

HOLMES & HARVER, INC.
ENGINEERS - CONSTRUCTORS
PACIFIC TEST DIVISION
CONTRACT EY-76-C-08-0020

402091

REPOSITORY DOE/CHSO
COLLECTION DOE/AV
BOX No. 1236
FOLDER BALL FOLDER #3
1979
medical program

DATE: June 11, 1979
TO: D. J. Brush, General Manager
W M Munk
FROM: W. M. Munk, Manager, Operations
SUBJECT: TRIP REPORT, MISSION NO. 4 - DOE/DNA CHARTER VESSEL LIKTANUR II

- Enclosures: 1. Three statements from Dr. Pratt.
2. Final Medical Team Manifest
3. T.A. for two patients - Kwaj to Rongelap

This report will consist of a daily chronology, followed by observations and comments.

Wednesday, 23 May.

Arrived Kwajalein 1130 and met by Dr. Pratt and Jim Watt. We went immediately to Likatanur and made a 15 minute tour of the vessel. This was Dr. Pratt's first visit aboard since his arrival for this mission. He had no specific comment except to say "looks fine".

Received word of the death of Keith Coberly's father, in an automobile accident. Keith, the new master of the vessel, contacted his sister by phone - and stated he would go on the mission.

Received word from Jim Watt that four boxes of medical gear, loaded on Air Mic at Majuro, were not offloaded at Kwajalein but went on to Guam. Next Air Mic flight from Guam arrives 1630 on Friday. Jim to make effort to ensure Continental has the boxes on the Friday flight.

Thursday, 24 May.

Individual reading lamps, ordered one for each bunk in the medical team's sleeping quarters, proved unsatisfactory. Mr. Jan Kocian purchased 12 flashlights, 24 batteries and 12 bicycle flashlight clamps, which were intalled on the bunks.

1100 hrs. Global has had the two 17 ft. DOE whalers for four weeks for repairs - but still have not touched them. Will discuss with Global Marine Department.

Afternoon - Received word from Jim Watt that Dr. Pratt had called and wanted to talk to me regarding a request from Larry Edwards for two Rongelapese passengers to go from Kwajalein to Rongelap, and how much was the fare?

5051699

*Needs
Lamps*

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*Policy is
patients traveling on request
of BUL is included in OB
plan
2. people on official TTPE basis
must have written request
of District or Rep
Mechanic Coordinator with
District PRAS
3. all on file available
~~changed~~
gov. licenses
people changed
substances.*

1600 hrs. - Both whalers in the water - finally got one running. (Global) determined the other needed new carburetor and he would catch early morning water taxi from Ebeye tomorrow and fix it.

Evening - Talked with Dr. Pratt by phone. He repeated the request from Larry Edwards regarding the Rongelap passengers. I stated to Dr. Pratt that there was no such thing as "passengers" on the vessel, nor any "fares"; rather, medical mission essential personnel only; all paying the \$6.00 per day S&Q. Dr. Pratt then stated that the two individuals were people who had to be examined on Rongelap, one was exposed. The other a control group member. They could not be examined on Ebeye because all the medical gear had been packed for this mission. I stated that I would require a signed paper so stating, as well as copies of their T.A. Dr. Pratt concurred.

Friday, 25 May.

Second whaler being repaired.

0900 - Dr. Pratt came aboard. I mentioned the requirement for the statements and asked if he saw any problems. He stated that everything looked good except he noticed a J-box cover missing in the women's quarters, and requested the 'cannon' be removed from the starboard gunwale.

Installed J-box cover and removed cannon.

1030 - Both whalers repaired, aboard and secured. Vessel ready for departure.

It has been decided to go to Ebeye at 1300 - load medical gear and return to Kwajalein to await 1630 arrival of Air Mic with final departure set for 1800.

Received word from Jim Watt that Rongelap wants to talk to "someone" from the ship by radio at the TT office. I went to the TT radio office, but they had difficulty getting through. The operator said they wanted to give us a shopping list and she would pass the info to me if she was successful in establishing communication with Rongelap.

1200 hrs. - Got word of the request from Rongelap - They want nine drums of gasoline and kerosene, and several cases of candy bars. I discussed this with Dr. Pratt, stating that we would have room for no more than four drums of fuel. He said this was a duplicate order; that Peter Heotis was getting the stuff at Ebeye.

*not proper
under PRASO
SC P# 7*

1300 hrs. - Departed for Ebeye. Loaded medical gear and the two Rongelap patients. Peter Heotis said he had been unable to get any of the material Rongelap ordered.

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1420 hrs. - Back on Kwajalein.

1700 hrs. - The four boxes did not arrive on Air Mic. Dr. Pratt and members of the medical team went to the medical trailers and started going through the medical gear to determine whether they had enough to carry on with the mission. They decided they would carry on - and I reminded Dr. Pratt that I needed the statements we had spoken of earlier. He seemed surprised and somewhat perturbed that I intended to have them prior to departure. Dr. Pratt went below to write the statements and I asked Jim Watt to standby so we could get them xeroxed. When this was all accomplished, we cast off and departed at 1835 hours.

Saturday, 26 May (TT Sunday).

1600 hrs. - Arrived Rongelap - Dropped anchor at 1655.

No one in sight on the beach except a few small children. Everyone in church.

Dr. Pratt said he had hoped to get in closer and had expected us to put out a stern anchor. We will put out a stern anchor tomorrow. However, using a shuttle system, there is no advantage to move closer to shore.

A meeting was held ashore at 1900 hrs. I did not attend but Dr. Pratt stated that the people were complaining about not having received their per diem yet and suggested I talk with Harry Brown and attempt to expedite payment.

Sunday, 27 May (TT Monday).

