PRIVACY ACT MATERIAL REMOVED

SECRET

R

410626

DAILY DIARY - BIKINI ATOLL
Tuesday - 11 May 1954

J-3/234
F

1. Final rollup loading on LST 1157 and LCM's underway.

2. Will load LCU's on LSD by 1800 hours.

3. LST loaded now but needs to tie equipment down. Ready for sailing tomorrow morning.

4. Final security, safety and Rad-Safe surveys of all islands in the atoll completed at 1200 hours.

5. TG 7.1 and TG 7.5 Bikini transfered to the USNS AINSWORTH at 1600 hours.

6. J-3 TG 7.1 closed at Bikini Atoll at 2200 hours and [illegible] departed for Elmer on USNS AINSWORTH.

DISTRIBUTION:
Cys 1&2 - J-3 Elmer
3 - UCRL Thompson

DELETED VERSION ONLY

RG 326 US ATOMIC ENERGY COMMISSION
Location LANL F-27, B-62
Collection RECORDS CENTER
Folder DAILY DIARY TARC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF [redacted]

[redacted]

CLASSIFICATION CANCELLED
WITH DELETIONS
BY AUTHORITY OF DOE/OC 1
REVIEWED BY 10/24/83 DATE 12/18/85

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Monday - 10 May 1954

J-3/232
F

1. USS BELLE GROVE arrived at 0400 hours and departed at 0900 hours with three loaded LCM's.

2. Careful H&N plan executed this afternoon; all H&N and project equipment evacuated in 1½ hours.

3. Loading of the LST continues.

4. Scrap iron and Project 1.4 barge will sail approximately 2100 with Cunningham accompanying. Walsh, Project 1.4, alerted to be prepared to off-load project equipment upon arrival at Elmer.

5. EG&G cameras will be shipped on LST.

6. Plan to backload LSD starting 1600 tomorrow.

7. USNS AINSWORTH may be ready for departure at 1900 hours tomorrow. All TG 7.5 and TG 7.1 Bikini personnel will be aboard.

8. departed on USS BELLE GROVE for Elmer.

9. Final security and Rad-Safe sweep will be conducted tomorrow.

10. Unless otherwise directed Hooper will depart Bikini tomorrow which will close out the J-3 Section at Bikini.

DISTRIBUTION:
Cys 1-2 - J-3 Elmer
3 - UCRL Thompson

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Sunday - 9 May 1954

J-3/230
F

1. Entire George mission completed today.

2. and LCU's scheduled to depart tomorrow at 0800 hours on LSD.

3. All EG&G cleared except How; do not need additional men.

4. Roll-up scheduled for How tomorrow.

5. Schuch recovery complete as well as roll-up.

6. LST 1157 loading continuing; H&N working to meet 0800 LSD.

7. USNS AINSWORTH will remain until Wednesday as requested.

8. Bowen Station 70 will be evacuated.

9. of Project 1.4 made five can recoveries today, including one on western reef; will complete recovery at noon tomorrow and have YCV 1080 ready for tow.

10. TG 7.1 strength reduced by three today.

DISTRIBUTION:
Copy 1&2 - J-3 Elmer
3 - UCRL Thompson

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

3

PRIVACY ACT MATERIAL REMOVED

DAILY DIARY - BIKINI ATOLL

Saturday - 8 May 1954

J-3/229
F

1. Tare Airstrip now ready to accommodate C-47's.

2. USS BELLE GROVE departed with two LCU's and SFCM's.

3. _ departed aboard USS BELLE GROVE for Elmer.

4. LST being loaded with view of sailing on Wednesday.

5. Decontamination continued on boats which have less than 125MR.

6. Personnel strength at Bikini as follows:

TU-7 26
TU-13. 6
Other TG 7.1 15

7. Project 1.4 mission is being held up until tomorrow.

8. Readings on some of the cargo loaded on the LSD was spotty - reques[illegible] submitted to prevent unloading from LCU's and LCM's until proper stowage yard has been established, since this cargo was fully exposed to radiation. J-4 and H&N shipping Department will have to inventory and sort carefully all material, particularly that loaded in DUKW's and vehicles.

9. ------ and have been doing a good job on personnel protection.

DISTRIBUTION:
Copy 1&2 - J-3 Elmer
3 - UCRL Thompson

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO. 1 OF 3 COPIES, SERIES A

[redacted]

4

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Friday - 7 May 1954

J-3/228
F

1. YANKEE plus two activities limited to planning and preparation for equipment recoveries.

2. LCU decontamination program being pushed.

3. -- and Project 1.4 recoveries being held up until nothern water clears.

4. Capt held profitable conference with all interested groups to insure coordinated recovery effort.

5. (H&N) reports Tare Airstrip ready for Sunday C-47 flights.

6. departed via DDE for Elmer.

7. Total TG 7.1 strength tonight as follows:

TU-7	21
TU-13	8
Other TG 7.1	13

8. Plans laid on to accomplish following tomorrow:

a. LCU Load much of Station 70, EG&G and Program 18 equipment.

b. Prepare Station 1550 and 1342 equipment for evacuation on 9 May.

c. Continue boat decontamination.

d. Load LSD for evening Elmer run.

9. Recommendation made by that no consideration be given to leaving any major scientific gear for recovery in two or three months. Believe all such TG 7.1 equipment, without radiation danger, will be aboard LST or LCU by 10 May.

DISTRIBUTION:
Copy 1&2 - J-3 Elmer
3 - UCRL Thompson

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES a

COPIED/DOE
LSNL RC

[redacted]

5

[redacted]

DAILY DIARY - BIKINI ATOLL
Thursday - 6 May 1954

J-3/227
F

1. YANKEE plus one missions accomplished.

2. Data recovery completed for Stations 1550, 1342, and Projects 1.2a, EG&G (except How film), Project 1.2a, Project 1.6 (C.Baird), and Program 18.

3. Splendid copter teamwork made recovery work possible.

4. Project 1.2a Oboe equipment evacuated on USS CURTISS.

5. Two TMB Project 1.4 cans recovered - now on USS CURTISS.

6. Watt source has also been loaded aboard the USS CURTISS.

7. Project 1.4 plans to use YCV 1081 as can and gear transport to Elmer.

8. Decontamination of LCU 278 and 279 delayed until 1730, but one good wash down completed tonight.

9. Personnel strength as of tonight.

TU-7	24
TU-13	15
Other TG 7.1 . . .	18

DISTRIBUTION:
Copy 1&2 - J-3 Elmer
3 - UCRL Thompson

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO. 1 OF 3 COPIES, SERIES a

[redacted]

[redacted]

6

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Wednesday - 5 May 1954

J-3/226
F

1. YANKEE successfully detonated 0610.

2. Rad-Safe survey by Ogle was conducted at 1035. Survey report as of 1200 hours as follows:

Nan - 800 MR at 700 feet - Water went over top Station 70 - Camp and Marine Ramp washed out.
Oboe - 50 MR at ground reading - Water over Sandia Station.
Tare - 10 to 100 MR at 100 feet.
2 miles south Able 800 at 500 feet.
Charlie - 120 MR at 500 feet.
George - 2,000 to 12,000 MR at 100 feet - Stations appear O.K.
How - 18,000 at 200 feet
Nan Pad - 3,400 at 100 feet
Tare Airstrip in approximately the same conditions as for UNION.

3. EG&G-Nan, Sandia-Oboe, and Seacord-Nan recovery accomplished.

4. Project 1.6 made aerial photo mission.

5. Ships returned to the lagoon for transfer of passengers at 1600 hours, and departed at 1800 hours as Rad-Safe precaution.

6. USS ESTES departed at 1830 hours for Elmer with one copter which was requested by . With the departure of the USS ESTES, CTG 7.1 was transfered to the USS CURTISS.

7. Ships return to anchor off Nan tomorrow at 0730 hours.

8. USS CURTISS will depart tomorrow at 2000 hours with recovery data and passengers for Elmer. USS BAIROKO will remain until at least Y plus 4 and USNS AINSWORTH will remain until Y plus 5. These departure dates depend upon the needs of TG 7.5 and recovery progress.

9. General commented in JTF meeting today that TG 7.4 could always make available at Eniwetok three or four operating copters if TG 7.1 required them. If no requirement submitted, TG 7.4 would continue policy of continually performing maintenance on copters currently at Eniwetok.

[redacted]

DISTRIBUTION:
Copy 1&2 - J-3 Elmer
3 - UCRL Thompson

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES a

COPIED/DOE
LANL RC

[redacted]

7

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
4 May 1954

J-3/223
F

1. [illegible] arrived 1240.

2. [illegible] departed 1610, other ships about 1630 except [illegible] who departed 2010.

3. [illegible] armed at 1750. [illegible] returned by LCM to Nan then by LCVP to the Estes. The Estes only remained in the lagoon after arming.

4. Felt station had relay failure which was repaired. LCG radio circuit trouble. Felt LCU lost 1 engine on way south. Project 1.2b while on recovery on reef north of Fox had to abandon one old DUKW. It was hogged in unusually soft sand resulting from Union effects rescue by another DUKW failed.

5. Boating rough.

6. Weather outlook only fair.

DISTRIBUTION:
1-Bikinie
2-J- Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES 4

COPIED/DOE
LANL RC

[redacted]

8

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY BIKINI ATOLL
3 May 1954

J-3/122
F

1. recovery and reactivation today.

2. observed satisfactory signal runs at 1500 today.
, at 200, is more optimistis of readiness then earlier. believes all ready and will has had complete electronics checl.
work through night.

3. 1.2a will check radio barrel tomorrow. 1.2b will make additional recovery tomorrow. Watt trailer will load on Curtiss.

4. Misc cargo on LST 1157.

5. CP moved to Estes during morning.

6. departed at 1700 hours.

DISTRIBUTION:
1-Bikini
2-3-Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY BIKINI ATOLL
2 May 1954

J-3/221
F

1. 1.2b recovered seven surviving station on Dog thru George. Installed Yankee gages at 3 surviving stations. No further activity until Yankee recovery. 2.5b equipment complete for shipment. 3.4 completed recovery except further attempts to find 2000 ft. string. 3.2 completed Union survey, found crater flat bottomed with a diameter about 2000 ft and depth below prior measurement about 26 feet. 1.2a rehibilitated stations 120.05 and 131 installed and calibrated gages. 1.2a will activate oboe tomorrow.

2. 1.6 only made copter reconnaissance.

3. 3 personnel of 6.6 embarked PC 1546 for Rongerik.

4. Timing signals for 1500 and 1342 good.

5. Station 40 in true position at 1600 today.

6. Will have complete timing and signal runs tomorrow at 1500.

7. Station 1210 (Watt) equipment evacuated.

8. and return Elmer tomorrow. returned Elmer today.

9. Local and Joshua communications not good today from Curtiss.

DISTRIBUTION:
1-Bikini
2-3-Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

10

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY BIKINI ATOLL
1 May 1954

J-3/220
F

1. 1.2a prepared for the rehibilitation of 120.05 and 131. 1.2b reconnaisance showed 3 staticns were missing and several damaged. Recovery romorrow and will reactivate 3 stations and 2 gages each. 2.5b assembled all gear on Nan. 1.4 cont nued NOL can work. 2.2 completed rollup with following results: 2 Dog stations were ok. Easy washed out, and partial data was obtained from the Fox-George stations. 3.4 completed except for2 strings. 3.2 completed survey of Koon. It is expected that Union will be completed tomorrow.

2. Station 40 was moored by 1600 but found to be 1000 ft north of desired position. This was doe to an error in the gyro compass. Corrective action was taken immediately. 2300 report by indicate it will be completed by 1000 tomorrow. Will keep you informed but we are optimistic at present.

3. Preparation for rollup stressed with all projects today. Station 1210 will evacuate tomorrow with 4 DUKWs and 2 LCUs.

4. Found severly damaged jeep 100 ft. off Nan Marine ramp in 10 ft. of water.

5. Can release Estes Yankee day. Ainsworth plus 1 and Curtiss plus 2. All at 2200 hours.

6. Complete rollup by plus 5 of 6.

7. arrived Bairoko today.

DISTRIBUTION:
1-Bikini
2-3 - Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PA
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

11

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY FOR BIKINI ATOLL
30 April 1954

J-3/200
F

1. 2.5b completed except Oboe and Love stations.

2. 2.5a returned samples to Elmer as final operations.

3. 1.4 recovered 2 NOL cans. 1 has bad record. They recovered all ball crusher strings except two. 3.4 continued recovery on 10000 ft string. 3400 and 6800 have been recovered. 2.2 reconaisance indicated Dog-George stations ok. Easy filled with water and Fox detector head sheared.

4. 2.1 only lacking 2 of 17 film badges. Project now completed at Bikini. 3.2 trailer now in 1348 and prepared for survey. Other project preparing Yankee. EG&G timing station on George completel. repaired by tomorrow.

5. and H&N surveying 1.2b problem. When this is completed it will present at least 3 R to equipment and operators.

6. Station 1550 repaired.

7. 1342 ok with LCU now off George.

8. Scrapiron is reading 3000 LR. Will wash down tomorrow.

9. Station 40 mooring all completed.

10. refuesl tomorrow from 0700 to 1400 and will be off Station 40 on return.

11. spent the day at Station 70 leaving Intern at 0700, transferred to the Iceberg. replaced on the Thumbtack.

12. 7.3 informed me that JF-8097, received today was a security violation.

DISTRIBUTION:
1-Bikini
2-3-Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PA
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

[redacted]

DAILY DIARY BIKINI ATOLL
29 April 1954

J-3/199
F

1. 1.1b checked Dog-George. They will not reestablish 120.01 through 120.24 but will attempt 120.25 and 130.27. 1.4 DTMB can obtained negative results because battery ran down. 3 NEL cans recovered leaving 4 NOL cans and crusher gages to remove. 1.6 completed recovery with excellent turtle records. 2.5a completed rollup and will return to Elmer with samples tomorrow. 2.5b photo mission and recovery completed ready for rollup. 3.4 recovered string 3400 ft. but have not located 2000 ft. string. They are finding anomolus radiation results.

2. H&N found air supply system out at 1550. Will repair tomorrow.

3. Felt and Smith boats ready.

4. Tare strip widened today.

5. 1210 cleaned and prepared for equipment recovery.

6. LSD departed Bikini.

7. 3.2 trailer to be unloaded from Ainswroth to LCU 1348 tomorrow.

8. Local boating very rough.

9. Under adverse conditions 2 station 40 moorings completed. 1 signal cable ready to attach. Timing station on George is to be cleaned tomorrow. Timing signals Sunday at 1500.

10. Ainsworth 1300 arrival very helpful permitting several missions

11. Thanks for Elmer support.

DISTRIBUTION:
1-Bikini
2-3-Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 9 COPIES, SERIES A

COPIED/DOE
FOIA RQ

[redacted]

13

DAILY DIARY BIKINI ATOLL
28 April 1954

[redacted]

J-3/198
F

1. Continued recovery with Program 15, Project 1.2a. Watt holes in ground and 1.4 DTMB can all complete. Felt data developed and reported good. 2.5b recovered on Fox, George, Love and How. All negative results except How.

2. Start roll-up tomorrow.

3. 3.4 partial recovery of mine string at 3250 ft with following results: 1 Russian curshed, 1 mine filled with water and both show scorching. Five more recovered with no report.

4. 18 passengers and data departed on Rehshaw for Elmer.

5. Both cables good from Nan thru George. Sugar-Tare stations to get work tomorrow. If Ainsworth does not return Friday morning Yankee operations will be seriously hampered. Suggest 551 take her place if Nectar is delayed. Yankee marker bouys now set. Will proceed with moorings tomorrow. LSD departs tomorrow with LCU 638 and Watt trailer. Need its return with other Watt trailer. H&N report Tare airstrip now ready for Reflectors.

6. Full length to barriers clear with 106 ft. width. Will increase width to 150 ft. tomorrow morning.

7. All passengers will have to be coptered until Ainsworth returns to Nan ancherage.

8. Have hopes of timing signals Sunday.

9. Reactivation of 1550 starts tomorrow. Both generators now running on 1342.

DISTRIBUTION:
1-Bikini
2-Thumbtack
3-4-Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

[redacted]

14

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY BIKINI ATOLL
27 April 1954

J-3/197
F

1. Considerable recovery, under strict RadSafe control, was accomplished.

2. Project 1.6 obtained good records from their short recorder on How and fair ones from Nan. Other Nan records were damaged. Four records taken from lagoon, close laggon station, and turtle were sunk.

3. Seven 2.5b stations recovered with negative results because of water except Nan-Charlie. 2.5a recovered Nan and How. All other stations obliterated. Three rafts recovered, one with good results on samples and 1.4 recovered 1 NRL can at 7500 foot station.

4. Experiencing some difficulty on DTMB can but expect to complete tomorrow morning.

5. 3.4 marker buoys observed to be in place.

6. early recovery complete. very successful and continuing to analyze. Program 18, EGG and completely recovered.

7. Boat decontamination progressed satisfactory. See RadSafe report for area survey results.

8. Ainsworth departed 2040. All personnel necessary for missions transferred to other ships in the area.

9. Philip departed 2000 with approximately 30 passengers and data aboard. Have requested LSD depart here Thursday for Sta. 40.

10. H&N initiates submarine cable rehibilitation and airstrip clearing.

11. Recommend following Yankee critical events: Curtiss and YCV depart 1400, Nan ships 1500; arm 1600; Clark plus boat crews 1830 will copter to Nan then to Bairoko which is 6 miles at sea from Nan thence to Estes 10 miles from Nan. This allows realistic time for and warther diagnostics.

DISTRIBUTION:
✓1 - Bilini
2 - Thumbtack
3-4 - Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

15

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Monday - 26 April 1954

J-3/196
F

UNION detonated at 0610 hours 26 April with success. No fallout was detected on ships in the area.

started his survey at 1235 hours with the following information gained:

Radiation levels: TARE - 8 MR ground
NAN - 300 MR ground
GEORGE-8000 at 200 feet
/Fox chain

Considerable rubble on the Tarestrip which of H&N estimated would take two days to clear. It is hoped that this job will be finished and plans landing Thursday.

Considerable water wave action over Tarestrip and around Station 70 on NAN.

Recovery missions started at approximately 1400 hours with the following missions completed: EG&G How, 1.2a Oboe, Prog.18 Nan, and EG&G partial at Nan.

Power failure at 0900 at Nan affected the Joshua net and elevator on Station 70. This failure was due to water in power plant. The power was repaired at 2230 but Joshua net remained out.

All ships were back in Nan anchorage at 1630 hours.

CTG 7.1 shifted CP to the CURTISS at 1900 hours.

7.1 personnel transferred as follows:
J-16 personnel, Turnbow, Yurcisin, Purdum, McClements and Samples to the CURTISS. to the AINSWORTH.

Estes departed for Eniwetok at 2000 hours.

survey:

240 MR at 25 Feet - Nan Pad
100 MR at 25 Feet - YCV
1000 MR at 200 Ft. - Jig
2600 MR at 200 Ft. - How

3000 at 500 Ft. - George
8000 at 200 Ft. - George

18 MR ground Tarestrip
7000 MR at 200 Ft. - Dog

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

Airstrip covered with boulders caused by water wave estimated at 12 feet in lagoon side with 1½ foot water over airstrip.

J-3 personnel at Bikini are waiting excitedly for premier of film in which J-3 Eniwetok starred.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Sunday - 25 April 1954

J-3/195
F

Routine UNION minus two with recreation parties dispatched.

Received word at 1225 that today was UNION minus 1. All personnel and ships were alerted.

Operational Letter #14 modified to meet situation.

and EGG inspected final close-out of stations. Project 3.4 completed laying all mines. 1.4 and 1.6 reported ready as well as all other experimenters. CURTISS departed 1735, UNION armed 1940; firing party with boat crews secured on ESTES 2220. Reentry plan under present disposition planned.

reported to the ESTES.

All passengers from Eniwetok lifted by copters direct to Stations and ships.

Weather outlook at 2330 not too good for firing.

[redacted]

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
~~[illegible]~~
3&4 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

18

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Saturday - 24 April 1954

J-3/194
F

At 0530 we were notified that today was NECTAR and UNION minus 2.

Boat and Copter requirements were light.

Arrangements were firmed on Station 30 on protection from NECTAR fallout possibilities.

Timing signals satisfactory.

met at Tarestrip to discuss overall problem of weather.

returns to Elmer tomorrow after Station inspection.

7.1 Bikini requested only one reflector tomorrow. However understand there will be two.

No timing signals tomorrow.

Status tomorrow - Both minus 2.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

DAILY DIARY - BIKINI ATOLL
Friday - 23 April 1954

J-3/193
F

Notified at 0545 of 24 hour NECTAR delay. UNION minus 2 activities repeated with 1500 timing signals satisfactory. Station 1210 did not participate. Station maintenance given attention.

Reviewed plans for DSTOS absence.

Two full C-47 flights to ELMER.

Copter maintenance given attention. The number of daily missions has been reduced during this period.

maps have been completed and will be delivered tomorrow.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
384 - J-3 Elmer

COPIED/DOE
LANL RC

20

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Thursday - 22 April 1954

J-3/192

No difficulties occurred on timing signals as a routine minus 2 day progressed.

Transfer trouble experienced on handling special heavy box (400#) shipments for MAN from LMER. The DUKW to LCM transfer of heavy freight is most risky.

7.3 recovered some channel buoys and will reestablish tomorrow.
surveyed the TARE-UNCLE entrance for 7.3.

Harding is taking action on 1.2a dose problem by restricting respective personnel accordingly.

DOT S reproduction center will have maps ready tomorrow evening.

Received notice that tomorrow is NECTAR minus 1.

On MITLS departure J-1 goes to CURTISS, to IONBERG, and to Station 70 until 1500 then to CURTISS.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3-4 - J-3 Elmer

[redacted]

COPIED/DOE
LANL RC

21

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Wednesday - 21 April 1954

J-3/191
F

Minus 2 status continued with reasonable activity including timing runs.

Program 18 investigating possible radiox interference on timing signal.

An informal meeting with Pogo and TU 13 was held to discuss lessons learned for future test recommendations.

and investigated feasibility of pictorial coverage of HOW MAN wave effect; has their recommendation.

now on CURTISS.

arrived replacing who departed this date.

[redacted]

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO. 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
JAIL RC

25

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Tuesday - 20 April 1954

J-3/190
F

Station maintenance was continued on a UNION minus 2 basis. Signal runs including Watt and Station 30 report satisfactory. A Fire drill for Station 30 by CURTISS was conducted.

The prolonged delays are a considerable concern to 1.4 because of instrumentation deterioration.

H & N continued maintenance of generators.

Present status for UNION is 23 April.

BAIROKO went to sea for 6 hours with copter missions of importance still being accomplished.

returned to the CURTISS for J-3 North.

[redacted]

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

COPIED/DOE
LANL RC

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Monday - 19 April 1954

J-3/189
F

Activities were continued today on a UNION minus 2 day basis.

