous. Art and I both got cut up some - but it won't matter much as it was our last station.

We had to hurry back to the Pakhill as the ship was moving out to sea at 1800 for a practice run for the King shot.

The efficiency of the M. shot was placed at 8 M.T. or x 400 nominal x

UNIVERSITY OF  
SERIES

November 9, 1952. Sunday.

The ship continued to carry out the operations plan for the K. what end proceeded north along the east side of the island and then due east - then south, west and in the wide passage where we were again at anchor by 4:30 P.M.

The day was uneventful except for the sub. scare. About 10:30 A.M. the Captain called in the wardroom saying a sub. had been sighted from the air and at the moment seemed to be following us. As we continued on our course the chance of the sub. was taken up by aircraft and destroyers. This chase was about five miles to our port and seemed to continue during much of the day. we don't know the outcome.

Upon return to port we began packing our personal belongings and getting ready to leave the ship.

Frank, Ralph and Bert went to Bijeri Island by helicopter and set out traps in a last effort to get a post shot collection. We ate dinner at Paros Island H.M. mess.

Nov. 10, 1952.

We really worked today. The first problems to face us were the critical decisions on items to (1) take with us by air, (2) ship back to the states on the Stakbit, or (3) to store at Parry for future needs.

The air shipments would have (necessity) to be reduced to a minimum because of the high cost of excess baggage on air flights.

By water we would ship the heavy items that were not needed in the next few weeks.

At Parry island storage would be arranged for those items not sent to the Lab but needed in the field work.

UNIVERSITY OF MICHIGAN LIBRARY  
UNIVERSITY MICROFILMS  
We then turned to and packing went on at a frantic clip until 2<sup>30</sup>, by which time we had the Parry island gear loaded on board the "M" boat for delivery to Parry. At Parry Maj. Stewart signed for the return of the shot gun and sent it to the A.S.S. Supply and property Warehouse where Mr. Victor Benson gave us a bad time. Mr. Dan Stewart head of the section had been told to store our equipment but Benson was



ecting high and mighty & a call to the  
administration caused him to come down a  
bit so the truck load of equipment was  
finally moved to permanent storage, with  
a list of the contents of the cartons and  
crates to Benson.

Cracking out is a time consuming  
and frustrating process. We finally finished  
the job and returned to the Dakhill  
in time for a late dinner.

I forgot to mention that Art & Frank  
with Cdr Baker as monitor went back to  
Bejer and picked up the traps with six  
rate & Frank is all smiles again.

The equipment left on the  
Dakhill for shipment was put in room  
109 and custody of the material in  
the six (6) boxes and bundles accepted  
by Lt. W.R. May for subsequent shipment.

Went to the Buck in the evening and  
visited the N.C.O. Club with chips Small  
Tutor, etc. then to the Officers Club with  
Clark.

Nov 11, 1952 Tuesday.

Last minute packing and clearing the ship. Paid our food, worked out tips for stewards, etc with my. paid our respects to Captain Youngjohn, said goodbye and set out with bag & baggage for home.

We arrived at the airport at 10<sup>30</sup> AM. got checked in and boarded the plane at 11<sup>00</sup>. We were seated on the ground at 12<sup>30</sup> with many waits on the airfield to pass out. The rain on the plane was on the heavy. Finally took off. Kwojelin but out a hour the port outboard engine cut out so we limped in on 3.

Edo McCoy Osceola helped us get the supper cans into cold storage. He waited the day out so one summer followed another. Finally about 11<sup>00</sup> AM it was decided to put us up for the night so we had quarters in the ritzy new BOQ.

UNIVERSITY  
UNIV. OF  
Wisconsin swarms with people in addition to the normal air station personnel. The tank for air hundreds of airplanes to serve the King's Gate.

Nov 12<sup>th</sup>, 1952 Wed. (two days for me)

There were waiting — finally it was decided and arranged for Art and I to go on the Eniwetok-Hickam flight <sup>(224-1E)</sup> and the others to wait for the Kwajalein turn around flight 228-12.

We left at 4:00 P.M. and flew to Johnston Island and then on to Hickam with no great strain.

The four left at Kwajalein had a different experience, however. They left Kwaj at about 9:00 P.M. but at Johnston had motor trouble and were delayed until 10:22 P.M.

Art and I were sweating it out at Hickam for we had reservations on Northwest Airlines for 1:20 am. of the 13<sup>th</sup>.

At 11:20 P.M. the four finally cleared customs we got squared away with the baggage and ready after showers, shaves and clean cloths for an <sup>other</sup> ~~second~~ start together.

November 13, 1952. Thurs.

Planes seem to be our undoing  
on this trip, for flight 702 was delayed  
until 4:30; so after paying \$109.88  
for excess baggage we were all  
aboard and ready for a take off -  
the fact to the airport for repairs  
- mechanical failure - so we finally  
got underway by 5:30 a.m. and  
up and out over the sea by the  
time dawn began to pink the sky.