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September 25, 1959

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ENIWETOK TRIP SEPT 9-16

SYMBOL: EWS:IEW

Although I left D.C. at noon on Wednesday, September 9, the MATS departure from Hawaii was about 17 hours late and we lost a day. We arrived in Eniwetok at 9:30 a.m. Sunday morning, Sept. 13. Henry Schlacks, Radiation Safety Officer, of the Eniwetok Branch Office was on the same plane and after a minimum of checking in (I left a copy of my orders and signed a disembarkation form) we were flown to Parry Island. Wayne Hiatt, Administrative Officer of EBO met us at the field and took us in a jeep to the AEC residence dormitory.

An emergency evacuation was underway to get Dr. S. P. Gessel, University of Washington, from Rongelap to the MATS return flight to Hawaii where he is to be flown back to the funeral of his mother. Everyone was most cooperative and after repeated attempts to get him in touch with his family from here by Ham radio, he finally made a telephone connection before he left. Holmes and Harver personnel secured plane reservations for him.

Dr. Gessel brought a list of things for me to accumulate for Ed Held and reported that all seemed to be going well with the present cruise.

Several points came up in discussions with Ray ^{ENS}Enochs, EBO Manager, W. Hiatt, H. P. Schlacks, Marshall Page, EBO Assistant Administrative Officer and R. W. McCurtain, EBO Security Officer and Dr. Gessel.

(1) Aloto. Present plans are to mothball the ship at Parry Island and tow it to Pearl Harbor for storage at AEC expense until further notice. Gessel said that the University of Washington personnel believe that the Aloto is a far superior oceanographic vessel to the Brown Bear and they would like to get the Aloto from the Navy or AEC as surplus and scrap the Brown Bear. Mr. ^{ENS}Enochs said they would be glad to see the Aloto used but felt that AEC should lend the ship to Washington and contract for return on 60-90 days notice. I investigated various possibilities of shared ownership and whom to contact. Mr. ^{ENS}Enochs believes that ALCO and DMA must make the ultimate decision whether to turn over the vessel or not.

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(2) EMBL operations. This summers operation has been the most sloppy

in EBO's memory. Noone seemed to accept responsibility for clean up details and the usual practice (of U. Hawaii graduate Students) was to pile anything on the floor until the next use. The man designated to clean up seems to have been a _____, who was crippled in both legs long ago. Although _____ was a reasonably good worker, his handicap did not permit him to do an excellent job or to command enough respect to keep the others neat.

Dr. Tester's work was apparently excellent. He gained the respect of several persons who watched him work and Dr. Gilbert, an "expert" from Cornell U. is quoted to have been most complimentary and enthusiastic about the experiments.

Dr. van der Schalie is equally respected and has built up a very respectable collection of animal material from many kinds of mollusks. He came prepared for various problems of relaxing and properly preserving animals extruded from their shells and has been relatively successful.

Dr. Held is universally respected for his work and for handling the problems he has encountered here and at Rongelap. His staff does a good job of using EMBL as a base and of cleaning up afterwards.

(3) EMBL future. In cutting back the Test Activity to standby status the following is being considered. By Jan. 1, 1960 the EBO and Holmes and Harver offices on Parry Islet are to mothballed and personnel relocated on Fred with the air base. Noone will live on Parry, however it is anticipated that electricity will continue to flow to Parry to operate dehumidifiers and for fire protection. Likewise men will regularly visit the islet to carry out routine maintenance and inspection.

After discussing several alternatives with Mr. ~~Emmons~~^{Emmons}, we concluded that it would be preferable to leave EMBL operations and equipment on Parry. Transportation by boat can be provided daily to Parry from Fred and personnel can mess and sleep on Fred. EMBL would have to pay for "M" boat travel, or a skiff could be loaned to the research personnel for their use with outboard motors. If necessary, scientists can spend the night on Parry, travelling by boat only during daylight. Special

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trips to islets by "M" boat would be at DMEL's expense. Maintenance of equipment and facilities can be programmed into the regular islet visits. No air support is expected to remain, but boat transportation to any islet can be arranged.

As a part of the industrial funding plan for operation, DMH may be asked to make up the difference between the \$1.50 charge and \$11.50 prorated cost of facilities made available during DMEL activity. It is expected that for ordinary work by the U. Washington group and visiting scientists no air support will be needed and standard charges have been compiled for services of various size boats to be paid by the user.

The stock of standard items of glassware, small collection bottles, renewable supplies is way down since much of this type of material has been taken to Rongelap. Dr. Matt takes inventory in the spring and reorders needed items.

Dr. Tasters shark field observation chamber and mobile laboratory, anchored in the lagoon, broke loose on Saturday. I joined Mr. Schlacks in a sweep of the Atoll to see if the floating portion of the laboratory had come to rest. We did not find it. It is expected that the heavy portion of the chamber will be dredged up from near the anchored site with the assistance of divers.

Tuesday morning I flew up to islet Yvonne with Dr. van der Schalie to assist in collection of mollusks. We hit the jackpot with numerous species. During the afternoon we collected items for Dr. Held to take to him on Rongelap at 8:00 Wednesday morning.

cc: Dr. Shilling
Mr. Whitnah

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