The power failure at Nan last night was repaired by M&N at 0530 this morning.

The maintenance problems on power and reefer units are increasing.

The timing runs today were successful, although Matt did not participate others reported good results including EG&G How Photo Stations.

and arranged for a whip antenna to be mounted on Station 30 to assist experiment.

A TU-8 photo mission was performed today with photos being taken of the KOCH crater.

Project 1.4 continued their instrumented can checking.

The USS BAIROKO goes to sea tomorrow to refuel the DDE's between 1100 and 1500 hours. Copter missions during this period are being held to a minimum.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGES,
NO 1 OF 4 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Sunday - 18 April 1954

J-3/188
F

Union minus three activities were performed with necessary minimum project work being accomplished.

The Easter Holiday was observed by practically all.

Arrangements were made for a 24-hour radio manning between Station 30 and the USS CURTISS.

One 3/4 ton and 1 jeep, TG 7.1, were released from Man to be put aboard LST 551 for shipment to Elmer.

Maj , TU-7, made a radiological survey of the KOON Crater. The crater is estimated to be 30 ft deep and 700 ft diameter. Reading are 500 MR over the center water and 1000 MR near the crater shore line. All activity due to shine from lip.

Two C-47's were utilized today for Elmer personnel and priority cargo lift.

Major departed for Elmer for flight training.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGES
NO 1 OF 4 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

COPIED/DOE
LANL RC

25

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL

Saturday - 17 April 1954

J-3/1817
F

Word was received that today was UNION minus 3 days and was treated as such with project station maintenance and generator refueling initiated.

The 1500 signal runs were successful.

Adjustments were planned in the event the USS BAIROKO departed for Eniwetok this evening. CTG 7.1 BIKINI concurred with the proposal but CTG 7.3 decided that the USS BAIROKO would stay here.

Boating here became rough to dangerous as the day progressed.

It was suggested that J-3 Elmer prepare a TG 7.1 passenger list and warn TG 7.4 of the space needed for priority return to Bikini in case it is decided to Fire UNION first.

departed for the USS CURTISS at 1300 and is now covering J-3 North which includes YCV, and Station 30.

and departed on the afternoon flight to ELMER.

During a recreation party at NAN today an accident occurred where a sailor was drowned.

[redacted]

DISTRIBUTION:
Cy 1 - J-3 Bikini ← [redacted]
2 - Miller
3&4 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

26

[redacted]

DAILY DIARY - BIKINI ATOLL
Friday - 16 April 1954

J-3/18/6
F

Word was received while at sea in a 24 hour delay condition that we were now in a UNION minus 2 condition.

UNION was disarmed by Firing Party at 1720.

Station 30 is now manned with Shreffler, Self, Guards and supported by 2 LCM's plus ATF.

All ships re-entered the lagoon at 1800. The USS CURTISS will remain at MAN anchorage until 0800 tomorrow and then proceed to Station 30 area.

There was a conflict between TWX's sent out by JTF and TG 7.1 as to UNION date status. This TG will treat tomorrow as minus one with minus 2 plans laid on for execution if no verification of minus one status received by 0800 tomorrow.

Some 66 personnel mostly Hq JTF were coptered to Tarestrip to meet C-47 flights returning to ELMER.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

[redacted]

DOCUMENT CONSISTS OF 1 PAGE(S)
1 OF 4 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Thursday - 15 April 1954

J-3/185
F

UNION minus 1 day activities followed Operational Letter #14, UNION event with the exception of a change permitting the nuclear insertion team to remain with the Firing Party. The Program 18 Now barge generator was replaced and functioning by 0730. A commendable job by NSN.

The firing party was delayed at George for 30 minutes due to a failure of the ramp on their LCM. Under supervision of Dave Self, J-6, the ramp was raised by block and tackle.

Adjustments to station delayed his arrival at Nan and thereby ship departures 30 minutes.

LCU mooring required a re-check to insure safe condition.

At 2310 an official announcement was made that UNION was delayed 24 hours. Plan for Firing Party re-enter Station 70 only. Some other re-entries for electronics checks will be made.

Major is now aboard USS NUMIS after assisting operations aboard USS NUMIS and Station 30 yesterday.

Lt. arrived this date from Eniwetok to assist J-3 in communications and warning control center.

The TU-9 photo mission was accomplished this morning satisfactorily.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
304 - J-3 [illegible]

[redacted]

[redacted]

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Wednesday - 14 April 1954

J-3/184
F

UNION minus 2 activities were performed smoothly and included final instrumentation and calibration.

TU-9 photographers arrived Bikini without prior notice for a photography mission. Because of the unexpectancy of this mission some difficulty was encountered in setting up their mission for tomorrow.

Word was received today that there would be no security sweep of the atoll tomorrow. This has not been verified.

All projects reported that they are ready for UNION with tomorrow's detailed events scheduled.

The 1500 dry signal run today was satisfactory.

A TWX was received deadlining all copters for a 2 hour inspection. This was absorbed without any major difficulty.

In a conference between Admiral regarding the YAGS, there was no objection to manning YAG 39 under the conditions established.

At 2200, Program 18 How generator failed and the replacement generator was enroute by midnight.

Lt. reported aboard the USS ESTES from the AINSWORTH for J-3 control duties.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 ELMER

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Tuesday - 13 April 1954

J-3/183
F

There was continued progress on all projects with emphasis on calibration and final instrumentation.

The pump in station was replaced by H&N.

Project 1.2b completed its KOON Recovery today.

Projects 1.3 and 3.4 ready, Proj 2.3 will be completed tomorrow and Projects 2.5a and 2.5b are nearly completed. Attempt is being made to reduce the number of planned copter missions for minus one.

Lights were installed on Station 30 and can be kept on during Zero Time. These were tested this evening.

The Weather Detachment and Project 6.6 are now aboard P.C. 1546.

TG 7.1 CP closed aboard USS CURTISS at 0745, reopened at Station 70 on Nan at 0830, closed at Station 70 at 1615 and reopened aboard the USS ESTES at 1700. Because of excellent communications, very good J-3 coordination was effected at Station 70. Maj remained aboard USS CURTISS and Sta. 30 to assist in coordinating activities in that area.

and party arrived at Station 70 at 1000.

and inspected and stations.

USS ESTES and USS CURTISS returned from refueling at 1600 and 1730 respectively.

The USS CURTISS's new anchorage is not as convenient as their previous anchorage with regard to support. This position was necessary because of Sta. 30 security reasons as well as light transmissions.

There will be no Voice Time Broadcast on tomorrow's 1000 signal run, but there will be a Voice Time Broadcast on the 1500 signal run.

Col arrived and reported to the USS BAIRONO for J-3 duties there.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

36

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Monday - 12 April 1954

J-3/182
F

Word was received today at 1800 that tomorrow would be U-3 Days, and UNION would be detonated at 0615 on 16 April.

TU-13 made progress today with all their missions. Projects 1.4 and 3.4 are on schedule.

LCU-DUKW system is operating successfully.

Timing runs were executed satisfactory today at 1000 and 1500.

Special shipments were made to Elmer today for Projects 3.1 and 1.2a.

Considerable radio interferences was encountered on the motorola sets today on the USS CURTISS and USS ESTES.

USNS AINSWORTH arrived Bikini today at 0900 and arrangements were made to get respective project personnel to stations as soon as possible.

Operational Letter #14, UNION Event, was published and distributed tonight (JF-6497).

USS ESTES departed Bikini at 1730 for refueling purposes, estimating return tomorrow 1530. TG 7.1 Elmer reports ESTES not needed for at Elmer.

TG 7.1 closed CP on the USS ESTES at 1530 and opened CP on the USS CURTISS at 1600. Official information received that ECHO cancelled.

USS CURTISS plans departure present anchorage 0800 tomorrow for refueling, estimating return 1600 tomorrow.

arrived to replace who departed for Elmer.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

[redacted]

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
Sunday - 11 April 1954

J-3/181
F

With the view of 15 April being UNION Day an extra push was made today to get all necessary stations in the best possible state of readiness.

Timing signal runs today were satisfactory for all stations including Station 30.

has made some progress but in view of the 15 April capability he is still on the critical list.

has repaired dehumid system in Station 1210. requires 2 complete 24-hour calibration tests.

The use of a DUKW in LCM for was not satisfactory, will try to use DUKW with an LCU tomorrow to insure more positive support.

and visited the Northern complex to include Station 30 and USS CURTISS.

The USS ESTES has a sailing directive for a 1900 departure tomorrow. TG 7.3 is being kept informed by us as to plans as we receive them from Elmer.

Project 3.1 plans an equipment recovery on Uncle tomorrow. Boat and copter traffic for tomorrow is expected to be heavy.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

[redacted]

32

PRIVACY ACT MATERIAL REMOVED

SECRET

[redacted]

Friday-Saturday - 9-10 April 1954
DAILY DIARY - BIKINI ATOLL

J-3/180
F

Program 2 completed their Flyaway Four sample recovery. Samples were shipped on the ATF at 1900.

Project 1.8 recovered jeeps on TARE and transportedto NAN. Jeeps are scheduled for shipment on LST-762 which will depart noon Sunday.

Project 1.2b is still continuing their recovery.

Projects 2.2 and 3.1 completed their immediate recoveries.

Project 3.4 initiated mine laying according to plan coordinated with 7.3, H&N, 7.1.

Biggers Flyaway Four samples will depart Bikini area 1700, 10 April, by C-47. Elmer J-3 alerted.

Operations here have definitely changed from recovery to the preparation of UNION.

and tour apparently was successful.

Rain here reduced DOG-GEORGE chain radiation materially.

Dry signal runs scheduled today for . and EGG.

RADM conference resulted in that the AINSWORTH will depart 1900, 10 April, and will return 0800, 12 April; that the ESTES will depart 1900, 12 April, to return immediately after ECHO. Everyone agreed on the CURTISS, YCV and STATION 30 plans; will use CURTISS based DUKW; BAIRCHO departure not considered until after UNION; preparations made to orient TU-4 on the CURTISS.

new generators are scheduled to be in position by 1400.

H&N hopes to Station 30 in final position.

J-3 is scheduled to move aboard the CURTISS upon departure of the ESTES. A review of proposed facilities has been made.

The UCRL KOON equipment load for the LST was completed. Project 1.2a could only ship one fourth of the load because of the type of aircraft. Balance of the load will be on the tomorrows, 11 April, reflection flight.

Station 30 is now positioned with one signal cable attached. The second cable will be attached 11 April.

YCV now operating.

The CURTISS schedule to move to Station 30 area was delayed until 1500. This delay caused Watt some trouble since he could not get into his station.

Dry runs were executed ok but only a few experimenters participated.

COPIED UDE AML RG

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

SECRET

PRIVACY ACT MATERIAL REMOVED

J-3/180 (Cont)
F

The AINSWORTH personnel evenly redistributed prior 1900 departure.

reply to query that UNION readiness was questionable and stated that 15 April was U-Day with no unforseen difficulties. Believe holds key to answer but should know better by tomorrow night.

is now on the ESTES.

DISTRIBUTION:
Cy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

[redacted]

COPIED/DOE
LANL RC

[redacted] i

PRIVACY ACT MATERIAL REMOVED

SECRET

Thursday - 8 April 1954
DAILY DIARY - BIKINI ATOLL

J-3/179
F

Program 2 continuing recovery and is nearing completion with a view to meeting Fly-away Four.

LCU with Biggers and source is now in George position. Felt has now reactivated his station.

LSD was loaded and departed at 1500 with RAYDIST equipment for use in Eniwetok Area.

, conducted a conference with Navy Mine Project Personnel to insure coordination. The project was warned not to foul Station 30 mooring lines. J-1 and J-3 studied readjustments necessary for AINSWORTH departure from BIKINI.

Had an emergency helicopter landing on DOG. Quick repair of this copter alliviated the radiological problem. The overall copter condition requires an increasing number of safety back-ups. Program 2 type missions presents the greatest strain.

TARE, west of SUGAR is under strict Rad-Safe control.

It is planned to provide CURTISS with good stock of Rad-safe equipment for and to absorb AINSWORTH personnel on ESTES and boat crews LSD; also to recover 1.2b. The following will be enacted on UNION critical event minus one proposal: depart George 1000; CURTISS depart 1200, other ships 1300 - 1400; arm UNION 1500; Clark 1515 to George by LCM to NAN by copter; supporting LCM's with DUKWS arrive NAN 1730 thence by copter to BAIROKO; by copter to ESTES 1745. Key is to permit and to have maximum minus one time. and concur.

This material contains information affecting [redacted] States [redacted] espionage laws [redacted] the [redacted] in any manner to an unauthorized [redacted] is pro-[redacted] by law.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Wednesday 7 ~~Thursday 8~~ April 1954
DAILY DIARY - BIKINI ATOLL

J-3/178
F

The local weather before KOON Detonation was marginal for transmissions due to clouds and local rain. KOON was detonated on schedule despite local conditions.

At 0830, made his survey and found the following:

a. Tare POL farm was burning.
b. Airstrip OK.
c. Experimential stations not damaged.
d. Radiation readings were generally low except for an average of 6-10 R in D-G chain and of course in the immediate Crater area.

All of UCRL, Program 18, EG&G, Project 1.2a, TU-1 and TU-9 data was recovered. Partial recovery was made on Project 1.6.

Two F-84's made emergency landings on Tare airstrip. Both landings were successful. A bearer was used as an assistance in landings. The samples were recovered and returned to Fred by 1400. The aircraft are now waiting for refueling and minor repair; ETD 9 April 1954.

Five C-47's departed with the total of 80 people.

The conclusion of CJTF-7 meeting resulted in the following:

a. CURTISS departed 2000 for Elmer and to return 9 April.
b. LSD to depart 8 April 1400 for Elmer to return 10 April with Station 30.
c. Plans were made for the BAIROKO todepart in the near future for a period of 3 days. The copters will remain on Nan in the absence of BAIROKO if BAIROKO departs.

JTF closed ESTES CP and returned for Elmer at 1300 7 April 1954.

and departed for Elmer 7 April. and are scheduled to depart for Elmer 8 April.

Outside of a few interuptions, KOON schedule was executed to the upmost.

DISTRIBUTION:
Copy 1 - J-3 Bikini
[redacted] ecting [redacted] States [redacted] ws [redacted] Title 18, U. S. C., [redacted] he [redacted] ny [redacted] authorized person is prohibited by law.

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

36

PRIVACY ACT MATERIAL REMOVED

[redacted]

Tuesday - 6 April 1954

DAILY DIARY - BIKINI ATOLL

J-3/177
F

A 24-hour delay was announced at 0100, and thirty minutes later the radio no-go button was pushed.

and party disarmed circuit on Station 70 following weather conference at0900 hours. and party arrived on EBTIS after rearming at 1730. plans to depart for ELMER tomorrow (Wednesday) evening.

H&N made their generator checks.

After being transferred by high line, of RAYDIST, departed CURTISS to DDE arriving BAIROKO to board copter to stations. This particular mission was successful. All missions were accompanied by EG representative.

KOON nuclear station not changed.

If situation develops so as to make re-entry inadvisable, all major ships will return to Eniwetok area; if KOON does not go CURTISS will return.

The earliest possible date for KOKO has been scheduled, 13 April 1954.

DISTRIB TECH:
1 - J-3 Bikini
2 - Miller
384 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

37

COPIED/DOE
LANL RC

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

Monday - 5 April 1954
DAILY DIARY - BIKINI ATOLL

J-3/176
F

Colonel Hooper was notified at 0500 that today was KOON minus one. The Operational Letter Number Nine (KOON EVENT) was put into effect immediately after receiving information. The plan was followed except for the movements of ships. Ships departed Tare at approximately 1300 hours instead of 1200 as tentatively scheduled.

The added experiment which required mooring of Program 18 barge off HOW was completed by 1630 hours. Eighteen personnel were lifted by copter from NAN 1800 hours.

At 1630 permission was given to arm KOON. KOON was armed and party returned and was aboard by 1828 hours. CJTF SEVEN negated the alert plans of project after thorough review of the probability.

The C-47 that was given for support schedules proved to be very helpful and was greatly appreciated.

Because of failure of hydralic control system of the PBM, the procurence of Tare airstrip was delayed for approximately two hours. The BAIROKO furnished necessary parts for repair of PBM and plans reverted back to normal.

The USS ESTES is scheduled for departure tomorrow evening. Departures of other ships depend upon the situation at the time.

Request from Elmer for the additional YCV ladder was passed to 7.3.

Weather outlook is not very promising.

[redacted]

DISTRIBUTION:
1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

Sunday - 4 April 1954
DAILY DIARY - BIKINI ATOLL

J-3/175
F

reported from Elmer there was a slim possibility for Tuesday being KOON day.

treated today as minus two in his preparation of Program 18.

H&N continues loading LST 551, including the dismanteled Tare tower.

Recon mission for Scripps was very satisfactory, including executive officer of PC 1546 which has tentatively been selected for mission. CTG 7.3 informed of Isaccs mission this date. J-3 will suggest to CTG 7.3 that PC depart 1100 hours KOON minus one so as to arrive at destination prior to darkness.

C-47 night landing capability on Tare by Smudge Pots.

departed for Elmer to prepare ECHO work. reports capability of moving Elmer's circuit to BAIROKO.

doing transmission studies from Station 70 tonight.

DISTRIBUTION:
1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

This material contains information affecting [redacted] laws [redacted] the [redacted] in any [redacted] person is pro- [redacted] w.

COPIED/DOE
LOG RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Saturday - 3 April 1954
DAILY DIARY - BIKINI ATOLL

J-3/174
F

KOON minus three activities again. Experienced light copter missions with no change in boating conditions.

visit apparently proved very satisfactory. conducted a tour for the Admiral's Party.

Meeting with and to formulate plan for precautionary measures in the event KOON generates a TSUNAMI. Recommendations resulting from this meeting were forwarded to by message JF - 6376.

Today's timing runs (1500 hours) were very successful. Monday's timing signals and voice time runs are scheduled for 1500 hours; It was requested that the Commander Task Group 7.1 be notified of this time and date.

will initiate mirror alignment Sunday, 4 April, using LCM in Station 30 position.

departed for Elmer this date, 1700 hours to attend various conferences being held there.

will be Commander of 7.1 in the absence of Ogle in the Bikini Area.

DISTRIBUTION:
1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

[redacted] information affecting [redacted] laws [redacted] the [redacted] ry [redacted] is pro- [redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

[redacted]

COPIED/DOE

PRIVACY ACT MATERIAL REMOVED

[redacted]

Friday - 2 April 1954
DAILY DIARY - BIKINI ATOLL

J-3/173
F

All KOON minus three activities were accomplished without incident. These included primarily maintenance and checking of stations.

Boating conditions in this area were fair.

went to and recovered his film record successfully.

requested today that H&N wet down the Nan road to prevent Rad Safe hazards.

inspected the NAN vehicle situation and reported that 7.1 has four jeeps and five three-quarter tons trucks operative on Nan.

reported that DOG Station was in good shape and plans to install the EGG radio on Saturday.

today approved using the SIOUX at Elmer for the 2.5a buoy drift study.

All voice time broadcasts were very satisfactory here, but no report was received from CTG 7.4 on the Baker channel reception.

agreed to meet and support plus six hundred pounds on Saturday. LCU 291 will depart for George approximately 1200 hours for further work in the area.

ATF will depart for Elmer Saturday evening with transportainer, UCRL number 40. of Elmer, UCRL, has been alerted.

LST 551 is expected to arrive on Saturday with the crane prepared to evacuate additional equipment from this area.

Every effort is being made by one point four to insure UNION readiness; is helping considerably on this project.

plans to depart on our 1200 flight Saturday to review the ECHO situation.

is not prepared now to discuss the ESTES or CURTISS position centering on the KOON moves; he plans to discuss further with CTG 7.3.

DISTRIBUTION:
1 - J-3 Bikini
2 - Miller
4&3 - J-3 Elmer

[redacted]

[redacted]

COPIED/DOE
LASL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

4

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 1 April 54
DAILY DIARY - BIKINI ATOLL

THIS DOCUMENT CONTAINS OF 2 PAGE(S)
No 1 OF 4 COPIES, SERIES A

J-3/172
F

At 0700 work was recured from the ships communication center that General plane would not stay at Bikini. Since this and the latest weather report from Maynard indicated this would probably not be K-1, was contacted in an attempt to get official word. Since General could not be contacted it was decided to wait until the arrival of on the destroyer NICHOLAS. decided it was at least K-2 so all 7.1 personnel were notified at 0815. However, the K-1 activities were so far along that much effort had been wasted. No official word was received until 1030 from JTF. As a consequence 7.3 was still preparing for the K-1 departure. Much effort could have been saved had some thought been given to passing the word sooner.

group made their recovery on Able at 1000. The group received from 3600 to 4800 M/R. The copters were taken to Tare for decontamination at the airfield and removed of samples prior to return to the BAIROKO. The samples were returned on the 1700 flight to Elmer.

Arrangements were made for and the H&N motor dispatcher on Tare to coordinate in providing transportation for the VIP party of 20 expected on K-1.

Arrangements were made to transport the UCRL group back to Elmer by a special flight 2 April to participate in Ursula activities. A special C-47 quickie return will be set up for their return to Bikini when KOON day is announced.

A hard wire only signal run was performed at 1500. The only difficulty was a no-go at minus one minute due to radio interference.

Motorolas were set up at the Tare Marine Pier and the Tare strip to facilitate communications.

Since it was K-1 day water taxies and the Tare shuttle were commenced at 0600.

Difficulty was experienced in establishing from C-47 passenger lists since JTF gave their staff members 1A Priority with no coordination with J-1.

arrived. His group will be on the CURTISS. Arrangements have been made to remove the ACF TU-4 trailer on the CURTISS returning to Eniwetok and substitution of Watt's trailer.

and arrived at 0800 on the NICHOLAS.

[redacted]

COPIED/DOE
LANL RC

[redacted]

4.

PRIVACY ACT MATERIAL REMOVED

[redacted]

J-3/172
F

Word was received about 1700 that 2 April will be K-2 days, further that the prospects for April 4 are not good.

and T boat will remain at Tare, but an electrician will visit his Station 1342 each day to maintain the generators.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Miller
3&4 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Wednesday - 31 March 54
DAILY DIARY - BIKINI ATOLL

[redacted]

J-3/171
F

station was worked on by H&N crews, the generators having been run for two days. They will be shut down tomorrow. made a trip over from Elmer to inspect the station.

station was likewise worked on by H&N crews, and word was received from on Elmer to shut down the station on KOON minus one day. This is being done. The equipment was moved out of station 1342 to be loaded on the 1200 C-47 for Elmer to provide the desired dual capability between the two atolls. and returned with the equipment.

spent the day off station 1342 working on his station. He moved down off Tare at about 2000 and will release the LCU in the morning.

The loading of LST 1146 will be completed tonight; the loading of the LCU's with equipment for Nan storage should be completed as well, and the movement of the ships and boats will be made in the morning. Arrangements have been made to move the extra KOON equipment back out to CURTIS tonight.