Started moving medical team and equipment ashore, and some patients to the ship.

A family has moved into the medical trailer on the beach - claim they were told they could have it and they have a key. They will move out for the examinations.

*Whe told
them what*

The stern anchor holds the vessel broadside to the wind and makes a nice lee to starboard for embarking and disembarking passengers.

The people of Rongelap have heard a rumor that they are to be evacuated from their island. Dr. Pratt wants to talk to Roger Ray through Jim Watt to reaffirm that this is not the case. (We talk to Kwajalein at 0830 and 2000 daily).

Monday, 28 May (TT Tuesday).

Holding sick call and pediatrics examinations ashore - also some examinations aboard.

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Tuesday, 29 May (TT Wednesday).

Holding sick call and pediatrics examinations ashore - also some examinations aboard.

Wednesday, 30 May (TT Thursday).

Only children left to do. Completed at noon.
P.M. - Brought all medical gear aboard.

Larry Duckett, ship's cook, sliced the ends of his forefinger and little finger today. Taken care of by medical team. But he will be cooking with one hand for the rest of the trip.

Thursday, 31 May (TT Friday).

Brought three patients aboard for transport to Kwaj. Takes approximately two hours to breakdown, stow and lash everything.

Departed Rongelap 1000 hrs.

Friday, 1 June (TT Saturday).

Sighted Taka Atoll 0700 - sighted Utirik 0830. The passage buoy placed on the last trip is still there - steamed into the lagoon with no problem. Dropped anchor at 1000 hrs.

Attended a meeting with members of the medical team and the people of Utirik on shore at 1300 hrs. They had many questions regarding compensation. Requested the ship's engineer look at their boat - see if he can make it run.

P.M. - moving medical gear ashore.

Saturday, 2 June (TT Sunday).

No work today. All the people are at church.

Sunday, 3 June (TT Monday).

Poured rain most of the night. Dr. Pratt requested I accompany him to the medical trailers with the following comments:

1. Examination trailer leaking
2. Relocate one of the examination tables to a dry spot
3. Tunnel (space between the two trailers) dripping along its entire length
4. Wants float section (left behind on previous trip) anchored ashore to facilitate beach landing
5. Says he does not believe the ship is making 10 knots
6. Says the ship is vibrating much more than on last mission

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*Make me
stater*

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Continued with examinations.
Rain stopped early morning.

Monday, 4 June (TT Tuesday).
Examinations on shore and aboard as usual.

Dr. Pratt asked me to come below - wanted to point out the uninhabitability of the below deck's space, with the following specific comment:

1. Doors in laboratory too low
2. Ceiling too low
3. Bed reading lamps not adequate
4. Berthing area too crowded
5. Forward area too uncomfortable when at sea

Tuesday, 5 June (TT Wednesday).
Continue routine of examinations..

Wednesday, 6 June (TT Thursday).
Seeing no patients today - medical team preparing equipment for departure scheduled now for 1500 hrs.

Eight patients aboard for transfer to Kwajalein.

Were unable to see all the children here - not enough time, and difficult to round them all up.

Departed 1510 hrs. for Wotje.

Thursday, 7 June (TT Friday).
Arrived 0750 hrs. Tied to dock. Borderline depth. At a minus tide, would not be able to come alongside. People of Wotje had no advance knowledge of our arrival.

Raining on arrival and rained all day.

Late change in plans - will hold sick call aboard.

1340 hrs. - Dr. Pratt said a coronary patient would have to go and requested the man's wife accompany him. I stated that she would be a passenger and could not go. Dr. Pratt asked me to so inform the patient.

Departed 1500 hrs. with three Wotje patients aboard. Total patients aboard: 14.

5051703

Policy not clear

Friday, 8 June.

Arrived Kwaj 1015 and departed immediately for check-in for MAC flight to Hono.

General Comments

This mission, from an operations standpoint, was totally successful. The vessel and the crew carried out the mission, with minor exceptions, as envisioned when the ship was chartered. All members of the crew were skillful, adaptable and cooperative. The food was outstanding and enjoyed by all; an important morale factor on a mission of this type.

All repairs requested following the first medical mission were accomplished, and satisfactorily so, with the following exceptions:

1. Medical Trailer Covers.

The trailers are such that it would be virtually impossible to keep them from leaking in heavy rains. Presently plywood is placed between the two trailers, then three tarps are placed over the plywood. The rain finds its way under the tarps and drips everywhere. The solution is a single tarp to cover both trailers and the space between. A tarp 36' square will suffice. A small metal frame will have to be installed over the A/C's to allow ventilation.

2. Water Tight Doors.

A more dependable hold open device should be installed on the two doors to the forward holds.

If future missions continue to show an increase in party members and/or duration, it may be necessary to install a water maker to supplement the fresh water storage capability. There were no electrical power failures on this trip; however, the 30 KW Onan generator is not in the best of shape. A back-up generator, a twin to the one already aboard, should be installed.

The vessel is not equipped to handle the number of patients that were brought back to Kwajalein on this mission, with inadequate food, sleeping accommodations and sanitary facilities. This lack of prior coordination in this regard left no time to prepare for the unexpected

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increase. The captain of the vessel must be well informed of all aspects of each mission well in advance of departure.

It is recognized that the highest degree of flexibility must be maintained on each trip. However, this mission seemed to be "played by ear" with regard to starting time, working hours and ship sailing schedules. The high cost and tight schedules would seem to demand the maximum utilization of the time spent at each atoll. Too much time was lost in short work days because the people were not available. The people can surely be made to understand the importance of their complete cooperation for their own benefit, and so the time of the medical team is not wasted.

WMM:jhf

Enclosures:
As indicated

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