There were three dry runs today: 0625, 1500 and 2100. The 1500 hour was successful, but program 18 was not tied in. The 0625 dry run was unsuccessful due to failure to get a zero signal at Station 50. The no-go's at station 2200 were not shorted out. The 2100 dry run was successful.

of 2.3 made a recovery from some of his stations on ABLE, where the radiation was up to 30R/hr. The two helicopters were contaminated when the passengers did not take off their booties before climbing back into the plane. The samples themselves were covered with loose sand and mud which further contaminated the cabin of the plane. The two copters were out of commission for some time being decontaminated. The samples was flown back to Elmer on a C-47 departing Tare at 1630.

and of project may attempt recovery on 1 April with F permission. They are remaining aboard BAIROKO overnight.

The copter missions ran very high today with the saturation point being reached about 1300, soon after the announcement of KOON minus one day.

TU-14 had a busy day. [redacted]

Trailer #5, 6, 9, were loaded aboard LST 1146 in the evening. Trailer #11 will be buttoned up and moved off the beach to Nan anchorage in LCU 216 this morning.

A decision was made at a meeting at about 2000 hours to short out all no-go's in Prog. 23 equipment. Program 18 and 22 no-go circuity will remain.

DIST: 1 - J-3 Bikini 2-Miller 3-4-J-3 Elmer

THIS DOCUMENT CONSISTS OF 7 PAGES

PRIVACY ACT MATERIAL REMOVED

[redacted]

30 March 1954-Tuesday
DAILY DIARY - BIKINI ATOLL

J-3/170
F

The dry run schedule was issued as a memo annex to the Operations letter nine and was issued to all concerned. Dry runs were run at 1300 and 1500. The 1300 hour dry run was successful down to zero signal when a failure to short ~~cut~~ circuit the no-go in Station 2200 caused no zero signal to be received at Station fifty. The 1500 hour run was successful, but difficulty was encountered with count-down. There will be a zero time dry run on 31 March at 0625 hours as well as at 1500 and 2100 hours. and came over from Tare and boarded LCU 278 to go to George and take equipment out of Station 1550. This is to be taken to Tare strip and loaded on C-47 at approximately 1200 hours.

of Sandia Corporation, is making good progress on Station 102 cable. states that he expects to complete work by 1 April and return to Tare. Special plans are being made with for completion of the Swift project by KOON minus one in view of ships using ocean rendezvous. Heavy copter missions during day. LST 1146 arrived 1500 hours. Conferences held regarding possibilities of water wave damage to Watt baffles and generators on KOON. Four flights from Eniwetok during the day.

There were some mixed signals due to the delay of one wire to to be delivered. came to Bikini in spite of a wire advising against attempted recovery. , and are likewise having trouble recovering due to the high levels on ABLE and CHARLIE.

A bit of a hassle developed early when Scoutmaster and Robin Hood refused to clear navy boats into UNCLE. The difficulty was a mix-up in signals which was finally resolved.

DISTRIBUTION:
1 - J-3 Bikini
2 - Miller
4&3 - J-3 Elmer

[redacted]

COPIED/DOE
LANL RC

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 4 COPIES, SERIES A

PRIVACY ACT MATERIAL REMOVED [redacted]

Monday 29 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/1669
F

Fallout commenced about 2200, 28 Mar in the lagoon. First readings reported were 20 MR on the Bairoko with lesser readings on other ships. Tare averaged 40-60 MR. All ships were alerted. Orders were issued for all ships to prepare to move after dawn if the situation continued. The MP's on Station 50 were moved aboard LST 551 for a short period. Readings diminished during the early morning hours. Activity in the morning were slowed due to necessity for copter and boat decontamination and full RadSafe processing for Tare.

UCRL had hoped to have signal dry runs today but EG&G was unable to complete preparations.

LST 551 departed for Parry at 1500 with 500 lbs. 2.5a samples.

Contamination of water in the west end of the laggon continued allthough readings are diminishing. Boat missions except highest priority are still restricted from this area. Cable received from requesting basic KOON minute 1 day plan. Evening conference held on Estes by all concerned resulted in cable to outlining plan and preparation of Operational Letter number nine.

and arrived Estes for duty.

Difficulty was encountered today with people failing to process through RadSafe and notification to all to request cooperation with RadSafe. J-3 and RadSafe will start closer checks on all personnel for hot areas.

LSD with 3 LCU and cranes departed for Parry.

DISTRIBUTION:
1 - J-3 Bikini
2 - Miller
3-4 - J-3 Elmer

This [redacted] affecting [redacted] States [redacted] laws [redacted] the [redacted] any [redacted] prohibited by law.

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO. 1 OF 4 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

4c

PRIVACY ACT MATERIAL REMOVED

[redacted]

Sunday - 28 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/168
F

The morning Rad Safe survey showed extensive contamination in the lagoon west of a line between Charlie and William. As a result boat traffic into that area was cancelled and only essential copter traffic was permitted to the western island.

LST 551 carrying the KOON components arrived at Tare 0821 hours and completed unloading by 1200. The project was uneventful.

A special C-47 carrying seventeen (17) UCRL arrived 0815 at Tare for participation in KOON.

Task Unit 13 cancelled the 2.5a Dan Buoy participation in KOON. This will permit other utilization of two trips.

Yags 39 and 40 with tugs Molala and Tawakome departed from Bikini.

TU-13 projects 2.5a and 2.5b made some recoveries and expect to complete their work tomorrow. Samples will be returned tomorrow by ship.

In view of the intensive recovery program on R-day the recoveries for today, B plus one were light and mostly by DOD.

UCRL, was appointed acting CTG 7.1 for Bikini in the absence of

and departed for Elmer 1700.

Rad Safe readings as of 1000:

Able	- 50,000 at 200 ft.	Nan	- 36 at 0 ft.
Baker	- 1,500 at 300 ft.	Roger	- 4 at 25 ft.
Charlie	- 2,900 at 300 ft.	Sugar	- 4 at 25 ft.
Dog	- 500 at 25 ft.	Uncle	- 5 at 25 ft.
Easy	- 500 at 25 ft.	Victor	- 3 at 50 ft.
Fox	- 600 at 25 ft.	William	- 2 at 25 ft.
George	- 280 at 0 ft.	Yoke	- 40 at 25 ft.
How	- 80 at 0 ft.	Zebra	100 at 25 ft.
Love	- 44 at 25 ft.		

[redacted]

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Miller
4&5 - J-3 Elmer

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF ___ PAGE(S)
NO ___ OF ___ COPIES, SERIES ___

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 27 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/~~166~~ 167
F

ROMEO detonated at 0630 today with success. Difficulties developed during the last fifteen (15) minutes with the voice time broadcast tone system. took immediate steps to provide aircraft pilots with adequate signals.

Initial survey showed that there was no material contamination on Bikini Atoll.

An obstruction was noted on the Tare airstrip. This was corrected with four hours of clearing work by an augmented crash team. Water had passed over part of Oboe-Tare group, but there was no apparant damage to UCRL Stations. Some fires were reported on Fox. Tests showed the Bikini water to be clear in the Tare and Nan area.

All ships returned off Nan beginning at 1400 hours. Recovery was initiated by copter and LCM's.

The following programs and projects made successful recoveries: EGG, 2.5a, TU-9, Sandia, Program 18, 1.6, Program 15, Program 13, with reports from 6.4 good. Felt is developing his data aboard the LCU 291 which is anchored off George.

The Curtiss, without Task Unit 14 special material, and Nicholas departed at 2000 hours for Elmer. Approximately 90 project personnel were aboard. First samples from todays recovery missions were sent to Elmer via Curtiss.

The C-47 landed to return personnel to Elmer. JTF CP closed at 1600 hours today.

UCRL work on Tare reinitiated this afternoon, awaiting the arrival of LST 551 with their special material aboard.

RadSafe readings as of 1200 hours today are:

Charlie	- 1100 at 300 ft.	George	- 200 at 800 ft.
Dog	- 800 at 1000 ft.	How	- 120 at 200 ft.
Easy	- 800 at 1400 ft.	Nan	- 35 at 0 ft.
Fox	- 1600 at 0 ft.	Oboe	- 20 at 0 ft.

RECOVERY COPTERS

#1	TU-9	TT-d, e, f, g-TT	#2	2.5a	TT-H-Z-O-TT Oboe plus 20#

(Prior to 1500)

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

[redacted]

[redacted]

4

PRIVACY ACT MATERIAL REMOVED

[redacted]

#3 EGG 1300 TT-N-T (1 hour)

#4 H&N 1215 TT-BT-T

#5 EGG 1300 TT-Geo.-TT

#6 EGG 1300 TT-T-TT

#7 Sandia plus 15 Prog15 TT-Oboe-Geo-TT plus man 100#. for plus 100#.

#8 18.1 1500 TT-N-H-TT ssell, Smith Albren, Perry 20-min-H

#9 18.1 1500 TT-T-TT Beach (30-min)

#10 TU-13 TT-Tp-TT 20#

#11 TU-14 1600 TT-Tp (Return 1700)

#12 TU-12 TT-Tp (Return 1700)

DISTRIBUTION:

1 - J-3 Bikini
2 - Aamodt
3 - Miller
4&5 - J-3 Elmer

[redacted] cting ates aws the any pro-

THIS DOCUMENT CONSISTS OF PAGE(S)
NO. OF COPIES, SERIES

[redacted]

COPIED/DOE LANL

49

PRIVACY ACT MATERIAL REMOVED

[redacted]

Friday - 26 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/~~167~~ 166
F

notified, from Elmer, at 0730 hours today that today, Friday, was Minus one. had previously warned us of this possibility which assisted us greatly in preparing our schedule for the day. rendered immediate service and cooperation by agreeing to ship movements and detailed plans. All ships moved from off Tare to off Nan at 1430 hours. ROMEO was armed at 1700, firing party returned to Estes at 1845 hours, then the ships departed lagoon at 2045 hours.

Weather at 2100 was very good for firing.

Critical details of Minus one were discovered and corrected immediately. There were: Staion 90 difficult was corrected by Grier at 0945 hours.

At 1400 hours Hal Stewart reported electronic difficulties in transmission system at Station 70. Analysis showed trouble in George area; found deterioated wire connections to be the trouble source. At direction repaired the wire connections and was returned to the Estes at 1700 hours. The Mission was only seventy-five (75) percent complete when directed to depart Rongelap tonight to join this convoy.

LST 551 is scheduled to depart Elmer at approximately 1000 hours tomorrow. This movement was directed by Task Group 7.3 to beach at 0700 hours to pick up additional special equipment. This directive was coordinated with

feels that if Tare airstrip is too hot then it will be too hot to start ECHO work. This guide was given to assist in transportation planning.

and boarded the Estes at 1100 hours.

See Task Unit 13 reports for 6.4 situation today. All experimenters report reasonable confidence of readiness.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Miller
4&5 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

[redacted]

50

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 25 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/165
F

All ships shifted to off Tare at 1000 today. Boating and Communications conditions improved greatly with this move. Copter runs were going smoothly until all copters were deadlined by order of ComAirPac for an inspection to all transmission frames. One copter was cleared for return of two personnel from HOW. All missions reverted to boats, with very good results obtained. During the afternoon inspections four copters were cleared for operations tomorrow. By 2200 hours this number increased to six. The vigorous attack of this problem by 7.3 copter people reflects credit to that organization.

Timing signals were not altogether satisfactory. Trouble was believed to be at Station 90. EGG and H&N team are to investigate early tomorrow.

returned to George on LCM 291.

RadSafe photo lab is under repair. Solution is to use the Bairoko laboratory instead of Elmer as was first proposed, for development of film badges.

Plans were made to permit the Curtiss to withdraw to Elmer if necessary. The Estes could replace the Curtiss in the vicinity of Station 90 if this move were to be accomplished.

LST 551 will arrive 26 March with special KOON components aboard. It is expected to beach approximately 1900 hours. If Friday is ROMEO minus two will question adviceability of unloading KOON shipment. This decision is not necessary though until 1900 hours tomorrow.

mission departed as planned.

Task Unit Nine request for coverage of mission arrived after the NICHOLAS departed.

of Project 19.1 requests that J-3 Elmer recognize and Major as his proper representatives during ECHO operations.

This [redacted] affecting [redacted] ates [redacted] laws [redacted] the [redacted] in any [redacted] is prohibited by law.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Miller
4&5 - J-3 Elmer

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

[redacted]

51

PRIVACY ACT MATERIAL REMOVED

[redacted]

Wednesday - 24 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/164
F

The 0840 decision was that today (24 March) is ROMEO minus three. and York met to discuss future planning with the following agreements made:

a. Prepare to detonate NECTAR on barge in MIKE crater following ECHO.

b. Prepare ECHO. It was estimated that twenty (20) days would be necessary to ready the device for detonation. Shooting would then be on a weather permitting basis.

c. High explosive will not be placed on KOON until post ROMEO.

d. ROMEO experimenters will be on a twenty-four (24) hour basis with timing runs every other day; these will be runs tomorrow.

A meeting held between and resulted in the decision that all ships would move off Tare at 1000 Thursday. It is thought that many problems, now resulting with communications and copters, will be greatly improved with this move. EG&G experienced some difficulties on timing runs at Station 70; EG&G will attempt to correct tomorrow. Station 1550 generators were repaired by H&N.

Three C-47's used today with twelve spaces being used by JTF CP which closed on the Estes today. Three C-47's requested for Thursday.

LST 1146 departed 1800 with some passengers and cargo from Tare to Elmer.

arrived off Tare at 1830 to discharge equipment for Elmer shipment and resupply LCU 291. Special shipment from Elmer arrived and was placed aboard LCU 291 without difficulty.

White mission was briefed with the NICHOLAS executive. A rubber boat and radios were arranged for this mission to depart 1800 tomorrow.

The cooling system on Rad-Safe trailer aboard Bairoko failed tonight. Every effort to repair will be made tomorrow if not will have to ship film badges to Elmer for processing. A TWX was sent to to alert TU-7 of this possibility.

6.2 Raydist will operate HOW - NAN - WILLIAM for ROMEO.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Miller
4&5 - J-3 Elmer

[redacted]

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

[redacted]

50

PRIVACY ACT MATERIAL REMOVED

SECRET

Tuesday - 23 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/163
F

A conference at 0800 today resulted in the decision that today is Romeo minus three. Due to this decision many VIP and key personnel departed from the ESTES.

The present positions of all ships (ESTES off Nan) presented unfortunate loads on the copter missions.

H&N will investigate generator trouble developed at station.

spent the night on boat.

LST 551 departed for Eniwetok with LST 1146 beaching at Tare in the late evening.

1500 timing signals were run and completed successfully.

UCRL work on Tare nearing completion.

stated that a 20 day capability should be maintatined for [redacted] Warning was given that [redacted] may be fired at Eniwetok.

and other key personnel departed for Eniwetok.

York returned to the ESTES.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Miller
4-5 - J-3 Elmer

~~This material contains information affecting the national defense of the United States within the meaning of the espionage laws, title 18, U.S.C., Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.~~

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

SECRET

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Monday - 22 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/162
F

H&N serviced all generators and started backloading of LST 551.

and boats were back in George position.

EG&G serviced all stations.

TU-8 completed photo coverage of ship operations.

Three C-47's departed for Eniwetok with sixty passengers.

The Commanders conference at 0900 hours resulted in Ainsworth moving at 1500 hours to off Tare; Curtiss and YCV resumed off Station 90 by 1300 hours.

The balance of the ships remained off Nan for the following reason: CTG 7.3 considered the rough boating and anchor shipping problems at Tare.

There were 101 copter passengers today with similar numbers predicted tomorrow.

The separation of the ships presented difficulties in radio transmissions and increased the load on copters.

The boat taxi system failed this morning because of priority given to the transfer of supplies from LST 551 to BAIROKO by CTG 7.3.

A possible confusion is predicted in scheduling innumerable copter missions originating from Estes since the pilot - passenger briefing has been omitted.

Decision on the weather held at 1900 hours was Tuesday, 23 March, ROMEO minus two.

Both the Sioux and Apache departed for Eniwetok as requested by CTU-13 to assist on Project 2.5a.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Miller
4&5 - J-3 Elmer

COPIED DUE LACK OF

[redacted] affecting [redacted] States [redacted] laws [redacted] the [redacted] any [redacted] person is prohibited by law.

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

[redacted]

54

PRIVACY ACT MATERIAL REMOVED

[redacted]

Sunday - 21 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/161
F

continued cooperation in meeting film and C-47 requirements enabled ROMEO minus one plan to be handled satisfactorily.

Major ships began moving (1300 hours) to off Nan LST 551 to join convoy. By anchoring the Rad Safe barge off Tare it was prepared for immediate re-rentry utilization. Last LCU from Tare to Nan departed 1400 hours.

The Firing Party moved without incident, but was held at Station 70 pending final weather decision. At 1900 hours a decision was reached that Monday. 22 March would be ROMEO minus two day. ROMEO was armed at 1440 hours;
arrived ESTES at 1930 hours from Nan.

It was determined that no timing signals would be sent Monday.

A copter for TG 7.2 mission was forced to make an emergency landing on HOW approximately 1400 hours with bearing failure. Help from the Maintenance crew provided the copters return on BAIROKO at 2130 hours.

and arrived on the ESTES by 1030 hours. will survey the vehicle situation on Nan.

Tomorrows plan is generally: 1) To disarm by 0900; 2) A conference with regarding ship locations, and to re-enter essential Stations.

will be J-3 at Elmer upon his arrival.

LCU 291 and LCU 278 departed at 1200 hours.

[redacted] states [redacted] the espionage laws [redacted] Title 18, U. S. C., Secs. 793 and 794, the [redacted] in any [redacted] son is pro- [redacted]

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - ~~Kerwin~~ MILLER
4&5 - J-3 Elmer

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

[redacted]

25

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 20 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/160
F

Major ships moved off Tare at 1000 hours. Curtiss to Charlie, YCV fouled anchor, but will be in position early Sunday morning.

Both LCU's 278 and 291 departed at 1100 hours. and LCU's shifted to George.

Rough waters caused the Navy to secure all their taxi services at 1700 hours. H&N substituted their craft for the taxi until 1900. Copter missions were also cancelled until Sunday morning.

The conference last midnight resulted in decision that today was ROMEO minus two. Another command weather conference at 1900 hours resulted in the decision that Sunday, 21 March, would be a favorable ROMEO minus one.

Successful timing signals were run at 1500 hours today.

TG 7.1 held another successful recreational party at Uncle.

LST 551 was re-routed to continue routine shuttle service.

arrived on the BAIROKO today. and departed for Elmer. Request return on Sunday.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Kerwin
4&5 - J-3 Elmer

[redacted]

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

[redacted]

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Friday 19 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/159
F

Decision 0730 that today was ROMEO minus one. All missions immediately modified accordingly.

Major ships departed at 1300 to off Nan. LST 551 enroute to Bikini was returned to Eniwetok to standby for [redacted] mission.

LCU 278 departed George 1200; LCU 291 departed 1400.

Radsafe barge anchored off Tare prepared for reentry use. This position has a number of advantages, ([redacted]

Firing party used Copter transport to YCV and from Charlie. (See Copter missions for detail schedule)

(J-6) returned with two LCM's from Charlie after delivering Firing Party to Charlie.

ROMEO armed 1520...Zero time, 0635M.

Weather conference (1930 hours) resulted in delay decision with a midnight conference scheduled to determine length of delay.

of AEC, and of UCRL boarded Estes with a number of other VIP's.

and to Nan Station 70 at 2230 to pull switch to deactivate radio firing system.

Further plans dependent on midnight weather conference decision.

departed for Parry to replace Turnbow.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Kerwin
4&5 - J-3 Elmer

[redacted]

COPIED/JUL
LANL RC

~~SECRET~~

THIS DOCUMENT CONSISTS OF [redacted]
NO. [redacted]

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Wednesday - 17 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/158
F

The following safety measures were taken today in view of the continued dangerous boating conditions:

1. CURTISS installed a new ladder on the YCV.
2. Railings installed on the boat taxi's operating between the ships.
3. Personnel stationed at ship's ladder to assist passengers in getting on and off boats.
4. LCU's used to transport personnel to Tare beach rather than LCM's.

Certain EG&G film, approximately one hundred (100) pounds, returned to Parry.

TG 7.1 recreation party under went to Uncle and was reported very successful.

succeeded in completing instrumentation for ROMEO.

In general things are quiet with evidence of some restlessness occurring while personnel are waiting for the weather to turn.

H&N found break in Nan No. 2 cable and will send out cable crews to repair it tomorrow.

Successful timing signals were run at 1500 hours.

and returned to Parry via C-47.

Weather conference resulted in decision that Thursday would be ROMEO minus two.

[redacted]

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Kerwin
4&5 - J-3 Elmer

COPIED/DOE ARCHIVES

~~SECRET~~

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Tuesday ~~Wednesday~~ - 16 March 1954

DAILY DIARY - BIKINI ATOLL

J-3/157
F

H&N cable crew located the break in the firing cable to Station 90 at 0950 hours, and completed repair operations at 1300 hours. Nan - Love cable will be augmented tomorrow by checking the second Nan - Love cable.

After completion of repair in the firing cable a timing run was made at 1500 hours and was successful.

George film was found to be deteriorating, but replacement film was delivered this afternoon.

General activities were slow; boating continued to be rough; approximately thirty (30) copter missions flown.

H&N preparing for next LST.

The following changes in J-3 personnel occurred today:

1. arrived aboard the USS ESTES today.
2. departed for Parry to be on hand for Army Ordnance Inspection Team.

LST 551 departed for Parry at 1330 (J-4 Message gives TG 7.1 load).

UCRL completing final instrumentation checks on Tare installations for KOON.

Decision tonight again announces tomorrow as ROMEO Minus Two.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Kerwin
4&5 - J-3 Elmer

[redacted] contains information affecting [redacted] the National Defense of the United States [redacted] 793 and 794, the [redacted] in any manner to an [redacted] is prohibited by law.

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

COPIES/USE
LANL RC

~~SECRET~~

59

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Monday - 15 March 1954

DAILY DIARY - BIKINI ATOLL

J-3/156
F

Experimenters participated in timing and signal runs at 1500 hours. These were satisfactory except at zero Station 90.

Cable crews found a cable short between George and Station 90. H&N is giving this first priority tomorrow with four boats and large crew.

LST 551 beached and now being backloaded.

Arrangements completed to have LST 551 execute UCRL duty on ROMEO Day.

C-47 schedule today unsatisfactory because of our failure to learn of cancellation of flight. Passengers were delivered to Tare airstrip at 1115 to depart on a 1130 flight. This plane did not arrive and passengers were subjected to a four hour period of radiation at 80 M/R per hour, without lunch or communications. Notification of cancellation of flight was received at 1200 hours by this office. Immediate steps were taken to get the stranded passengers out of the area. Request submitted to have two aircraft (capable of carrying 20 passengers) arrive at Tare airstrip: one at 1130 hours and take off at 1200 hours, and another aircraft to arrive at 1630 hours and take off at 1700 hours.

Boating conditions today continued to be dangerous. Operators of boats continue to do a fine job under trying conditions.

arrived today as replacement for Paschock aboard the BAIDOKO.

A command weather conference at 1900 hours resulted in the decision that Tuesday, 16 March 1954, would be ROMEO minus two.

The deterioration of instrumentation is becoming an increased problem.

returned to Parry on 14 March.

DISTRIBUTION:
1 - J-3 Bikini
2 - Aamodt
3 - Merwin
4&5 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

COPIED/DOE
LANL RC

~~SECRET~~

[redacted]

Sunday - 14 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/155
F

Experimenters continued instrumention checks as ROMEO minus two.

The following ship movements occurred in the area:

1. ESTES departed at midnight for refueling at sea and returned to position at 1200 hours.

2. BAIROKO and AINSWORTH moved to a position off Tare at 1000 hours.

3. Rad-Safe Barge departed 0930 to join Ainsworth.

4. CURTISS left position at Charlie at 1000 and commenced fueling at 1200 hours. During this process a tug replaced the CURTISS in support of Station 90 until the CURTISS returned.

5. LST 762 backloaded and departed 1300.

6. LST 551 arrived 1615.

At 1630 the timing cable from Nan north was found shorted; immediate action by HGN and EG&G indicated trouble between Nan and Love. Cable crews alerted for first light work tomorrow.

UCRL continued preparations on Tare Stations for KOCH. Station 50 essentially complete pending arrival of KOCH components.

Tare Airstrip satisfactory as now being operated.

EG&G Radio Net being converted to FCGC; ADMIN NET remains. This is causing an expected confusion, but should solve some interference problems.

Weather conference resulted in announcement that tomorrow would again be considered ROMEO minus two.

No timing runs were scheduled for today.

DISTRIBUTION:
1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LANL RC

This material con[redacted]ting the national defense of the United States within the [redacted] Title 18, U. S. C., Secs. [redacted] any transmission of [redacted] in any manner to an [redacted]ized person is prohibited by law.

THIS DOCUMENT CONSISTS OF 1 PAGES
NO 1 OF 5 COPIES, SERIES A

[redacted]

61

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 13 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/154
F

The following missions were accomplished today:

1. Convoy reentered lagoon off Nan except CURTISS, which laid off waiting to move near Station 90.

2. Firing Party disarmed ROMEO at 1030 hours. The party went to Charlie by copter timing arrival so as to meet LCU thence to Station 90.

3. CURTISS then proceeded off Station 90.

4. [redacted] remained at Nan. Copter missions during day were worked out of Charlie sand spit, but these are to be discouraged because of hazards involved.

5. Experimenters revisited stations to check and re-set.

6. At 1000 it became known that the delay would be extended, but no definite day established.

7. Signal timing run at 1500 was reported successful.

8. It was difficult to re-initiate boat support missions, particularly Felt and Smith LCU's. Some of the difficulty attributed to HCU communications.

9. MSU completed backloading LST 762 and refueled generators.

10. Weather conference tonight resulted in announcement that Sunday will be ROMEO minus two.

There was some misunderstanding as to the desire of the Navy to move the ships off Tare due to confusion on shot day status, but this problem was ironed out.

It is planned to rotate all J-3 personnel in order that equalization of afloat duty will be accomplished.

As requested by J-3 Elmer a message was forwarded to that office notifying them of what installations had been informed of the shot delay and the announcement of a new shot time.

Notification received from CTG 7.3 that upon completion of unloading of LST 762 about 16 March that it will be drydocked at Eniwetok for main generator replacement and other repairs. According to TWX, LST 1146 will replace LST 762.

COPIED/DOE
LANL RC

DISTRIBUTION:
1 - J-3 Bikini
2 - Cole
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

This material [redacted] the United States [redacted] laws [redacted] the [redacted] which in any manner to [redacted] person is prohibited by law.

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S), NO 1 OF 6 COPIES, SERIES A

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Friday - 12 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/153
F

Completed ROMEO minus one activities without mishap.

Boating conditions in both the Tare and Nan Area continued to be rough and hazardous.

Permission to arm ROMEO was given to by for The Firing Party returned from Station 90 after arming via LCM and were quite fatigued as a result of the rough trip.

Due to the weather condition a decision was reached at 2000 hours for a probable postponement of firing ROMEO for 48 hours with a thin possibility of only a 24-hour delay. At 2300 hours the new ROMEO minus two plans were formulated and put into operation. Arrangements were made for the ships to reenter off Nan and for the Firing Party to disarm ROMEO.

Extra TU-4 booster will be retained here until after the shot and then will be shipped as requested back to Parry ( ).

The following ship movements occurred in the area:

USS APACHE ATF 67 departed 0330 in connection with Project 2.5 buoy laying phase.
USS RENSHAW DDE 499 arrived at 0800
USS RENSHAW DDE 499 departed at 1100

The following Boat Missions were completed according to the following priority:

1. LCM 37 ..... Prog 16 from barge to Lagoon to Nan. Clock setting.

2. LCM 209 ..... TU-7 from barge at Nan to BAIROKO to CURTISS. Rad-Safe operations.

3. LCM 34 ..... 4 people from JTF from ESTES to Tare Airstrip. JTF Weater personnel returning to Eniwetok.

4. LCM 38 ..... TU-6 and TU-7 personnel from barge for Rad-Safe clothing to ESTES for to BAIROKO.

5. LCM 41 and LCM 46 .... and 4 people from TU-6 from Station 90 to Nan then to ESTES. Firing Party return.

This material [redacted] ing
[redacted] tes
[redacted] ws
Title 18 U.S. [redacted] e
[redacted] y
m[redacted] pro-
[redacted]
COPIED/DOE
NAML RG

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 6 COPIES, SERIES A

[redacted]

6

PRIVACY ACT MATERIAL REMOVED

6. LCU 278 ..... and 5 people from Proj 15.1 departed George to Nan moorings. Personnel embarked in ships.

7. LCU 291 ..... and 5 people from Proj 13.4 departed George to Nan moorings. Personnel departed in ships.

The following Copter Missions were completed according to the following priority:

1. and 1 man from Proj 11.2 to Zebra for 10 minutes and return. Buttoned up Station 125.09.

2. and (H&N) from Tare to George - Station 101 - then to Nan Station 70 and return to BAIROKO. Final electrical check.

3. and (H&N) from Nan to BAIROKO. Generator check.

4. and (Sandia Corp) from YCV to George - buttoned up Project 1.2a station and returned.

5. and (Project 1.6) Tare to How and Nan and return to BAIROKO. Final clock setting.

6. (JTF SEVEN) to Nan and return. To adjust 7.4 homer beacon.

7. and plus 75# equipment to YCV and return to BAIROKO. Photographed ROMEO.

8. TG 7.2 conducted a Security Sweep in accordance with Item 34 JTF Operations Order.

9. and (Program 18) to Nan. Program 18 instrumentation.

10. and (Program 18) from Nan to BAIROKO. Program 18 instrumentation.

11. (Program 18) to YCV. Check Station 90 - Program 18 instrumentation.

12. and (Project 15.1) from George to catch C-47.

13. (Program 18) to George and BAIROKO. Station buttoned up.

14. (TU-6) from Oboe to Nan Station 70, then first four to YCV to Station 90. Firing Party and supporting EG&G.

15. and plus 200 lbs. from Tare to Zebra, then to William and return to BAIROKO. Project 2.2 final setting of instrumentation.

16. and (Project 2.2) from Tare with 300 lbs. to Dog and return to BAIROKO. Final setting of instruments.

17. and (EG&G) with 125 lbs to How. Film loading.

18. Project 1.2a transported parts from YCV to Station 102.

COPIED/DOE LANL RC

DISTRIBUTION: Cy 1 - J-3 Bikini,
2 - Ogle, 3 - Aamodt, 4 - Kerwin
5&6 - J-3 Elmer

[redacted]

64

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Thursday - 11 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/152
F

The following missions were accomplished today:

1. H&N loading LST 551 with maximum load to include trailers and vehicles.

2. All generators involved in ROMEO Event serviced by H&N today.

3. Salvage operations by H&N of personal gear on Tare nearing completion.

4. Experimenters worked on final preparations.

5. J-1 completed muster of all TG 7.1 personnel on Bikini Atoll.

6. TU-4 made booster change as directed by CTU-4. The extra booster was placed on CURTISS for further shipment to Elmer by surface transportation after ROMEO.

7. USS ESTES departed for sea at 1000 hours. EG&G completed successful timing and signal run today at 20 and 35 miles off Nan in approximate position USS ESTES will be during ROMEO Event. USS ESTES returned to original position at 1700 hours. No unusual disruption in J-3 service since requirements were laid on prior to departure.

replaced as TG 7.5 representative afloat.

and others from TG 7.1 arrived. Contingent of JTF SEVEN Staff arrived.

Continued rough waters made boating conditions difficult in the lagoon. Missions accomplished, but all slowed up. Considerable worry about safety of personnel.

Experimenters have run close on meeting ROMEO Schedule and this reflected tension during the limited dry runs, but they report ready.

Strickland arrived today as a replacement for J-3 Section.

The following ship movements occurred in the area:

LST 551 arrived at 0130
USS PHILIP DDE 498 arrived at 0800
USS APACHE ATF 67 arrived at 1632
USS EPPERSON DDE 719 arrived at 1715
USS PHILIP DDE 498 departed at 2000

This mate[redacted] fecting
[redacted]
Title 18, [redacted] any
manner [redacted] pro-
hibited by law.
COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 6 COPIES, SERIES A

~~SECRET~~

65

As a result of Rad-Safe Surveys listed below are new radiation readings for B/9:

Location	Distance Above Ground	MR/HR
Morning Readings:		
Oboe	0'	100
Nan	0'	260
Mike	25'	160
Love	25'	200
Jig	25'	240
Item	25'	260
How	50'	290
George	25'	1,600
Fox	25'	2,200
Easy	25'	2,000
Dog	25'	2,100
Charlie	25'	1,200
Able	25'	4,600
Bravo	25'	40
Alfa	25'	22
Zebra	25'	20
Yoke	25'	16
William	25'	20
Victor	25'	22
Uncle	25'	20
Tare Copter Pad	25'	44
Readings Received as of 1800:		
Dog	0'	4,000-4,500
Charlie (South Central Beach)	0'	1,600
Oboe	0'	90
Nan	0'	250
Tare	0'	44
Nan	0'	250
Able	0'	4,000

DISTRIBUTION:

Copy 1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LANL RC

66

PRIVACY ACT MATERIAL REMOVED

[redacted]

Wednesday - 10 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/151

The following missions were accomplished today:

1. Spaces for TG 7.1 personnel aboard the ESTES were adjusted today for the influx of JTF personnel expected aboard to observe ROMEO.

2. Decontamination path to George stations reduced radiation from 2,000 MR/HR to 500 MR/HR. This path was made by a bulldozer cutting 4-6" off top soil.

3. Test was conducted on timing signals and voice broadcast at 1500. and are not ready for signals.

4. meeting resulted in agreement on schedule of events. Following also present at the meeting:

5. conducted night calibrations for Program 18.

6. C-47 passenger run successful.

The rough lagoon today made dangerous boating conditions, resulting in the delay of all missions for a period of 2 hours; all personnel cautioned on safety conditions.

ROMEO Readiness Meeting was held at 1900 hours with the following present:

The following was ascertained from this meeting:

1. TU-13 and UCRL are ready.

2. TU-1, , and EG&G are very close.

3. Units are worried about limited dry runs.

4. Question arose concerning postponement of ROMEO Shot because of limited timing runs and the matter was presented to Graves by Ogle - decision will be rendered at 1030 hours, 11 March 1954.

Request C-47 passengers be Rad-Safe cleared before departure from Elmer, if convenient.

Operational Letter No. 8 - ROMEO Event published and distributed this date.

arrived on USS RENSHAW.

COPIED/DOE
LANL RC

[redacted]

THIS DOCUMENT CONSISTS OF 3 PAGE(S)
NO 1 OF 6 COPIES, SERIES A

[redacted]

61

The following ship movements occurred in the area:

USS RENSHAW DDE 499 arrived 0800
LST 762 departed 0830
USS RENSHAW DDE 499 departed 2000
USS SIOUX ATF 75 departed 2300

Onderko arrived and has taken over task of coordinating missions being processed thru the Rad-Safe Barge.

As a result of Rad-Safe Survey listed below are new radiation readings for B/8:

Location	Distance Above Ground	MR/HR
Morning Readings received at 1045:		
Tare Airstrip	0'	120
Tare Copter Pad	0'	60
Victor	35'	15
William	25'	32
Yoke	40'	18
Zebra	0'	30
Alfa	25'	30
Bravo	25'	30
Able	25'	6,000
Charlie	25'	2,000
Dog	25'	2,500
Easy	25'	2,500
Fox	25'	2,200
George	25'	2,000
How	25'	500
Item	25'	350
Jig	25'	350
King	25'	350
Love	25'	300
Mike	25'	250
Nan	0'	260

Crater increase in murkiness

Afternoon Readings received:		
Fox	0'	3,500
Dog	0'	3,500
George	0'	2,000
Station 1550 and 1342 (After decontamination)	0'	200-500
How	0'	550
Love	0'	500
Nan Station 70	0'	280
William	0'	30

COPIED/DOE
LANL RC

68

Location	Distance Above Ground	MR/HR
Yoke	0'	40-45
Alfa	0'	40
Bravo	0'	30
King	0'	500
Nan	0'	260-280
Oboe	0'	120
Tare Copter Pad	0'	60
Tare	0'	45-60
Uncle	0'	38
Zebra	0'	30

DISTRIBUTION:

Copy 1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LASL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Tuesday - 9 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/100
F

The following missions were accomplished today:

1. More than 60 copter and 24 boat missions operated today - continued recovery operations for BRAVO and conducted preparations for ROMEO.

2. Station 90 moorings final position completed and firing cables connected.

3. LST 762 departed with the following recovered TG 7.1 equipment:

   11 - Trailers
   10 - Jeeps
   8 - 3/4-ton Weapons Carrier
   2 - 1 1/2-ton Trucks
   1 - 2 1/2-ton Truck

4. reported making headway in setting up his stations for ROMEO.

5. completed Crater Survey. CTU-13 has initial report. Approximately 6000' diameter, depth approximately 90' to a milky sand. Believe much shuffled back in Crater.

6. TU-4 support transfer from the CURTISS to the tug satisfactory.

7. No timing run today because of cable delays. Project 1.4 ran test with plane but lacked timing signal.

8. Project 1.6 loaded trailer on AINSWORTH to insure better support.

9. Other TU-13 projects on schedule.

10. Alerted TG 7.3 reference EG&G requirement to move ESTES for radio signal check on Thursday, 11 March 1954, to a position corresponding to that of ROMEO shot time.

11. UCRL (Ball - Program 23) calibrated on Tare tonight.

H&N requested [redacted] LSD trip to assist Tare problem - disapproved on basis of extra trip [redacted] and under present situation, concurs with TG 7.3.

RAYDIST will not be in operation [redacted] It is understood that the Project 6.2 B-47 will fly an effects mission on ROMEO. B-36 effects will not fly.

Preliminary reports here show all are ready for ROMEO Day - considerable depends on successful radio signal check on Thursday.

Bikini Lagoon is rougher tonight. and checking on Rad-Safe Barge safety.

COPIED/DOE
LANL RC
[redacted]

PRIVACY ACT MATERIAL REMOVED

Encountered difficulties with COCOPA cargo; suggest one passenger from Elmer be briefed on manifest.

Requested that be sent up from Elmer to assist Perley - mainly with coordination of missions involving Rad-Safe Barge.

USS ESTES wants TG 7.1 to readjust billets aboard ship tomorrow in order to make space available for JTF personnel.

J-3 plans to shift some personnel between Eniwetok and Bikini after ROMEO.

Approximately 1400 hours Tare airstrip cleared for C-47 landing. The first C-47 arrived since B-1 day at approximately 1510 hours with RADM TG 7.4 and eight. Based on previous information sufficient copters were made available for 16 passengers. C-47 departed at approximately 1530 hours. No difficulties were encountered in meeting and departing arrangements made by J-1 and J-3.

The following ship movements occurred in the area:

USS PHILIP DDE 498 arrived 0700
USS COCOPA ATF 101 arrived 0815
USS SIOUX ATF 75 departed 1300
USS APACHE ATF 67 departed 1500
USS EPPERSON DDE 719 departed 2000
USS PHILIP DDE 498 departed 2000

A radio watch was maintained on the EG&G Net for the period 8-9 March 1954. Watch was necessary to assure continuous communications with Station 90 (equipped with EG&G 10 watt transceiver) anchored in NW corner of lagoon. CURTISS maintained a continuous watch on POGO Net. Radio checks were made every 30 minutes. No incidents.

As a result of Rad-Safe Survey listed below are new radiation readings for B/7:

Location	Distance Above Ground	MR/HR
Readings as of 1000 Hours:		
Tare Pad	0'	80-100
Tare	25'	45
Oboe	25'	80
Oboe	0'	120
Nan	0'	280-300
Nan	25'	200
Mike	50'	200
Love	25'	280
King	25'	340
Jig	25'	360
How	25'	800-1,000
George	25'	1,800-2,000
Fox	25'	2,100
Easy	25'	2,000-2,200
Dog	25'	2,400
Charlie	25'	1,200
Crater	25'	60

COPIED/DOE LANL RC

Location	Distance Above Ground	MR/HR
Able	25'	2,000
Bravo	25'	22
Alfa	25'	12
Zebra	25'	28
Yoke	25'	18
William	25'	32
Victor	25'	28-30
Uncle	25'	30-32
X-Ray	25'	14

Readings as of 1700 Hours:		
Nan	0'	200-300
Zebra	0'	35-50 - 40 general
Tare Dock Area	0'	30-40
Tare Landing	0'	10
Nan Station 70	0'	300
Charlie-Dog Reef	0'	100
Charlie Dock	0'	400
In Lagoon off Charlie	0'	30

DISTRIBUTION:

Copy 1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LANL RC

~~SECRET~~

72

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Monday - 8 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/99
F

The following missions were accomplished today:

1. Station 90 in position at 1600 hours and moored safely, but will continue mooring work tomorrow for better accuracy.

2. Cable not finished but H&N mission starts at 0400, 9 March 1954, and they give hopes of having it completed by 1200, 9 March 1954.

3. Able equipment from Station 1341 is now on Tare.

4. Station 1200 equipment is also on Tare, successfully completing a critical equipment evacuation.

5. LST 551 beached at Tare at 1800 hours - H&N loading tonight and including trailer and 9 TG 7.1 vehicles (including 2 jeeps, 5 3/4-ton W/C, 1 2 1/2-ton truck and 1 5-ton M52 truck-tractor) with equipment.

6. started on 11.2 station activation.

7. NYOO completed work of calibrating airborne radiac instruments.

8. (Program 18) Film Data Recovery dispatched on USS RENSHAW DDE 499 with courier.

9. houseboats in position at George Beach. The path from beach to stations is relatively hot.

10. Task Force shifted position from off Nan to off Tare with no disruption of recovery missions, or preparations.

11. TU-13 reports progress on all projects.

12. EG&G pressing Station 70 work and following cable progress.

13. UCRL reports optomistic progress on Tare tasks for both TU-12 and TU-14.

Operations here definitely have a pre-shot complex instead of recovery. There is no reason to believe that the schedule cannot be met; Felt running close. Additional personnel have greatly helped Servis.

[redacted]

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 6 COPIES, SERIES A

~~SECRET~~

PRIVACY ACT MATERIAL REMOVED

is tro shooter as well as watching safe copter operations.

The following ship movements occurred in the area:

USS RENSHAW DDE 499 arrived 0700
USS EPPERSON DDE 719 arrived 0845
USS BELLE GROVE (LSD 2) arrived 0845
USS RENSHAW DDE 499 departed 2000
LST 551 departed 1000

Two PBM's arrived Bikini Atoll and departed for Eniwetok Atoll as follows:

1. Flight No. 1 - Arrived 1730 - Departed 1800
2. Flight No. 2 - Arrived approximately 1800 - Did not land but returned to Eniwetok.

Installed POGO, UCRL, ADMIN and DOD radio sets in various afloat stations.

As a result of Rad-Safe Survey listed below are new radiation readings for B/7:

Time	ISLAND	Distance Above Ground	MR/HR
0930	Nan	0'	380-400
	Mike	50'	250
	Love	50'	325
	How	50'	400-750
	George	50'	2,500
	Fox	50'	2,500
	Easy	50'	1,000-2,300 (Average 1,200)
	Dog	50'	2,800-3,200
	Charlie	50'	1,400-2,200
	Able	50'	5,000
	Bravo	50'	25
	Alfa	50'	33
	Zebra	50'	30
	Yoke	50'	20
	William	50'	28
	Victor	50'	27
	Uncle	50'	25
	Uncle-Airstrip	50'	30
	Tare	0'	100
	Oboe-Airstrip	0'	175
1815-Readings received from CURTISS:			
	Charlie	0'	1,500
	Alfa	0'	25
	William	0'	50
	Yoke	0'	85
	Tare	0'	35

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

44

PRIVACY ACT MATERIAL REMOVED

[redacted]

Sunday - 7 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/98
F

All missions planned for 7 March 1954 were accomplished as follows (including a consolidated total of 14 copter and 15 boat missions, including DUKW). These were TG 7.1 missions. H&N missions were not under direct control of J-3 for the first time since reentry. This was permitted only because the tight Rad-Safe control necessary thru Saturday.

1. Trailer decontamination and movement from Nan to Tare completed.

2. EG&G recovered data from How.

3. Moorings for Station 90 completed.

4. Cable to Station 90 position progressing satisfactorily.

5. station recovery progressing slowly.

6. Rad-Safe barge of great value to operation.

7. and LCU's given final check and are ready for missions.

8. Rad-Safe surveys continued to include water samples. (Project 1.6)
also assisted in taking water samples.

9. Ship to ship boat service improved by dependable 30 minute service for each ship.

10. AEC salvage operations showed progress.

departed for Parry on USS Philip DDE 498.

Daily visits with most helpful to insure Bikini coordination. He would like to minimize use of the destroyers for personnel shuttle, but if needed will do his best to arrange and decided 2000 departure from Eniwetok and Bikini when used.

Understand [redacted] booster problem as submitted by Cude will do.

The following ship movements occurred in the area:

USS PHILIP (DDE 498) arrived 0858.
USS LST 762 arrived at 1310.
USS NICHOLAS (DDE 449) arrived 1802.
USS PHILIP (DDE 498) departed for Parry at 1955 carrying 1 man from the USS SIOUX and 8 men from TG 7.1

COPIED/DOE
LANL RC

[redacted]

[redacted]

PRIVACY ACT MATERIAL REMOVED

PBM arrived Bikini Atoll from Parry at 1700 hours. PBM departed Bikini Atoll for Parry at 1730 hours with following passengers:

2 - TG 7.1
1 - TG 7.5
2 - H&N

A meeting was held at 2000 with the following present:

The following points were discussed:

1. Insure the gathering of sufficient drinking water samples to be of significant statistical value.

2. Shortage of film badges.

3. Other Rad-Safe problems were discussed. unit is taxed, but has reflected high caliber of work.

As a result of Rad-Safe Survey listed below are new radiation readings for B46:

1. The following readings were received at 1030 hours and figures indicated are MR/HR:

How - 600 to 800 at 50'
Nan - 210 to 300 at 50'
Fox - 3,000 at 50'
Uncle - 35 at 50'
Uncle (Cleared Area) - 45 at 50'
Tare - 40 to 80 at 50'
Northwest Lagoon less than 10
Small Section of Reef between Charlie and Dog 10 to 20, over section of dry sand in same strip 1200.
Mike - 400 at 10 to 20'
Love - 460 to 600 at 10 to 20'
Item - 700 at 10 to 20'
George - 3,000 at 10 to 20'
Easy - 2,500 at 10 to 20'
Dog - 4,300 at 10 to 20'
Charlie - 1,600 to 4,000 (Spotty) at 10 to 20'
Able - 11,000 at 10 to 20'
East Able - 2,500at 10 to 20'
West Bravo - 50 at 10 to 20'
Yoke - 25 at 10 to 20'
Zebra and Oboe - 100 to 140 at 10 to 20'

2. Word received from the BAIROKO that the following fallout exposure assessments have been made: (Figures indicated are in MR)

ESTES - 500

COPIED/DOE
LANL RC

76

PRIVACY ACT MATERIAL REMOVED

CURTISS - 250
AINSWORTH - 150
BELLE GROVE - 500
BAIROKO - 1,200

3. The following readings were received at 1530 hours for 0' above the ground and figures indicated are MR/HR:

How - TU-15 Project - base of tower - 1,500
Outside Station 75.02 - - 1,000
Inside Station 75.02 - - 50
Copter Pad - 1,800
George - Station-3200
Station 1550 (Ocean Side) - 4,200
Dog - Station 75.05 - 9,000, outside door - 4000

observed very slight turbility in most of lagoon except at Nan and Tare anchorages. No evidence upwelling from George to How. NW corner from 10 MR. Very murky water confined to small SW part of crater.

W tip of Fox - 9,000

4. The following readings were received at 2100 hours for 0' above the ground and figures indicated are MR/HR:

Oboe West - 220
Peter - 175
Tare East - 140
West - 80
William - 3,000
Able - 2,000
Charlie - 3,500
Dog - 4,000-9,000
George - 3,200 - 4,500
How - 1,500-1,600
How Beach - 150-200

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

77

PRIVACY ACT MATERIAL REMOVED

Saturday - 6 March 1954
DAILY DIARY - BIKINI ATOLL

[redacted]

J-3/97
F

Today's missions (including an overall total of 36 copter and 41 boat missions, including DUKW) were accomplished with the exception of Station 90's anchors.

and made very successful recoveries for Programs 14 and 16.

H&N dredged LST channel at Tare, continued decontamination of Nan trailers and generator reactivation.

Currently utilizing new Marine Ramp on Nan.

LCU's for and ready.

Three trailers (2 for and 1 EG&G) shipped to Elmer (J-4 supervised).

EG&G placed racks aboard ESTES.

Rad-Safe processing on BAIROKO was overtaxed, as well as boat crew procedures, this morning resulting in one to three hour delays on some missions. The arrival of the Rad-Safe barge tonight was very timely and should relieve this situation - preparations will continue through the night in order that full utilization of the barge may be made commencing tomorrow. Stout will check on safety precautions and a public address system will be installed.

Commenced operation of half-hour boat service to all ships, plus a number of special runs.

EG&G finds it necessary to modify our communication support nets which will hinder operations, but believe we can successfully continue operations.

Recommend a JTF SEVEN Communications Officer be sent to ESTES to supervise and check traffic handling in this area.

and from UCRL and from EG&G arrived aboard AINSWORTH.

Reem arrived with primary mission of recovery of motor vehicles.

Prepared and sent messages to all Off-Site Long Range Stations to inform them of Shot Two time and date.

Held meeting on BAIROKO to plan voice radio set up for J-1 and Rad-Safe communications

HF voice circuit between ESTES and Elmer has been of great use, but marred by a great many outages and bad transmission and receiving conditions.

TWX's between ESTES and Elmer have been very slow in transmission time. Every effort is being made on this end to process and deliver rapidly. Request has been made to JTF for J-5 assistance on this subject.

COPIED/DOE LANL RC

[redacted]

THIS DOCUMENT CONSISTS OF 5 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

78

PRIVACY ACT MATERIAL REMOVED

The f wing BRAVO Copter Missions were completed (B/5) according to the following priority:

1. Servi ... Rad-Safe Survey.

2. TG 7.3 mission.

3. TG 7.3 mission.

4. (In Charge), (Monitor) ..... Project 13.4 and 13.5 to Station 1341 (Able). Recovered equipment.

5. (In Charge) and ... Project 13.1 to Uncle. Station installation).... J-6 to Tare to accomplish Safety and Engineering Survey.) ..... Program 18. Recovered film...Tare.

6. (In Charge) and ..... Project 2.5a to Yoke for 15 minutes and then to Zebra. Recovered fallout records. Returned by LCM.

7. (In Charge) with 2 men ..... Project 16.1 - makes 3 to 5 trips to Charlie with monitor with approximately 5-10 minutes at Charlie. Recovered instruments and data.

8. .... Project 2.5a to How. Recovered fallout records.

9. (H&N) and (UCRL) ..... To Tare to reactivate Station 50 and rehabilitate. Return via Boat Mission 13.

10. (TU-13) and (Project 6.2) ..... To Tare. Damage Survey. Secure RAYDIST Station and Stuart from J-4 to recover supplies. Return via 1700 boat (Mission 13).

11. .... TG 7.1 to Tare (10 minutes), Nan (10 minutes) and Station 20 Area. Inspection Trip.

12. 3 UCRL men and 2 H&N men ..... To Charlie Station 1200. Recovered data and equipment.

13. .... UCRL to Tare. Rehabilitate Station 50.

The following BRAVO Boat Missions were completed (B/5) according to the following priority:

1. Cancelled - put on copter.

2. LCM 33 - with DUKW to Nan carrying 3 men from Project 1.6, 3 men from H&N and 12 men from EG&G. H&N work (decontamination). Recovered equipment.

3. LCM 37 to lagoon with 3 men from Project 1.6. Recovered records.

COPIED/DOE
LANL RC

[redacted]

79

PRIVACY ACT MATERIAL REMOVED

4. LCU 1348 to Tare and Nan carrying 5 men from Project 3.2 and 2 men from H&N. Reloaded Project 3.2 trailer.

5. LCM 35 to Zebra, William, Uncle and Tare carrying 3 men from Project 2.5a. Recovered fallout records.

6. LCM 43 to lagoon carrying 2 men from Project 2.5a and 2 men from H&N. Recovered fallout records. Rehabilitation of stations.

7. LCM 38 to lagoon carrying 2 Project 2.5a men and 2 men from H&N. Recovered fallout records. Rehabilitation of stations.

8. LCM 36 to LSD with 1 man from Project 16.1. Transported recovered data.

9. LCM 42 - Passenger shuttle from ESTES to BAIROKO to AINSWORTH and BELLE GROVE.

10. LCU 638 with 2 DUKW's (one with monorail) to Able. Recovered Project 14.1 samples.

11. LCM 47 with DUKW to Nan carrying 12 men from EG&G (in charge). Salvage and rehabilitation of equipment.

12. Cancelled.

13. LCM to Tare with work party consisting of 20 men from H&N and 6 MP's. Decontamination and salvage. MP security.

14. LCM to Nan with work party consisting of 15 men from H&N. Decontamination and salvage.

15. LCU 1225 to Nan and Tare with 8 men from H&N. Moved trailers for shipment.

16. LCM 207 to lagoon with 12 men from H&N. Lay cable.

17. LCM to Tare and Charlie with 8 men from H&N, 3 from EG&G, 2 from Rad-Safe, and 1 man from J-4. Decontamination, salvage, record recovery, recovered supplies, and replenish Rad-Safe clothing supply.

18. LCU 264 to Charlie carrying 15 men from H&N. Laying barge moors.

19. LCM 41 to Nan carrying 3 men from J-4. Prepared safes for shipment and recovered equipment.

20. LCM 277 - Passenger shuttle from ESTES to BAIROKO and return carrying and monitor.

As a result of Rad-Safe Surveys listed below are new radiation readings for B/5:

At 0800 received amplifying information relative to Project 2.3 stations recovered yesterday: (figures are in MR/HR)

1403.01 - 2,500
1403.03 - 4,000
1403.05 - 40,000 at 1 foot

COPIED/DOE
LEGAL RC

86

1403.06 - Greater than 50,000
Not over 250 at 50 feet from edge of water
1,000 to 2,000 at water edge
100 at reef station

The following readings are for 50' above the ground unless otherwise indicated and figures indicated are MR/HR:

Nan - 260 - 300
Love - 450
King - 300
Jig - 400
Item - 420

How - Southern Portion - 500 one fourth of the way, 700 1/2 of the way. Northwestern - 200

Tare - 0 at 25 feet, Blockhouse 85
Sugar 60 at 15 feet
Peter - 50
Airstrip - 100-140
George - 2,200
Fox - 2,000
Easy - 2,000
Dog - 2,700
Charley - 1,500
Baker - 300
Able - 3,000 at 5 feet western portion - 800 at eastern
Bravo - 45 at 10 feet
Zebra - 40 at 20 feet
Yoke - 40 at 20 feet
William - 40 at 50 feet
Victor - 40 at 50 feet
Uncle - 50 at 50 feet

The following readings were received at 1600 hours for 0' above the ground unless otherwise indicated and figures indicated are MR/HR:

Able - 1,000, top of bunker 3,500
Rafts between George and Oboe - 50-100
Nan tent area - 800-900, inside 200
How - 2,800-3,000
Charlie (Ragan) - 4,000-5,000

The following readings were received at 1715 hours for 0' above the ground and figures indicated are MR/HR:

Uncle - 80 generally
Tare Rad-Safe - 120

[redacted]

DOE
COPIED/DOE
LANL RC

8

PRIVACY ACT MATERIAL REMOVED

Tare Motor Pool - 100
Tare Admin Area - 100
Tare Copter Pad - 120
Tare bunker - 140
Oboe Airstrip - West 220, East 280
Station 1401 - 2,000
Station 1402 - 4,000
Station 1403.01 - 4,000
Station 1403.02 - 3,500
Station 1403.03 - 10,000
Station 1403.04 - 10,000
Station 1403.05 - 10,000
Station 1403.06 - 10,000

The following ship movements occurred in the area:

USS CURTISS (AV4) arrived 0745
USS SOUIX (ATF 75) arrived 1730
USS APACHE (ATF 67) arrived 1730
USS BELLE GROVE (LSD 2) departed 1825
(4 TU-1, 1 Program 18 and 2 H&N returned to Parry)
USS COCOPA (ATF 101) departed 2135

PBM arrived Bikini Atoll from Parry at 1700 hours. PBM departed Bikini Atoll for Parry at 1730 hours with following passengers:

13 - TU-1
2 - H&N

visted CTG 7.3 and discussed the final movements of the [redacted] Firing Party and the shuttle service by ship between Bikini and Eniwetok. The conclusions reference the Firing Party was that the helicopter barge would remain with a tug at Station 90 area until 1000 hours minus one day. This would permit the Firing Party and activities connected there with to get to Station 90 conveniently. The Firing Party after arming would return by 2 specially equipped LCM's to the Nan area. A copter then could be made available to fly the Firing Party from Nan to the ESTES.

Usual difficulties encountered in attempts to set up missions for 7 March, since project and program leaders had to review today's accomplishments prior to determining next missions.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

[redacted]

Friday - 5 March 1954
DAILY DIARY - BIKINI ATOLL [redacted]

J-3/96
F

Today's missions accomplished plus reactivation of Station 1550 and 1342 plus some Program 18 recovery on Nan.

Cable laying for Station 90 postponed, but a reconnaissance of the area was conducted.

Following shipped on USS NICHOLAS DDE 449 to be placed on Flyaway 4: Gamma Film for Project 2.1, Plutonium Detectors for Project 2.3 and Fallout Samples for Project 2.5a and 2.5b.

USNS AINSWORTH arrivals organized into system with UCRL basing personnel on AINSWORTH with on USS ESTES.

Decontamination of Tare continues with power and Marine Ramp scheduled for tomorrow.

In accordance with message received from CTG 7.3 all LCU's and LCM's (both Navy and H&N) and all barges ready for operation at 0700, in accordance with standards set by CTU-7.

Project 1.4 recovered both of their instrumented buoy cans.

J-4 representatives (and arrived with primary job of keeping watch on trailers and packing plan for recovered items being returned to Elmer.

Decision reference to placing Station 90 [redacted] has been reached.

CDR concurs in Operations Letter No. 7 as amended. It is now planned to have INTERNE arrive off Station 90 Monday afternoon.

arrived at Bikini Atoll and made a survey of the Atoll and entire recovery situation.

The following BRAVO Copter Missions were completed (B/4) according to the following priority:

1. Servis ..... Rad-Safe Survey.

2. (In Charge and Monitor), (H&N) and 1 photographer ..... Project 13.4 and Project 13.5. Go to Station 1341 at Able. Completed damage assessment surve

3. 4 H& N men - (In Charge), - plus TU-7 monitor ..... Go to Charlie, Able and reef areas. Completed survey of submarine cable, markers and DUKW entrances to Station 1341 and 1200.

4. Project 2.5b - (In Charge), (Monitor) ..... Spent 15 minutes at Nan, Love, How and George and 5 minutes at Fox and Tare Compound and recovered fallout samples.

COPIED/DOE
LANL RC

~~SECRET~~

[redacted]
NO. OF 6

8

PRIVACY ACT MATERIAL REMOVED SECRET

5. Project 2. (In Charge) and (Monitor) ..... Recovered film Bravo thru Uncle and Tare.

6. Project 13.4 - In Charge), (Monitor) ..... Went to Station 1341 and recovered equipment.

7. H&N - and plus one TU-7 monitor ..... Completed circuit of Atoll orbiting near 40/ generator stations. Damage Survey.

8. Program 15 and Project 13.4 ..... cancelled.

9. TG 7.3 mission.

10. EG&G - TU-13 - and .... To Tare to and recovered records (EG&G) and returned on Boat Mission #11 (1348). TU-13 recovered documents.

The following BRAVO Boat Missions were completed (B/4) according to the following priority

1. LCM 43 to Nan carrying 2 Project 13.4 men. 2 men Program 18 and 1 monitor and 1 H&N man (Barber(Project 13.4) and (Program 18) in charge). Recovered records and picked up tools and equipment.

2. Cancelled.

3. LCM 49 to Tare carrying 8 H&N men, 1 monitor, 4 TG 7.5 men and 2 Project 2.5a men. and in charge. Decontamination and Recovery of radio equipment - rehabilitation.

4. LCU 638 to Tare and Able with 2 DUKW's (one with monorail). (in charge) with 3 Project 2.3 men. Recovered neutron detectors.

5. LCM 37 to lagoon with 4 Project 1.6 men (in charge). Recovered records.

6. LCM 36 to lagoon with 3 Project 2.5a men and 2 H&N men (in charge). Recovered fallout samples.

7. LCM 38 to YCV as standby for shuttle, 4 Project 2.5a men (in charge) and 3 Project 2.5b men (in charge). Packaged fallout samples.

8. LCM 43 to BAIROKO and DDE 449 with 3 men from Project 2.3 (in charge). with Project 2.3 samples from Boat Mission No. 4. Packaged and shipped samples on DDE 449 with courier.

9. LCM 47 - Used as ship passenger pickup for personnel from ESTES and BAIROKO via DDE 449 to Elmer.

10. LCM 44 - Used as aircraft passenger pickup for personnel from ESTES and BAIROKO returned to Elmer via PBM.

COPIED/DOE
LANL RC

SECRET

PRIVACY ACT MATERIAL REMOVED

11. LCU 1348 to Tare with remaining men from Boat Mission No. 3. Pick up personnel at end of work day.

12. LCM 33 to George with DUKW carrying 3 Project 15.1 men, 5 H&N men and 1 monitor. Reactivation of Station 1550.

13. LCM 34 and 35 - AINSWORTH Shuttle.

14. LCM 41 with DUKW to Nan carrying 6 EG&G men and 2 H&N men (in charge). Reactivated timing system.

15. LCM 40 to Tare carrying 6 TG 7.2 men (—— in charge). Military Police Security Work.

16. LCM 35 with DUKW to Nan carrying 2 Project 14.1 men. Picked up tools for recovery.

17. LCM 259 with 5 man labor party from H&N alongside AINSWORTH for washdown.

18. LCM 204 with 5 man labor party from H&N to Nan.

As a result of Rad-Safe Surveys listed below are new radiation readings for B/4:

Time	Island	Distance Above Ground	MR/HR
Readings from Aerial Survey:			
0930	Nan	50'	310
	Love	10'	350
	Love	50'	440
	How	50'	800
	Easy	50'	3,200
	George	50'	3,100
	Fox	50'	2,900
	Dog	50'	3,600
	Charlie	50'	6,000
	Crater Lip-Lip	15'	20
	Baker	50'	3,000
	Able	50'	6,000
	Nan	50'	290
	Tare	50'	80
	Sugar	50'	80
	Oboe	50'	110
	William	75'	40
	Victor	80'	40
	Uncle	50'	50
	Roger	50'	80
	Queen	50'	80
	Peter	50'	110
	Mike	50'	390
	Item	50'	400

COPIED/DOE
NARA RG

85

SECRET

PRIVACY ACT MATERIAL REMOVED

Contaminated water in Zero area 32 MR/HR.
Clear water in Zero area 20 MR/HR.

Contaminated water area extends SW from W tip of Charlie about 1/2 mile out and 3 miles along reef.

At 1030 at Nan (from side of DUKW) readings at airstrip 1,000 MR/H, on the ground at trailers 1,000 MR/HR, inside trailers 150-200 MR/HR and near M boat building 400 MR/HR.

Time	Island	Distance Above Ground	MR/HR
1300	Charlie	0'	5,000-8,000
	Able	0'	2,000-3,000
1530- Readings as of 1100 by Project 2.1			
	Bravo	0'	200
	Alfa	0'	200
	Zebra	0'	160
	Yoke	0'	100
	William	0'	120
	Uncle	0'	140
	Uncle(Beach)	0'	40

At 1615 lagoon 2 1/2 miles E of Bravo and then eastward less than 10 MR/HR, Tare water edge 10 MR/HR, Tare inland 100 MR/HR.

At 1630 Nan fire station 1200 MR/HR outside and 200 MR/HR inside, Nan power house 800 MR/HR outside and 250 MR/HR inside, Power house fuel tank area 1,200 MR/HR, and Nan landing area 450 MR/HR at DUKW level.

From Project 1.4 (from GYPSY) water 2 to 3 miles southeast Bravo Site maximum reading 10 MR/H

At 1705 Servis stated that drinking water samples from Rongelap location 2 to 28 times test tolerance with mean of 16 times test tolerance. He sent priority dispatch to advising him of results.

At 1745 hours the following readings were obtained from O':

Island	Location	MR/HR
Able	In front of bunker	2,000
Able	1 station closer to GZ	4,000
Able	2 stations closer to GZ	40,000-50,000
Tare	Rad-Safe Area	140
Tare	Dock	20-80
Tare	Airstrip west	240
Tare	Airstrip east	300
Tare	Copter Pad	160
Tare	Admin Area	140
Tare	Motor Pool	120
Fox	-----	8,000-10,000

COPIED/DOE
LANL RC

[redacted]

86

The following ship movements occurred in the area:

USNS AINSWORTH arrived 0725
USS PHILIP DDE 498 arrived 0823
USS NICHOLAS DDE 449 departed 1936
(20 TG 7.1 and 1 TG 7.4 man returned to Parry)

PBM arrived Bikini Atoll from Parry at 1620 hours. PBM departed Bikini Atoll for Parry at 1720 hours with following:

4 people - TG 7.1
1 person - H&N

Collection of material for tomorrow's missions continued late into the night due to the fact that project and program leaders could not set up any missions for tomorrow until reviewing results accomplised during today.

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 4 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/95

TWX received on new schedule for ROMEO (13 March) and planning adjusted accordingly at Bikini Atoll.

The following ship movements occurred in the area:

LST 551 - Arrived 1315
LST 762 - Departed 1909
USS NICHOLAS DDE 449 - Arrived and anchored at 0812.

PBM arrived Bikini Atoll from Parry at 1654 hours. PBM departed Bikini Atoll for Parry at 1730 hours with following:

5 people - TU-1
2 people - TU-7
2 people - TU-9
5 people - TU-12
1 person - TU-13
1 person - TU-14

Communications maintained with various ships by use of Motorola and VRC equipment located in Flag Plot. Equipment has proven very satisfactory and HF link was set up for voice communication thru Elmer Switchboard. All important traffic on an operational immediate traffic has been passed by this means, although experienced much atmosphoric interference, but net has proven to still be very valuable.

The communication officers of TG 7.1, TG 7.3 and TG 7.5 had a meeting to discuss the possibility of shifting headquarters to a ship other than the ESTES. This was voted against in all respects because of lack of communication facilities aboard other vessels in the area.

The following BRAVO Copter Missions were completed (B/3) according to the following priority:

1. Servis ..... Rad-Safe Survey.

2. (Project 12.3) and TU-7 Monitor ..... To Station 1210 on Dog. Look at Project 16.1 Stations on Charlie. Reactivation and inspection.

3. Perkins (Project 2.5a), 1 man and 200 pounds of equipment. Recovery of fallout film Stations Oboe thru Zebra and Nan thru Dog. Several trips - 15 minutes at each station.

This mate[redacted]ing information affecting [redacted] the national defense of the United [redacted] laws [redacted] the [redacted] any transmission [redacted] pro- [redacted]

THIS DOCUMENT CONSISTS OF 4 PAGE(S)
NO 1 OF 6 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

88

PRIVACY ACT MATERIAL REMOVED

4. (Project 1.2a) plus 1 monitor and 100 pounds of equipment went to Station 101 on George to recover blast film record.

5. and 2 man (Project 2.5b) plus 200 pounds of equipment. Recovered fallout records on Stations Oboe thru Bravo. Spent 15 minutes at each station. Recovered records taken to YCV. Made several trips.

6. (H&N) performed power and electrical work at Tare. Landed at Marine Pier. Returned on Boat Mission #2.

7. Cancelled.

8. (In Charge), Monitor) and (Projects 13.4 and 13.5) went to Station 1341 on Able and recovered films. Films to be shipped to Elmer via LST 762. Arrangements made for courier (- Sandia) to accompany film to Elmer.

The following BRAVO Boat Missions were completed (B/3) according to the following priority:

1. LCM #259 with DUKW to Tare carrying 12 H&N, 2 Headquarters, 1 AEC, 2 Project 1.6 and 5 UCRL men for cleanup, decontamination and recovery of Project 1.6 records.

2. LCM 49 with WO Brown, 3 TG 7.1 (, and from J-1 and from J-3), 3 TG 7.2 and 1 man TU-9 to Tare to recover classified material and documents.

3. LCM 4 with DUKW to Nan carrying following men to recover Project 1.6 records and TG 7.1 documents: 2 from Project 1.6, 2 Headquarters TG 7.1 (, and from H&N.

4. LCU 638 with 2 DUKW's to Charlie-George carrying 6 men from Project 2.1 for film recovery.

5. LCM 207 to lagoon carrying 4 Project 2.5a and 2 H&N men. Recovery of fallout samples.

6. LCM 39 to lagoon carrying 2 Project 2.5b and 2 H&N men. Recovery fallout samples

7. LCM 37 to lagoon carrying 3 Project 1.6 men. Recovery of Project 1.6 records.

8. ESTES boat to COCOPA and BAIROKO carrying 3 TU-9 men. Accomplished work in connection with TU-9 activities.

As a result of Rad-Safe Surveys listed below are new radiation readings for B/3:

Time	Island	Position	Distance Above Ground	MR/HR
Morning Readings from Rad-Safe Survey				
0915	Nan	Pad	0'	1,000
	Mike	-----	50'	800
	Love	-----	50'	600
	King	-----	50'	800

COPIED/DOE LANL RC

89

Time	Island	Position	Distance Above Ground	MR/HR
0915	Jig	-----	50'	800
	Item	-----	50'	900
	How	Pad	50'	1,300
	How	South	50'	1,400
	George	Station 101	50'	4,000
	Fox	Pad	50'	4,500
	Dog	Station 1210	50'	5,000
	Charlie	Station 1200	50'	2,000
	Crater	Lip to Lip	15'	100
	Able	-----	50'	1,000
	Baker	-----	50'	400 (?)
	Bravo	-----	50'	80
	Alpha	-----	50'	100
	Zebra	-----	50'	100
	Yoke	-----	50'	80
	William	-----	50'	80
	Victor	-----	50'	80
	Uncle	-----	0'	100
	Tare	Pad	50'	250
	Tare	Station 50	50'	120
	Sugar	Station 2200	50'	120
	Oboe	Sandia	50'	220
	Oboe	Airstrip	50'	250
	Nan	Pad	100'	700
	Nan	Pad	50'	400
	Tare	Rad-Safe Tent	0'	120
	George	Station 101	0'	10,000
1030	Tare	Pad	0'	250
	Tare	Motor Pool	0'	140
	Tare	Outside Rad-Safe Tent	0'	200
	Tare	Inside Rad-Safe Tent	0'	70
	Tare	Scientific Area	0'	150
	Tare-Oboe	Road	0'	300-350
	Tare	Admin Bldg	0'	200
	Tare	Airstrip	50'	475
	Tare	Airstrip	0'	260
1330	Yoke	-----	0'	100-200
	William	-----	0'	50-100
	Victor	-----	0'	100-150
	Oboe	-----	0'	100-150
	Nan	Station 70	0'	1,500
	Love	-----	0'	1,600
1430	How	Lagoon	0'	3,000
1450	Fox	-----	0'	10,000
	Able	Front of Bunker	0'	5,000 to 7,000
	Able	Base of Ladder	0'	2,000

[redacted]

COPIED/DOE
LANL RC

[redacted]

Time	Island	Position	Distance Above Ground	MR/HR
Readings Received from Ed Wilsey at 1900 Hours.				
1120	Oboe	-----	0'	360
1150	Uncle	-----	0'	120
1320	William	-----	0'	100
1330	Yoke	-----	0'	80
1500	Zebra	-----	0'	180
1525	Alfa	-----	0'	160
1530	Bravo	-----	0'	150
Readings Received from Thumbtack at 2000 Hours.				
	Raft	2 Miles WNW How	0'	1,500
	Raft	2 Miles S Able	0'	1,800
	Raft	1 Mile S of Above	0'	50
	Charlie	SE Tip	0'	10,000
	Charlie	Reef East	0'	10-20
	Dog	Tip	0'	6,000
	Dog	East Tip	0'	10,000
	Fox	-----	0'	8,000
	George	North Tip	0'	6,000-8,000
	George	Reef South	0'	60
	Raft	250.05	0'	1,500
	Raft	250.12	0'	1,800
	Raft	250.13	0'	50

Admiral visited J-3 Section to discuss boat situation in connection with recovery plan.

A meeting was held between 1800-2100 with project representatives and (H&N) to plan operations for 5 March. The general plan was dispatched to Headquarters TG 7.1 Elmer by TWX JF-4185. This TWX also outlines future plans to be accomplished.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - Ogle
3 - Aamodt
4-- Kerwin
5&6 - J-3 Elmer

[redacted]

COPIED/DOE ... RG

91

PRIVACY ACT MATERIAL REMOVED

Wednesday - 3 March 1954
DAILY DIARY - BIKINI ATOLL

J-3/94
F

USS ESTES arrived at 0843 and USS BAIROKO arrived at 0836 at Bikini Atoll to prepare immediate recovery operations.

The following J-3 TG 7.1 personnel arrived at Bikini Atoll on above ships and are operating from these ships as follows:

USS ESTES | USS BAIROKO

Upon departure of above personnel Col assumed command of J-3 TG 7.1 at Elmer.

Reasonable voice communications were established to Elmer switchboard from ESTES.

Expected confusions existed on the BAIROKO throughout the day because of having to use it as a decontamination and processing point for all boat and copter missions. However, reported they were quite successful in fixing up a workable organization. In spite of this a total of 10 critical copter missions and 3 boat missions were completed with considerable success. LCU and barge decontamination continued with optomistic results.

The following BRAVO Copter Missions were completed (B/2) according to the following priority:

1. ..... Survey.

2. ..... Survey.

3. (In Charge) ..... Inspection of Project 1.6 lagoon skiff stations. Inspection of Project 2.5a lagoon raft stations. No landings made.

4. 12 men ((In Charge), - 2 copters (Shuttle system) .... Recovery of film records at Station 1200 on Charlie. Project 12.1.

5. (In Charge), ... Recovery of fireball film records from west tower on Tare - EG&G - Program 13.

6. In Charge), .. Program 18 (NRL) - 60 lbs data. Recovery of time interval film records from west tower on Tare.

7. (In Charge), (Monitor), 1 ..... Project 15.1. Recovery of Alpha film records from Station 1550 on George. Program 18 - recover film records.

[redacted] information affecting [redacted] the national [redacted] laws [redacted] within [redacted] title 18 [redacted] in any [redacted] transmit [redacted] pro- [redacted] manner to [redacted] hi[redacted]

COPIED/DOE
LANL RC

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

92

PRIVACY ACT MATERIAL REMOVED

8. (In Charge), (Monitor) ..... Project 13.4, 13.5. Open Station 1341 on Able. Copter to standby for 1/2 hour.

9. ..... Project 1.4. Inspection of condition of moors at 10,000 and 15,000 feet south of GZ.

10. ..... Project 13.4 and 13.5. Recovery of film records from Station 1341 on Able.

The following BRAVO Boat Missions were completed (B/2) according to the following priority:

1. (In Charge), (Monitor). To Nan by DUKW and LCM #204. Survey Trailer. ..... Recover calibration film and records on Nan.

2. (In Charge), ... Recovery Project 1.6 lagoon skiff station records. LCM #37.

3. (In Charge), ... Project 2.5a. By LCM #49 to Tare. Recovery 2.5a packaging and handling materials from Tare Compound (Burned!).

(In Charge), ... Project 2.2. Prepare trailer at Tare Compound for LST shipment (it burned out!).

..... Project 2.5b. Recovery, packagin and handling materials from Tare Compound and storage (burned!). Recovered materials stored on helicopter barge.

(AEC) ..... Inspection and monitoring of mooring equipment for shot barge

(AEC Security) ..... Discharge of security responsibilities in connection with Tare Exclusion Areas.

(Monitor) ..... Inspect and secure Station 50 on Tare.

As a result of Rad-Safe Surveys listed below are the radiation readings for B/2:

Time	Island	Position	Distance Above Ground	MR/HR
0925	Nan	Sta 70	75'	600
0925	Nan	Copter Strip	0'	2,000
0925	Nan	North End	50'	1,000
1000	George	Smith Station	50'	3,000
	(According to Felt 50' or less 7,000 MR/HR)			
1000	George	Sta 101	50'	2,000
1000	George	Reef Off George	50'	100
1000	George	Reef Between George-Fox	50'	1,000
1000	Dog	---	50'	10,000
1000	Dog-Charlie	Reef between Dog-Charlie	250'	200
1000	Charlie	Station - Colgate	50'	6000 to 8,000
1015	Baker	-----	50'	25,000
1030	Bravo	-----	50'	100

COPIED/DOE LANL RC

[redacted]

9.

PRIVACY ACT MATERIAL REMOVED

Time	and	Position	Distance Above Ground	MR/HR
1030	[illegible]e	Sta 50	?	160
1030	Tare	Admin Bldg	15'	180
1030	Tare	Copter Pad	15'	220
1030	Tare	Colgate Sta 2200	10'	220
1030	Oboe	Airstrip	0'	400
1030	Roger	-----	10'	300
1030	Bravo	-----	50'	150
1030	Alpha	-----	50'	100
1030	Zebra	-----	50'	120
1030	Yoke	-----	50'	100
1030	William	-----	50'	120
1030	Victor	-----	50'	120
1030	Oboe	-----	50'	120
1030	Uncle	-----	50'	120
1030	Fox	Copter Pad	0'	20,000
1030	Able	Felt Sta	50'	2,000
1030	Able	NE End	50'	25,000
1030	Able	Mid Able	50'	20,000
1030	W 1/4 Lagoon	Sediment Area	Almost 0'	100
1400	How	Copter Pad	25'	3,000
1545	How	South Tip Pad	25'	1,800
1545	How	Sci Powerhouse	25'	2,000
1545	Charlie	Outside Sta 1200 Blockhouse	0'	6,000
1600	Able	Sta 1341	Inside	40 to 200
1520	Dog	-----	0'	10-12,000
1730	George	Sta 1520	0'	12,000
1730	Charlie	Outside Sta 1200	0'	6,000
1430	Able	Sta 1341	0'	3,000
1600	Tare	Beach (Lagoon)	0'	180-220
1600	Tare	Trailer Sta 50	0'	80-210
1600	Tare	Cab	0'	80-210
1600	Tare	Outside Trailer - Sta 50	0'	150-200
1600	Tare	Inside Rad-safe Tent	0'	75
1600	Tare	Outside Rad-safe Tent	0'	200

1450 No activity in drinking water at Thumbtack.

1000 The following samples of lagoon water were taken at Thumbtack anchorage:

Beta 1.11×10^{-2} µc/ml. } Sample #70
Gamma .686 µc/ml } Deep water intake

Beta 1.64×10^{-2} µc/ml } Sample #75
Gamma 5.54×10^{-4} µc/ml } Surface

There was no alpha contamination

Information relative to personal belongings and manner of salvage was disseminated to all personnel.

The operation has been enhanced considerably by having aboard , of AEC and of H&N. This permitted immediate coordination on all operational problems.

[redacted]

COPIED/DOE

94

PRIVACY ACT MATERIAL REMOVED

PBM arrived Bikini Atoll from Parry at 1615 hours. PBM departed Bikini Atoll for Parry at 1700 with following:

2 people - TG 7.4
4 people - TU-15
6 people - TU-13

The destroyer USS EPPERSON (719) departed with valuable recovery data. departed on the destroyer leaving in charge. In additon the following passengers were aboard:

5 people - TU-1
12 people - TU-12
11 people - TU-13
6 people - TU-15
1 person - L-4

Destroyer departed at 1830 hours.

A meeting was held at 2100 to 2400 hours of the project representatives and (H&N) to plan operations for 4 March. The general plan was dispatched to Headquarters TG 7.1 Elmer by TWX JF-4156. This TWX also outlines the major tasks that are to be accomplished.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - Ogle
3 - Aamodt
4 - Kerwin
5&6 - J-3 Elmer
7 - Wynkoop

COPIED/DOE
LANL RC

[redacted]

95

PRIVACY ACT MATERIAL REMOVED

[redacted]

DAILY DIARY - BIKINI ATOLL
28 February - 2 March 1954

J-3/93
F

28 FEBRUARY 1954

reported aboard USS BAIROKO at 1100 hours and established headquarters in the Forward Ready Room. This room was occupied jointly with staff of TG 7.3 and TU-7 Rad-Safe of TG 7.1, and was consequently crowded at all times. Since there was no POGO Net in this room there was no direct means of communications with the J-3 ESTES.

evacuated to USNS AINSWORTH;
evacuated to USS ESTES. J-3 operations office established in Strategic Plot in USS ESTES where POGO and ADMIN radio outlets were located. J-3 Tare closed at 1100 hours and opened on USS ESTES at 1100 hours.

Communications unsatisfactory on USS BAIROKO. In the Forward Ready Room there are no TG 7.1 radios except that of Project 6.4 which is in constant use. The POGO radio is down in the Rad-Safe Trailer and one remote is in the Air Intelligence Office. The ADMIN Net is down in the Boatswains' shack on the hangar deck. This will have to be changed so that POGO can be brought up to the Forward Ready Room where it can be used. At present, contact is thru AN/TRC and Project 6.4 radio to J-3 ESTES.

was brought out at 1530 from Charlie to Nan by copter.

T boats leaving Charlie delayed in getting last of equipment out. Will go direct to Nan as soon as loaded. Firing Party was delivered to Nan at 2245 and copters returned USS BAIROKO at 2300.

worked out probable copter missions with on USS BAIROKO for shot day prior to shot time. These plans were not used.

1 MARCH 1954

BRAVO fired on schedule at 0645. Firing Party reported receiving large shock, much water and rather heavy fallout at Station 70.

Fallout on USS BAIROKO quite heavy. About one to two R in the Ready Room near vents. Ships were washed down with reduction in dose rate. By 0830 the ships were receiving fallout. 250 MR/HR on USS BAIROKO, 100 MR/HR on USS ESTES. The survey of a bucket on deck of USS BAIROKO, which held trash scraped from Scuppers, read 20 R/HR. This material had been handled with bare hands by two sailors. They were inspected and instructed to bathe.

Following the shot, the mission ordered by JTF SEVEN to take the crash crew into the Tare Airstrip was called back. J-3 on USS BAIROKO and USS ESTES knew nothing of this mission.

[redacted]

THIS DOCUMENT CONSISTS OF 3 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

At 1015, and LCDR made a survey of the Atoll to estimate damage and to obtain early radiological readings on the islands. They landed on the USS BAIROKO at 1227 to report wide spread fall-out of surprising intensities.

a. The following readings submitted by at 1245 hours:

Nan - 20 R above mat.
30 R on ground.
North end of Nan about as hot as lower end.
Tents and buildings on Nan appear OK.

Tare - Tent area almost all down.
Buildings appear OK but light damage to roofs.
Tents in restricted area (except 3 are up) but one is burning.
Cab - Sheets off roof.
Pipeline appears OK.
Airstrip - 10 to 12 slabs of sheet metal - hangar still standing.

Fox - stations OK. Wood shack on station OK.
Tent camp flat.
Brush burning rear station.

b. The following additional readings submitted by at 1245 hours:

Tare - Power at airstrip appears OK.

George - Station 1342 - 50 R at 100 feet.
Fox reef oceanside 3 R at 100 feet.
Dog to Charlie reef 180 MR at 200 feet.
Rafts and buoys ok.
1 skiff of Project 1.6 seen.

Able - Water green and cloudy.

Charlie - Station 1200 - lots of debris but entrance appears clear - 110 R at 200 feet.

Dog - 5 R at 400 feet off Dog on lagoon side.

Fox - Water tower standing.
All tents down.

Nan - Anchorage at 100 feet - 30 MR.
Nan camp OK.
At Station 70 - 2500 MR at 200 feet.
Around T boats - 30 to 100 MR.
One pass over copter mat 10 R at 25 feet.

A remarkable degree of activity had ensued during this period when the ships of the fleet discovered that a considerable amount of fall-out had occurred on the vessels themselves, unfortunately missing the drone vessels which were equipped to handle this radioactive material.

COPIED/DOE LANL RC

[redacted]

97

PRIVACY ACT MATERIAL REMOVED

Project 6.4 and JTF SEVEN staff dominated the Forward Ready Room in their concern for the YAG's. These were eventually recovered safely.

By 1220, Station 70 on Nan lost power. Firing Party maintained communications by use of battery radio. Ships continued to maneuver to avoid fallout.

A little while later at about 1600 two copters went in with ..... as monitor to pick up the Firing Party and other people in Station 70. These were and two Army communications men. The first five were taken over to the USS ESTES soon after landing on the USS BAIROKO.

H&N mission dispatched to Dog, Station 1210, to inspect generators. It was successful but landed in high radiation levels, about 60 R/HR.

Two lagoon raft recovery missions dispatched to attempt recovery of water samples. It was found that the rafts, those still present, were swept clean, bottles, funnels and all.

At 1705 two copters were dispatched to pick up raft samples of NRDL. The pilots found that the super structure of the rafts was blown away along with funnels and bottles.

Also at 1705 of TG 7.1 was taken over to the USS BELLE GROVE by copter where he was lowered on a hoist without mishap. He remained aboard USS BELLE GROVE to sample lagoon water and act as monitor.

Later, at 1725 hours, (H&N) was taken to Dog where he shut down the generator for Station 1210.

Decision made to return fleet to Eniwetok except for USS BELLE GROVE. At about 1830 hours the USS BAIROKO and USS ESTES proceeded to Eniwetok for a re-shuffling of plans and personnel.

2 MARCH 1954

At 0830 the Task Force arrived at Parry Island, Eniwetok Atoll, where TG 7.1 disembarked.

After a series of meetings, elements of the Task Force reembarked at 1730 to proceed to Bikini Atoll in order to commence the recovery program for BRAVO. Ships departed at 1800.

The J-3 Section split into two teams:

ESTES TEAM	BAIROKO TEAM

COPIED/DOE
LANL RC

DISTRIBUTION:
Copy 1 - J-3 Bikini
2 - J-3 Elmer
3 - UCRL Thompson

COPIED/DOE
LANL RC

[redacted]

98

PRIVACY ACT MATERIAL REMOVED

[redacted]

Log of J-3 Activities

28 February 1954

and reported aboard BAIROKO at 1100 hours and established headquarters in the Forward Ready Room. This room was occupied jointly with Staff of TG 7.3 and TU-7 Rad-Safe of TG 7.1, and was consequently crowded at all times. Since there was no POGO Net in this room there was no direct means of communications with the J-3 ESTES.

The afternoon and night, until shot time, were spent in preparing a plan for the use of the helicopters on 1 March. The plans were never used.

1 March 1954

Following the shot, the mission ordered off by JTF SEVEN to take the crash crew into the Tare Airstrip was called back. J-3 on BAIROKO and ESTES knew nothing of this mission. At 1015, and made a survey of the Atoll to estimate damage and to obtain early radiological readings on the islands. They landed on the BAIROKO at 1227 to report wide spread fall-out of surprising intensities. A remarkable degree of activity had ensued during this period when the ships of the fleet discovered that a considerable amount of fall-out had occurred on the vessels themselves, unfortunately missing the drone vessels which were equipped to handle this radioactive material.

A little while later at about 1400, two copters went in with as monitor to pick up the firing party and other people in Station 70. These were

and 2 Army communications men. The first five were taken over to the ESTES soon after landing on the BAIROKO.

At 1705 two copters were dispatched to pick up raft samples of NRDL. The pilots found that the super structure of the rafts was blown away, along with funnels and bottles.

Also at 1705 of TG 7.1 was taken over to the BELLE GROVE, where he was lowered on a hoist without mishap. He remained aboard BELLE GROVE to sample lagoon water.

Later, at 1725 hours, of H&N was taken to Dog, where he shut down the generator for Station 1210.

At about 1830 hours the BAIROKO and ESTES proceeded to Eniwetok for a reshuffling of plans and personnel.

[redacted] ing [redacted] ws [redacted] the [redacted] any [redacted] is pro- [redacted]

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 2 OF 3 COPIES, SERIES A

COPIED/DOE

[redacted]

PRIVACY ACT MATERIAL REMOVED

Tuesday - 2 March 1954

At 0830, 2 March the Task Force arrived at Eniwetok Atoll, Parry Island where TG 7.1 disembarked. After a series of meetings, elements of the Task Force reembarked at 1730 to proceed to Bikini Atoll in order to commence the recovery program for BRAVO. The J-3 Section split into two teams, and one team to the ESTES and and to the BAIROKO. The ships departed at 1800.

Wednesday - 3 March 1954
USS BAIROKO CVE-115

The reduced Task Force entered the Bikini Lagoon about 0830 and the first Rad-Safe survey flight with and departed from the BAIROKO at 0835 for a 2 hour survey of the entire Atoll. Upon return of this flight the recovery program was reopened. The copter flights and boat missions accomplished during the day are attached. Since most of the boats were contaminated the major recovery activity was accomplished by copters. In general all of the required missions were accomplished; however, due to the crowded conditions in the Forward Ready Room of the CVE (Rad-Safe, TG 7.3 Staff and J-3) plus the fact that the ship was not accustomed to handling so many "on call" missions, a great deal of confusion existed. However, this condition on the first day had to be accepted in view of the urgency of the situation. The main cause of the confusion was the necessity of briefing all missions and processing for Rad-Safe in the Ready Room. A list of copter and boat missions is attached.

Thursday - 4 March 1954
USS BAIROKO CVE-115

As a result of the activities during the pervious day a system was established for more efficient handling of recovery missions. The missions for this day had been phoned into J-3 BAIROKO from J-3 ESTES. This allowed the Air Dept of the CVE to plan the days activities in a more orderly manner. In addition Operations Officer, moved into the Ready Room in order to coordinate all copter missions. Therefore, once the recovery parties were processed the party leader was brought to the Forward Ready Room. There he was paired up with the copter pilot. The J-3 Section, copter pilot and party leader then held a discussion to ensure that all the activities were understood. Once the problems were resolved, the Air Officer then order the copter readied on deck and the pilot leads the party to the copter.

As for the boat missions, the activities greatly increased because of the decontamination of boats. In the morning there was confusion because many parties would appear at the BAIROKO with little or no guidance. This again caused too much confusion in the Ready Room. Therefore, J-1, set up an area on the hangar deck near the gang plank where all incoming personnel for boat missions were to be processed. At his control point he gathered the members, confirmed names and ensured each man had checked through Rad-Safe.

[redacted] person is pro-
[redacted]
COPIED/DOE
LANL RC

COPIED/DOE
LANL RC
[redacted]

THIS DOCUMENT CONSISTS OF 7 PAGE(S)
NO. 2 OF 3 COPIES, SERIES A

100

Following this he referred the party leader to J-3 in the Ready Room for briefing. After the party leader was briefed J-1 then matched the party with the boat. This kept most of the people from gathering in the Ready Room. J-3 and J-1 constantly exchanged information as to missions from the ESTES and the status of copter and boat missions from the BAIROKO. However, the processing and decontamination of parties by Rad-Safe was still not satisfactory due to inadequate facilities. As a result provisions were made for a decontamination barge at the AINSWORTH from which all boat missions would originate. This would do a lot of alleviate the load on the BAIROKO.

[redacted]

COPIED/DOE
LANL RC

101

PRIVACY ACT MATERIAL REMOVED

BRAVO RECOVERY AND RECOVERY - SPECIAL COPTER MISSIONS

DATE: B/2

MISSION NO.	PROJECT	PEOPLE INVOLVED	MONITOR	DESTINATION	TIME DEPARTED	TIME RETURNED
1	TU-7 J-3			Atoll Survey	0858	1030
2	J-15 12.1			Atoll Survey	0858	1030
3a	2.5a			Lagoon Survey	1107 1450	1220 1600
3b.	1.6			Lagoon Survey	1107	1150
4a.	12.1			Charlie, Sta. 1200	1255	1420
4b.	12.1			Charlie, Sta. 1200	1255	1425
4c.	12.1			Charlie, Sta. 1200	1255	1435
5	EG&G			Tare	1413	1533
6	Prog 18			Tare	1413	145[illegible]
7	15.1			George	1400	151[illegible]
8	13.4			Able	1356	145[illegible]
9	1.4			Lagoon Survey	1339	143[illegible]
10	TG 7.3			Lagoon Water Sampling	1535	16[illegible]

COPIED/DOE LANL RC

102

PRIVACY ACT MATERIAL REMOVED [redacted]

BRAVO RE-ENTRY AND RECOVERY - SPECIAL CONTROL MISSIONS

DATE: B/2

MISSION NO.	PROJECT	PEOPLE INVOLVED	MONITOR	DESTINATION	TIME DEPARTED	TIME RETURNED	MR PERIOD
1	TU-7 J-3			Atoll Survey	0858	1030	530
2	J-15 12.1			Atoll Survey	0858	1030	642
3a	2.5a			Lagoon Survey	1107 1450	1220 1600	638
3b.	1.6			Lagoon Survey	1107	1150	900
4a.	12.1			Charlie, Sta. 1200	1255	1420	
4b.	12.1			Charlie, Sta. 1200	1255	1425	
4c.	12.1			Charlie, Sta. 1200	1255	1435	
5	EG&G			Tare	1413	1533	
6	Prog 18			Tare	1413	1450	
7	15.1			George	1400	1516	
8	13.4			Able	1356	1453	
9	1.4			Lagoon Survey	1339	1437	
10	TG 7.3			Lagoon Water Sampling	1535	1648	

COPIED/DOE LANL RC

[redacted]

103 A4

PRIVACY ACT MATERIAL REMOVED SECRET

BI ENTRY AND RETURN - SPECIAL BOAT MISSIONS

DATE: 8/2

MISSION NO.	TYPE BOAT	PROJECT	PEOPLE INVOLVED	MONITOR	DESTINATION	TIME DEPARTED	TIME RETURNED
1	"X" & DUKW	EO40			Nan	1600	1845
2	"X"	1.6			Lagoon Survey	1330	1810
3	LCM #49	2.5a			Tare	1415	1900

COPIED/DOE LANL RC

SECRET

105

PRIVACY ACT MATERIAL REMOVED

[illegible] - 4 March 1954

[illegible] NO.	PROJECT	PEOPLE INVOLVED	DESTINATION	TIME DEPARTED	TIME RETURNED
1a.	TG 7/3 TU-7		Rad-Safe Atoll Survey	0730	0845
1b.	TG 7.3		Rad-Safe Atoll Survey	0735	0850
2	2.5b	C.	Oboe-Brave Recovery	1100	1635
3a	12.3		Sta. 1210 Dog and Charlie	1005	1025 (copter re turned empty)
3b		(Monitor) to pick up - take to Charlie - and Return to THUMBTACK.		1425	1515
4	2.5a		Oboe-Zebra Recovery	0923	1517
5	1.2a		George, Sta. 101	1027	1119
6	TG 7.3		Lagoon Water Sampling	1047	1207
7	H&N	30 by boat)	Tare Marine Landing	1105	1130 (copter turned empt
8	CANCELLED.				
9	2.5a	C.	Oboe-Zebra Recovery	1320	1523
10	13.4		Sta. 1341 Able Recover film	1402	1617

COPIED/DOE LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

Shot Bikini - 4 March 1954

MISSION NO.	PROJECT	PEOPLE INVOLVED	TYPE BOAT	DESTINATION	TIME DEPARTED	TIME RETURNED
1	HEN (8)		LCM #259 1 DUKW	Tare	0910	1300 (Return with only a few passeng
	Rad-Safe (3)					
	AFC (1)					
	1.6 (1)					
	UCNL (6)					
	TG 7.2 (3)					
2	TU-9		LCM #49	Tare	1110	1730 (Picke up all add onal passe from Bikini No. 1)
	TU-13	(did not return to TRUMPTACK went on LST to Elmer)				
	J-3					
	(UCNL)-1					
3	TG 7.1 TG 7.2 TG 7.5 1.6		LCM #4 1 DUKW	Man	1530	1705
4	2.1		LCM #638 2 DUKWS 2 DUKW Operators	Charlie-George Reef	0930	1930
5	2.5a		LCM #207	Work in lagoon	0905	1625
	HEN					
6	2.5b HEN		LCM #39	Work in lagoon	1250	1915
7	1.6		LCM #37	Work in lagoon	1045	1725

[redacted]

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

MISSION	AIRCRAFT	DESTINATION	TIME DEPARTED	TIME RETURNED
1	TU-7 J-3 TG 7.3	Rad-Safe Survey of Atoll	0747	0905
2	13.4 TU-8	Sta. 1341 on Able	0857	1003
3	H&N TU-7	Survey submarine cables along Charlie-Able reef.	0946	1100
4	2.5b	Recovery of land stations Nan, Love, How, George, Fox.	0947	1220
5	2.1	Film recovery Bravo-Uncle (5 minute stop Tare).	1040	1200
6	H&N TU-7	Circuit of atoll inspecting generators, no landings.	1330	1445
7a.	13.4, 13.5	Able, drop off and pick up (M) 4 hours later.	1308	1345 (copter returned empt)
7b.	13.4, 13.5	Pick up 4 men of 7a Flt.	1555	1700
8	CANCELLED.			
9	TG 7.3	Water Sampling	1308	1402
10	EG&G TU-13	Tare (These five men returned via T-boat at 1500).	1320	1350 (copter returned empt)

COPIED/DOE
LANL RC

~~SECRET~~

PRIVACY ACT MATERIAL REMOVED

T PASSING - 5 March 1954 [redacted]

MISSION	PROJECT	PEOPLE INVOLVED	TYPE BOAT	DESTINATION	TIME DEPARTED	TIME RETURNED
1	13.4 H&N 18 TU-7		LCM #43 DUKW	To Man, 13.4 work ½ hour, return to BAIROKO. LCM return to Man to wait for DUKW. Return 1100.	0930	1300
2	CANCELLED.					
3	TG 7.5 2.5a TU-7 H&N		LCM #49	To Tare, remains until 1230. At 1230 returns with part of party.	0915	1500
4	3.2		LCU #638 DUKW 1 Extra DUKW	To Tare, pick up monorail DUKW, to Able back to BAIROKO 1730. Return Tare and drops DUKW,	0900	1630
5	1.6		(N)LCM #37	To lagoon, ETA BAIROKO 1700.	0930	1700
6	2.5a H&N		LCM #36	To lagoon, ETA BAIROKO 1830-1900.	0905	1600
7	2.5b 2.5a H&N		LCM #38	To copter barge, stands by and moves samples to destroyer ETA BAIROKO 1730-1800	0925	1700
8			LCM #43	To pick up 2.3 men with samples from #4, deliver people with samples to destroyer.	1730	1830
9			LCM #47	Passenger pick up for Destroyer	1825	1900
10	CANCELLED					
11			LCU 1348	To Tare, Depart Tare 1500 for BAIROKO with people from #3	1300	1715
12	15.1 H&N		LCM #33 DUKW	George, work 1½ hour return to BAIROKO 1800.	1120	1645
13	LCM's 34 & 35 Shuttle between Iceberg, Thumbtack and Boundary Tare.					

COPIED/DOL & LAHL RC

[redacted]

109

PRIVACY ACT MATERIAL REMOVED [redacted]

Boat Missions - 5 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED	TYPE BOAT	DESTINATION	TIME DEPARTED	TIME RETURNED
14	EORG		LCM #41 DUKW	To [illegible] remain 2 hours ETA BAIRGRO 1730	1515	1815
	(M) H&N					
15	TG 7.2 TG 7.4	MP's	LCM #40	To Tare. LCM returns, and crew return with #11.	1230	1700
16	14.1		LCM #35 DUKW	To Nan, remain ½ hour return BAIRGRO 1700	1540	1700
17	H&N		LCM #259	To wash L/U tied to ADMIRALTY - if completed in time - go to Tare to pick up cables and moors.	1320	1630
18	H&N		LCM #204	Recover on Nan	1500	1730

COPIED/DOE LANL RC

[redacted]

[redacted]

Daily Diary - 6 March 1954
USS BAIROKO CVE-115

The morning opened busily with a great rush of H&N workers suddenly appearing over the side and assembling in the roped off area to be processed. The bind appeared when it became apparent that they were going no place because of the failure of the boats to make an appearance. Work finally got under way and the Hangar Deck cleared up about 1100. The handling of the Rad-Safe clothing and badge issue bogged down during the morning, but was a great improvement over the previous arrangements. A barge was delivered to AINSWORTH from Elmer for handling H&N boat missions; this will relieve the situation a great deal. The important recoveries made this date were those from George Ragan's hole-in-the-ground.

[redacted] material con[redacted]ting the national defense of the United States within the meaning of the [redacted]ws [redacted] Title 18, U. S. C. [redacted] 793 and 794, the [redacted] any [redacted] to an una[redacted] limited by law. [redacted]

[redacted]

THIS DOCUMENT CONSISTS OF 5 PAGE(S)
NO 2 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

111

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 6 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DESTINATION	TIME DEPARTED	TIME RETURNED
1	TU-12 TG 7.3		Rad-Safe Survey of Atoll.	0752	0915
2	TG 7.3		Water sampling.	0753	0835
3	TG 7.3		LST Beach Survey	0903	0936
4	13.4	(M)	To Sta. 1341, Able. Drop off and pick up at 1400.	0755(0855) 1334	1402 1402
5	3.1 J-15 18		To Uncle, dropping Self, 1 at Tare on way to Uncle and picking up Self and on return to Tare. Pick up and at 1600 on Uncle.	0937 1342	1013 1607
6	2.5a		Yoke, 15 minutes, then to Zebra, copter released at Zebra after arrival of LCM, 1 hr 15 min, pick up at Tare on return.	0956	1130
7a.	16.1		3 trips to Charlie, when arrives at Charlie copter returns after 5 to 10 minutes, takes passengers plus 200# to BAIROKO. Then another crew repeats same. Safety copter required.	1145	1225
7b.	16.1			1322	1410
7c.	16.1			1455	1545
8	2.5a		To How, 10 minutes and return.	0952	1020
9	TU-7		To Tare and drop off, return by boat.	0930	0955
10	TU-7 J-4		Tare, drop off continues to Nan and Charlie and return. Pick up Tare drop offs at 1730	1310 1723	1429 1757
11	16.1		Nan Copter Pad	1021	1102.
12	UCHL		To Tare.	1155	1230
13	TG 7.1		Nan 10 minutes, Tare 10 minutes and look over BRAVO site.	1138	1301

COPIED/DOE LANL RC

[redacted]

112

PRIVACY ACT MATERIAL REMOVED

[redacted]

Center Missions - 6 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED	DESTINATION	TIME DEPARTED	TIME RETURNED
14	TU-13 6.2 TU-13 H&N J-1		To Tare and drop off, to return by boat.	1403	1446
15	TG 7.2 TG 7.5		Charlie Sta. 1200. To be picked up at 1730.	1319 1715	1355 1748
16			Tare Pad to pick up 2 men	1446	1515

COPIED/DOE
LANL RC

[redacted]

113

PRIVACY ACT MATERIAL REMOVED

Boat Missions - 6 March 1954

MISSION	TYPE BOAT	PROJECT	PEOPLE INVOLVED	DESTINATION	TIME DEPARTED	TIME RETURNED
1	CANCELLED.					
2	LCM #33 DUKW	1.6 H&N		To Nan.	0859	1230
3	LCM #37	1.6	2 men	To lagoon.	0900	1730
4	LCU 1348	3.2 H&N	5 men 2 men	To Tare, pick up mooring gear. To Nan, pick up trailer.	0830	1630
5	LCM #35	2.5a		To Zebra, meets 2 men from Copter Mission #6, proceeds to William, Uncle, Tare	0840	1645
6	LCM #43	2.5a		To lagoon	0915	1715
7	LCM #38	2.5a		To lagoon.	0905	1645
8	LCM #36	16.1	1 man	1 man with samples for BELLE GROVE. Samples from Copter Mission #7.	1600	1650
9	LCM #42			BELLE GROVE passenger pick up.	1615	
10	LCU DUKW DUKW w/Monorail	14 H&N	2 men	To Able.	1030 BAIROKO	1930 Na 2030
11	LCM #47	EG&G TU-7 H&N		To Nan	1030	1700
12	LCM #209	2.5b		To Tare and drop off.	0900	1230

COPIED/DOE
LANL RC

[redacted]

114

PRIVACY ACT MATERIAL REMOVED ~~SECRET~~

Boat Miss - 6 March 1954 (Cont'd)

MISSION	TYPE BOAT	PROJECT	PEOPLE INVOLVED	DESTINATION	TIME DEPARTED	TIME RETURNED
13	LCM #209	H&N		To Tare	1100	1715
14	LCM #38	H&N			0835	1615
15	LCU	TU-7 H&N	8 people	To Nan, pick up trailers to go to Tare, and take there.	0930	1730
16	LCM #207	H&N	12 men	Lagoon for cable.	0915	1530
17	LCM	H&N		To Tare, Charlie and return.	1030	1830
18	LCU	H&N	15 men	To Charlie and return	1230	1815
19	LCM #41	J-4		To Nan and Tare.	1315	1555

COPIED/DOE
LANL RC

~~SECRET~~

115

[redacted]

Sunday - 7 March 1954
Daily Diary - USS BAIROKO

There were no important developments in the general activity. The business handled is reflected in the copter mission schedule which is attached. One nagging difficulty which keeps arising is the late appearances of personnel to make scheduled missions. When no good excuse is evident, the policy has been established of cancelling the mission, in an effort to drive home the lesson that an operation such as this can succeed only thru the alert cooperation of everyone concerned.

[redacted]

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 3 PAGE(S)
NO 2 OF 3 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

116

Copter Missions - 7 March 1954

PRIVACY ACT MATERIAL REMOVED

MISSION	PROJECT	PEOPLE INVOLVED	TIME DEPART	TIME RETURN	DESTINATION
1	TG 7.3 H&N 1.6		0805	0930	Rad-Safe Survey.
2	TG 7.3		1025	1055	Sea Drome Survey.
3	H&N		0757	0828	To Tare at Marine Pier, return by boat.
4	TU-12		0930 1712	1005 1800	Charlie, Station 1200, drop off and pick up at 1730.
5a,	TG 7.2 AEC		0815	0852	Tare and drop off, to be picked up.
5b	TU-7		1700	1725	Pick up from Tare to BAIRCKO, purpose of also picking up 5a people
6	H&N		0847	1015	Complete circuit of atoll, orbiting Tare camp, Nan & Fox Jumps for aerial survey.
7	Prog 23		0914 1625	0947 1650	To Tare Sta. 2300, pick up for ret at 1630. Return pick up of Mission #7.
8a	1.2a		0910	0945	To Tare, pick up for return 1530.
8b	TU-7 TU-12		1530	1600	To Tare dropping off these 3 men and picking up people from 8a for return to BAIRCKO.
9	2.2		0910	1030	Complete circuit of atoll, orbit near Dog, Easy, Charlie, Able. 5 minute landings at 5 stations from Bravo thru Victor. Then to Tare and release copter, will depart Tare by boat.
10	TU-15		0930 1600	0955 1620	To Tare, Sta. 50 and return 1600. Pick up of party plus from Tare.

COPIED/DOE
LANL RC

117

PRIVACY ACT-MATERIAL REMOVED

MISSION	PROJECT	PEOPLE INVOLVED	TIME DEPART	TIME RETURN	DESTINATION
11	TU-13 TU-8 1.2b		0955	1128	Go to and spend 15 minutes on ground thence to Able and Charlie, let Christer and spend up to 15 minute at each of Able and Charlie in Stas. 1341 and 1200, to be picked by signals arranged with pilot. to ride co-pilot seat. Copter to circle structure each time before landing for photo purposes. along for aerial inspection of 1.2b Charlie Static
12	3.2 6.2		1002 1220	1145 (Refuel) 1313	[illegible] 15 minutes, Oboe, 15 minut How 30 minutes.
13	CANCELLED.				
14	TU-15	and 50# each way.	1322	1455	To How - 30 minutes, to George - 1 minutes, film recovery.
15	TG 7.3		1240	1325	USS CURTISS channel Survey.
16	TG 7.3 TU-7 TU-12 TG 7.2		1055	1159	Water sampling mission, dropping off at Nan for pick up of equipment, then to Tare to drop off and to return on copter mission #10, to return by boat.
17	TU-8 TU-13 J-3	)	1450	1600	To Charlie, Sta. 1200 and return. Completion of Mission #11 which could not be accomplished in one mission.
18	TU-12 AEC		1730	1800	Pick up from Tare and return 2 men to BAIROKO.

COPIED/DOE

118

PRIVACY ACT MATERIAL REMOVED

[redacted]

Monday - 8 March 1954
DAILY DIARY - USS BAIROKO

Fairly routine day. One item which arose was the discussion of the use of PBM in these waters. This is a rather tricky procedure at best but here it becomes hazardous due to the rough water. Too, in order to find smoother water, the PBM's land at Nan or How, and cannot stay down in the rough water very long. This means a whale boat must stand by at How or Nan and the AVR must make a long trip in the lagoon, the whole movement having to be coordinated very closely. It was recommended to that the PBM run be discontinued and if necessary, a C-47 lift be established into Tare. This could be done without exposing anyone materially. The answer seems to be that in preference to that, the air transport would be dropped, and destroyers be used exclusively.

[redacted]

THIS DOCUMENT CONSISTS OF 3 PAGE(S)
NO 3 OF 3 COPIES, SERIES A

119

[redacted]

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

Missions - 8 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	TG 7.3 J-1 TU-7		0820	0920	Rad-Safe Atoll Survey.
2	AEC TG 7.2		0844	0906	To Tare, return by boat.
3	UCRL		0901	0928	To Tare, return by boat.
4	UCRL		0825	0900	To Charlie, to return by boat.
5	UCRL H&N		0932	0955	To Tare, return by boat.
6	TU-9 J-3		D. 1307	1413	Aerial photography of arrival and positioning Sta. 90 in crater an Sta. 1550 George. Drop o Charlie copter barge.
7	1.2a		0849	0943	To Tare and drop 6 men, to return by copter later in day.
8	H&N		0943	1109	To Sta. 1200 Charlie. Pick up in minutes, then to Sta. 1341 Able drop off and pick up in 20 minut for return.
9	New York Opera Off		0838	0923	To make 2 passes over Victor thru Zebra areas then land at William stay 1½ hours.
10	13.4 TU-8 TG 7.1		0919	1017	To Sta. 1341 Able, Drop off at Nan on way, to return by boat.
11	Prog 18 TG 7.1		1344	1445	To Nan and drop these 2 men and pi up and ta to How, wait 30 minutes and retu and to return by boa
12	1.2a MYCO	50#	1403	1510	To YCV to pick up — t take to Sta. 101 George, circle area beforelanding, pick up 15 minutes after drop and return to YCV, to return BATROKO.

COPIED/DOE
LANL RC

120

PRIVACY ACT MATERIAL REMOVED

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
13	15.1 Prog 18		1500	1555	To George Sta. 1550, drop. Circle before landing. Pick up Buffir at Tare. Drop Christensen off a YCV.
14	TG 7.3		1420	1435	Water Sampling mission.
15	NYOO		1043	1145	Pick up at William, make passes ov Yoke at 50', 100', 200', 400', 700', 1000' and return.
16	1.2a		1505	1550	Pick up 6 men at Sta. 102 Obce, fr Copter Mission #7 and take to YC
17	TU-12		1011	1036	To Tare, return by boat.
18	TG 7.3		1439	1610	Guard mail, OMT, U. S. Mail to copter barge to be met by CURTIS guards.
19	CTG 7.3		1603	1645	To USS CURTISS (copter barge) to p up RADM Bruton and take to ESTIS
20			1630	1700	To Nan copter pad to pick up senti men.
21			1530	1620	To Tare, pick up 2 men then to Hov start generator and return BAIRS
22			1815	1845	To copter barge Charlie, exchange film badges and laundry.

COPIED/DOE
LANL RC

121

[redacted]

Tuesday - 9 March 1954
DAILY DIARY - USS BAIROKO

There were only a few crises this date. The most disturbing was the unannounced arrival of a C-47 from Fred. The word was passed that 15 passengers were aboard, whereas there were only 5 who disembarked, the others being sightseers.

Last minute attempt were made to utilize the aircraft for the return of critical items, but there had not been sufficient time to plan. The plane remained on ground for only 5 minutes or so, because of the rather high radiation level.

The Chaplain's equipment was partially recovered from Tare, the organ and case being principal items.

[redacted]fecting
the national [redacted]
within the meaning of the espionage [redacted]
Ti[redacted]he
t[redacted] in any
manner to an [redacted] pro-
h[redacted]d by law.

THIS DOCUMENT CONSISTS OF 3 PAGE(S)
NO 2 OF 3 COPIES, SERIES A

CONFIDENCE

[redacted]

122

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 9 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	TG 7.3 TU-7		0830	0944	Rad-Safe Survey of Atoll.
2	1.2a	9 men / 150# (2 trips)	0847 0925	0900 0945	From YCV to Oboe Sta. 102, return by boat.
3	EG&G		0840 0847	0905 0915	To Nan and drop. (2 trips required
4	Prog 18		0908	0925	To Nan and drop.
5	TG 7.3		0858	0933	Mail run to INTERNE barge.
6	CTU-6 J-4		0908	0920	To Nan, J-4 men to be picked up 1 hour after drop with 100#.
7	Prog 18		0858	0932	To YCV and drop, and pick up 1.2a, take to Oboe Sta. 102 and drop, then return THUMBTACK.
8	UCNL		0915	0940	From YCV to THUMBTACK.
9	J-4		1015	1030	From Nan to YCV and drop with 100# gear.
10	TG 7.1		0959	1036	To YCV.
11	TU-9 1.6		0959	1112	To Nan and drop off then TU-9 party aerial photo of Sta. from 50' and 100', maximum time area of Sta. 90 is 30 minutes, landings and return to THUMBTACK
12	15.1		1300	1320	Land at Sand pit at south end of George to take from Georg to THUMBTACK.
13	Prog 18 TG 7.4		1345	1415	To Nan and drop.
14	Prog 11		1353	1420	To Zebra and drop.
15	J-4 TG 7.1		1430	1445	From YCV to THUMBTACK.

[redacted]

COPIED/DOE LANL RC

COPIED/DOE LANL RC

123

PRIVACY ACT MATERIAL REMOVED

SECRET

Copter Missions - 9 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
[illegible]	TG 7.3 TU-7 Prog 18		1446	1542	Mail run THUMBTACK to YCV, drop off at YCV, then to Georg[illegible] pick up and return THUMBTA[illegible]
17	Prog 11		1501 cans	1540	From Zebra to THUMBTACK.
18	Prog 18		1610	1645	From Nan to THUMBTACK.
19	TG 7.4 Prog 18		1650	1720	From Nan to THUMBTACK.
20	TG 7.4 Prog 18		1235	1250	From YCV to George Sta. 1550.
21	EG&G TG 7.3		1225	1325	To Tare Pad to pick up 3 EG&G men, then to YCV and drop, picking up 2 TG 7.3 men take to BOUNDARY TARE and return copter THUMBTACK
22	TG 7.3		1300	1415	Water Sampling.
23	EG&G		1634	1700	From YCV to THUMBTACK.
24	(3 copters for this mission)		1438	1545	To C-47 Airstrip on Tare to pick up passengers of incoming plane
25	TG 7.3	4 men	1316	1345	To C-47 Airstrip on Tare, repairi[illegible] strip.
26		3 men	1525	1620	To George Sta. 1550, stay 15 minu[illegible] pick up and return to THUMBTACK
27	EG&G		1637	1705	From Nan to THUMBTACK.
			1710	1745	From Nan to THUMBTACK.

COPIED/DOE LAVL RC

[redacted]

124

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 10 March 1954

MISSION	PROJECT	E INVOLVED	DEPART	RETURN	DESTINATION
1	TG 7.3 TU-7 1,6		0830	0948	Rad-Safe Survey of Atoll. Drop at Tare.
2	EG&G		0850 , 0920	0920 0950	To Nan. (2 trips required)
3	2.5a H&N		0907	0935	To Tare then to William and drop.
4	2.5a		0913	1143	To Fox, How, Fox, Love, How, Nan, Love, Nan, Zebra, Yoke, Zebra, William, Yoke, Uncle, William, Uncle and return THUMBTACK.
5	TG 7.3		0851	0927	Mail flight to YCV, pick up and on YCV and return THUMBTACK.
6	EG&G Prog 23 1.2a		0904 0920 0950	0920 0950 1020	To YCV and drop. Picking up 9 1.2a men and take to Sta. 102 on Oboe and drop. (Two trips required from YCV to Sta. 102
7	Prog 15 Prog 18 1.4 EG&G		0940	1035	To George, sand spit, drop . Pick up at George and take to YCV dropping off and at YCV.
8	Prog 18		0950	1017	To Nan.
9	Prog 11		0907	1007	To Zebra, pick up in 15 minutes and return to THUMBTACK.
10	CTG 7.3		0940	1020	Pick up at YCV and take to BOUNDARY TARE.
11	Prog 15		1450	1527	Pick up and at YCV take to George and drop then take to THUMBTACK.
12	2.5a H&N		1250	1320	Pick up at William, take to Zebra and drop.

COPIED/DOE
LANL RC

125

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 10 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED		DEPART	RETURN	DESTINATION
13	TU-12			1254	1315	To YCV.
14	Prog 18			1352	1423	To Nan. (3 Prog 18 people to stay over night)
	TG 7.1 EG&G			1352	1440	To Bravo thru Uncle (210 stations) estimated time 2 hours, return.
15	2,1			1515	1542	From George to THUMBTACK.
16	EG&G			1537	1730	To Sta. 102 on Oboe pick up 9 1.2a men and take to YCV (2 trips required). Pick up return TT.
17	1.2a EG&G TU-8					
18	TU-8 TU-12			1225	1305	Take and 4 TU-12 men to YCV and drop. Pick up , Blossom and Moore and return to THUMBTACK dropping off at Tare on return.
	Peog 23					
	1.4			1100	1227	Pick up at BOUNDARY TARE take to
19	CTG 7.3		1 man	1308	1445	To Tare to pick up plus 1 man then toDog, lagoon side and pic up in 1 hour and return.
20						
			+ 100#	1352	1647	To Alpha thru William and return.
21	2.2			1435	1520	Mail run to YCV dropping off at YCV, pick up 3 Marines and return THUMBTACK.
22	Prog 18					
	TG 7.3 Marines	3 men 3 men				
			+ 2 men	1540	1646	Pick up 6 men at YCV, drop at George, then to Tare drop + 1 then return with 2 Marines
23	Prog 18 Marines	2 men				
				1540	1615	From Nan to THUMBTACK.
24	Prog 18					
				1614	1657	From Nan to THUMBTACK.
25	TU-6 TG 7.1 15					
				1645	1725	From Zebra to Tare.
26	2.5a H&N					
				1645	1720	From Nan to THUMBTACK. (2 planes involved)
27	EG&G					
						Take to Nan (stay overn
	Prog 18					

COPIED/DOE LANL RC

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 11 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	J-1		0821	0940	Rad-Safe Survey of Atoll.
2	EG&G		0821	0850	To YCV.
3	EG&G		0821	0918	Take all EG&G men to Nan, pick up 4 Prog 18 men and return them to THUMBTACK.
4	EG&G 13.4 Prog 18		0821	0903	Take (UCRL) to George and drop, pick up and on George take to YCV and drop.
5	1.2a Prog 18		0900	1000	Take to YCV and pick up 1.2a personnel at YCV and take to YCV and drop.
6	TG 7.3	3 men	0840	0915	Mail run. Pick up 7.3 man on YCV and return.
7	1.2b	plus 2 men and 300#	0930	1220	Pick up at YCV, then to Sta122.07 on Charlie and drop 2 men, then from air try to locate Sta. 122.0 Charlie, then pick up 2 men 10-1 minutes after drop and take to St 122.06 and wait 10-15 minutes to pick up again and return to YCV, and drop. Then take 2 new men a 300# take to Sta. 122.05 Charlie drop 2 men, then aerial reconnai ance of Sta. 122.08, then pick u 2 men at Sta. 122.05, then take Sta. 122.08 and drop 2 men, pick in 10-15 minutes at Sta. 122.08 and return to YCV and drop. To YCV and drop before mission beg
8	TU-4 3.2 TU-7	2 men + 250#	1017	1202	To Tare drop TU-7 men, then to Ho pick up 250#, then to Nan-Willi Tare and drop 3.2 men and retur
9	2.5b	Entwhistle and 1 plus 400#	0917	1120	From Tare to Dog Sta. 252.03, the Easy, to Fox, and to George and return.
10	Prog 18		0932	1006	To Nan.
11			1100	1158	Transport material from Nan to T

COPIED/DOE LANL RC

127

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 11 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
12	TG 7.3	3 men	1125	1210	Mail run to ESTES.
13		plus 75#	1323	1430	To How, drop and pick up in 30 minutes then to Nan and drop —, to How pick up and return.
14	2.5a TU-12		1313	1340	To Sta. 2300 Peter and drop then to Tare pick up 200# then to William and drop 200#.
15	Prog 18		1456	1540	To Nan drop 3 Prog 18 men who will remain overnight and then mail ru to USS GYPSY and return.
	TG 7.3				
16	1.2a J-1		1449	1611	Take to YCV and drop, pick u 2 1.2a men and take to Sta. 101 George, pick up in ½ hour and ret
17	1.2a		1540	1703	From Sta. 102 Oboe to YCV.
		, plus 1 man			
18	TG 7.3 TU-4	3 men	1437	1509	Mail run to YCV. Pick up at YCV and return to THUMBTACK.
19	TG 7.1		1447	1525	Pick up at C-47 Airstrip at Tare a bring to THUMBTACK.
20	2.5b	2 men plus 400#	1645	1915	From Tare to Dog. 252.03, to Easy, George, How and return.
21	Prog 18 TG 7.3		1300	1355	To YCV and drop and pick up 7 men and return. 2 trips requir
22	EG&G		1545	1620	Pick up at George and return to THUMBTACK.
	15		1609	1658	Pick up at YCV and return T
23	CTG 7.3		1357	1500	Pick up 2 men plus 70# at YCV and to Sta. 122.09 Dog and drop 2 m and wait 10-15 minutes and pick 2 men and return to YCV.
24	1.2b				
25	2.5a	plus 200#	1609	1720	Pick up at William, take to Zebra drop with 200#, pick up in ½ ho and take to Tare, drop and retu

COPIED/DOE
LAM EO

128

PRIVACY ACT MATERIAL REMOVED

Center Missions - 11 March 1954 (Cont'd)

MISSIONS	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
26	EG&G		1638	1728	Pick up at YCV and then to Tare and drop Yates, then to THUMBTACK with 3 EG&G men.
	Proc 18				
27	1.2a		1715	1800	From YCV to THUMBTACK.
28	EG&G		1643	1745	Pick up at Nan and return to THUMBTA
	UCRL JTF 7				
29	7.1		1705	1736	From THUMBTACK to BOUNDARY TARE and drop, return empty.
30			1734	1810	To Sand spit on George and drop.
31	CTG 7.3		1733	1830	To BOUNDARY TARE to pick up
32	TG 7.3	1 man	1825	2015	Take to YCV, and return.

COPIED/DOE
LANL RC

129

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 12 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	Prog 11 Proj 2.2	and 200#	0752	0841	To Tare pick up 200#. Then to Zebra drop and Go to Rafe Stas. 251.09. Return to THUMBTACK.
2	TU-8 1.2a 15.1		0748	0849	Take to YCV and drop. Pick up and at YCV. Take to George Sta. 101 and drop. Pick up and at George Sand Spit and take to Tare Air-strip and return to TT.
3	Prog 18		0750	0829	To Nan and drop pick up well and take to Tare and drop Return to TT empty.
4	Prog 18 1.2a		0823	0932	To YCV and drop Yates. To Georg and drop and pick up and return to YCV. Return to TT.
5	TU-6		0832	1020	Oboe. Leave Oboe at 0845. Arri Nan 0900. Pilot shuts down ar goes with party to Sta. 70. Party ( ) leave Nan 0945, arr YCV 1005 and drop. Return to
6	1.6		0827	0928	Pick up at Tare. Go to How and drop. Return to TT.
7	H&N		0904	1030	Pick up at Tare Mat. Take to George Sta. 101. Pick up in 5 minutes and go to George Sa Spit. Pick up in 15 minutes take to Nan and drop. Pick up in 20 minutes and return to
8	1.6		0905	1109	Pick up on Zebra. Take to and drop. Go to How and pick and take Nan. Return to TT.
9	TU-8		0902	1005	Go to YCV and pick up and return to TT.
10			0841	0905	Takes crash crew to Tare and d pick up CTG 7.4 plus 9 and to BOUNDARY TARE, return to Tare pick up crash crew and return TT.

COPIED/DOE
LANL RC

130

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 12 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
11	2.2 Prog 18		0955	1050	Pick up at William. Go to George and pick up Return to TT.
12	Prog 18		1329	1400	Take to Nan and drop. Pick up Beck, and return to TT.
	JTF 7		1550	1630	Pick up atNan and return to TT.
13	H&N JTF 7	2 men	0905 1337	0955 1410	YAG control, two trips.
14			1204	1310	To How, 15 minutes, pick up and return to TT.
15			1250	1500	Take crash crew to Tare, pick up C-47 flight passengers and tak to BOUNDARY TARE, return to Ta pick up crash crew and return
16			1645	1720	To BOUNDARY TARE pick up JTF 7 Staff members and take to TT, return them to BOUNDARY TARE and return to TT.
17					

COPIED/DOE
LANL RC

131

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 13 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	TU-6 EG&G		0830	0915	Pick up at BOUNDARY TARE and take to Nan, return to TT with
2			0700	0830	Take crash crew to Tare, pick up passengers from C-47 flight and return to Tare and pick up crash crew and return to TT.
			1000	1055	Take crash crew to meet C-47 fligh and take 5 passengers to catch flight, return crash crew to TT.
			1330	1500	Take crash crew to meet C-47 fligh and return crash crew to TT.
3	TU-6 EG&G		1013	1105	Take firing party to Charlie Marine landing and drop.
4	TU-6 EG&G J-6		1325	1424	Take to Charlie Marine landing and drop, pick up and return to TT. Then take to Tare airstrip to catch C-47 flight.
5	H&N Prog 18 EG&G		1311 11	1405	Take Perry, to Tare and drop. Pick up and take to Yoke and return to TT.
6	Prog 18		1325	1355	To Nan and drop.
7	EG&G		1330	1410	To Nan and drop , Pick up and return to TT.
8	2.5b 2.2	and 300#	1343	1445	Pick up at Tare Pad (1400) take to Dog (1420) and drop. Retur to TT.
9	Prog 18 1.2a 13.4	2 men	1414	1515	To Charlie Marine Pier, pick up , and 1.2a men. Then to Sta. 101 George and d 1.2a men and then to George S an Spit and drop
10	H&N		1414	1455	Pick up at Yoke and take to William and drop.

COPIED/DOE LANL FC

132

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 13 -h 1954 (Cont'd)

MISSION	PROJECT	P- E INVOLVED		DEPART	RETURN	DESTINATION
11	2.5b EG&G			1414	1600	To Nan and drop Pick up and take to George fo 5 minutes, pick and take to Dog for 10 minutes, pick up and ta to Easy for 10 minutes, pick up and take back to George for 5 minutes, pick up and then to Nan for 5 minutes, pick up and return to TT.
12	2.2			1451	1536	Pick up at Dog and return to TT.
13	H&N EG&G			1532	1624	Take to Tare and drop. Then to William and pick up and and take to Tare and return TT empty.
14	EG&G		and 75#	1521	1605	Pick up at Tare Pad and go to Nar and drop then return to TT with
15	Prog 18			1601	1643	Go to Nan and pick up then to Tar and pick up , and return to TT.
16	Prog 18			1553	1610	Pick up at Nan and return to TT.
17	1.2a EG&G	2 men		1623	1710	To BOUNDARY TARE and pick up then to George Sand Spit and d and Then to S 101 George pick up 1.2a men an return to TT.
18	UCRL	18 men		1646	1730	Pick up at Tare Pad and return t TT.
19	EG&G			1805	1827	Pick up at Nan and return to TT.
20	EG&G			1815	1845	Pick up at Tare and return to T

COPIED/DOE LANL RC

133

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 14 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	H&N		0805	0837	To George Sand Spit and drop. (will return by boat.
2	UCRL		0831	0930	To Tare and drop.
3	2.5b 6.4		0856	1040	To spend 5-10 minutes at each o the following locations start from TT to How, Love, Oboe, T Uncle, Victor, William, Yoke Zebra, Alfa, Bravo, and retur to TT.
4	1.2a		0854	0915	To Oboe Sta. 102 and drop (come out by boat).
5	EG&G		0907	0949	To How and drop Morris, Currie Swanger and then to Tare and drop and to Nan and drop
6	EG&G Prog 18		0913	0955	To George and drop . Pick up Th to Nan and drop . ret to TT.
7			0930	1040	Take crash crew to Tare and dr pick up passengers from C-47 flight.
8		6 men	1125	1235	To George, pick up 6 men and t to Tare strip for C-47 fligh
9			1128	1237	To Tare Strip to pick up passe from C-47 flight.
10	EG&G		1110	1145	Pick up at How and return to T
11		150 lb,	1128	1237	To Tare Strip to catch C-47 flight.
12	H&N		1201	1300	Pick up at Geo Sand Spit, tak Tare and drop, wait 10 minut pick up and return to Georg drop belt in LCU, pick up S and take to Tare and drop. Return to TT.

COPIED/DOE LANL RC

134

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 14 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED		DEPART	RETURN	DESTINATION
13	JTF 7	8 men		1147	1222	Pick up at BOUNDARY TARE to cate C-47 and C-54 flight.
14	Prog 18			1225	1249	To YCV and drop.
15	2.5a			1320	1355	Pick up at Tare Pad, take to William and drop.
16	2.5a			1320	1430	To How, pick up in 20 minutes an return to TT.
17	TU-7			1328	1430	Rad-Safe Survey of Atoll, pickir up at Nan.
18	TU-4			1356	1502	Take to BOUNDARY TARE drop, picking up and procee to fly over Uncle, Tare, How, Nan and return to BOUNDARY TA and drop. Return TT.
19	2.5b			1430	1610	Pick up at Tare Pad and take to drop and pick up in 30 minute Then to Alpha for 15 minutes return to TT.
20	Prog 18 TG 7.2 H&N	3 150#		1455	1545	To Tare and pick up , the to Nan and drop plus 3. Pick up and , then to George and pick up return to TT.
21	2.5a			1512	1545	Pick up at William and take to Zebra and drop.
22	2.5a	1 man		1615	1700	Pick up at Zebra go to Tare fo minutes and return to TT.
23				1622	1710	Crash cre to Tare Strip, pick passengers from C-54 and tak to BOUNDARY TARE and return
24	EG&G			1630	1707	Pick up on BOUNDARY TARE and t to Nan and drop.
25				1715	1750	Pick up at BOUNDARY TARE, take Nan and drop.
26	H&N	2 men		1712	1744	Pick up at Tare Pad, take to and drop.

COPIED/DUE LANL RC

135

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 15 March 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	EG&G		0845	0917	TT to Nan and drop.
2	EG&G		0828	0849	TT to George and drop.
3	TG 7.3 TU-13 1.2a	3 men	0920 plus 25#	0947	Mail Run. TT to YCV and drop Pick up plus 25# at YCV and return to TT.
4	TU-7		0818	0940	Rad-S fe Survey of Atoll.
5	2.5a TU-7		0904	0935	TT to Tare for 2 minutes to pick up 150# and drop Then to Uncle for 5 minutes and Evans returns to TT.
6	1.6 EG&G		1030	1145	TT to Bravo and drop and Fo Then to How and drop and Return to Bravo, pick take to Willi and drop. Return to TT.
7	JTF 7	4 men	1122	1155	Pick up on BOUNDARY TARE and take YCV and drop.
8	1.6 EG&G TG 7.4		1146	1215	To William, pick up then to George and drop to Nan and drop and return TT
9	2.5a EG&G		1307	1415	Pick up at Uncle, then to and drop Then to Tare and drop 150# and return with to TT.
10	CTG 7.1 Prog 18 TU-6 EG&G		1335 mpbell er	1429	TT to BOUNDARY TARE to pick up Then return to TT pick up Then to Nan and drop these 6 mer Then to How and pick up and return to TT.
11	TG 7.1 EG&G		1052	1210	Pick up on BOUNDARY TARE and take to Tare Then to Nan and pick up and take to Love and dro
12	TU-14 3.2 TU-7		1332	1439	TT to YCV and drop Then to Tare pick up and return to T

COPIED/DOE
LANL RC

136

PRIVACY ACT MATERIAL REMOVED

Copter Missions - 15 March 1954 (Cont'd)

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
13	JTF 7	plus 4	1367	1430	Pick up at YCV, take to BOUNDARY T. drop plus 3, pick up 4 and take to Tare AIRSTRIP.
14	TG 7.4 TG 7.3	3 men	1230	1415	Mail Run. TT to YCV and pick up , then to Nan and pick up then to Tare Strip to catch C-47 flight.
15	Prog 24		1353	1430	TT to Sta. 2400 on Sugar. Return by boat.
16	2.5b		1415	1541	TT to George, spend 20 minutes, th pick up and take to Nan, spend 2 minutes, pick up and take back t George, spend 20 minutes at Geor then pick up and return to TT.
17	TG 7.3 1.2a	3 men	1439	1525	Mail run to YCV. Then to George and drop Retu to YCV, pick up 2 men and return
18	2.2 EG&G		1457	1550	TT to Dog and drop Brown and Carp. Then to George Sand Spit and pic up a return to TT.
19	CTG 7.1 EG&G Prog 18 EG&G Prog 18		1530	1645	Pick up at Nan and return to TT. 2 trips required.
20	2.2 1.2a 3.2 TU-14		1555	1710	To YCV and drop Norton. Pick up 1 at YCV. Then to Dog and pick up , then to George a drop Yates and pick up Then to YCV drop and , Pick up and and re
21			1613	1632	TT to BOUNDARY TARE drop , th to Sta. 2300 and pick up and return TT.
22		1 man	1723	1737	TT to BOUNDARY TARE and drop.
23	Prog 18 H&N		1745	1817	To Nan and drop overnight) and pick up and 3 H&N men and return to TT.

COPIED/DOE
LANL RC

137

PRIVACY ACT MATERIAL REMOVED

SCHEDULE OF COPTER MISSIONS - 16 MARCH 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	TU-7	Home	0826	0957	Rad-Safe Survey of Atoll.
2	EG&G Prog 18		0829	0919	TT to Nan and drop Pick up and return to TT.
3	EG&G Prog 18		0831	0923	Take to George and drop. Pick up and take to YCV and drop. Pick up plus 2 men at YCV. Go to William and drop the 2 men. Go to Tare pad and drop . Return to TT with (Note: went from TT to William by boat, picked up 2 men and went to Tare.)
4	7.3 TU-4		0845	0917	Mail run. TT to YCV to TT.
5	7.3		0903	1035	TT to YCV, pick up 1 man, then to Tare strip and drop 3 men and return TT.
6	2.5a		1001	1310	Pick up at Tare Pad. Take to How (30 minutes) Then take to Love (30 minutes) Then take to Nan (30 minutes) Take to Tare Pad and drop.
7	6.4		1252	1400	Take movies to YAG 39 and YAG 40.
8	EG&G 1.2b 1.2a		1245	1350	TT to YCV and drop Pick up and 50 lbs. Go to Dog and drop (pickup in 15 min). Then to George, drop List. Return to Dog, pick up and go to YCV and drop. Pick up at YCV and return TT.
9	TU-6 Prog 18 UCRL		1300	1448	TT to Boundry Tare. Pick up then to Tare Pad and drop Return to TT and pick up . Take to Nan and drop Return to TT.

COPIED/DOE
NARA

138

PRIVACY ACT MATERIAL REMOVED

Copter Missions 16 March 1954 (Cont)

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
10	2.5b 2.2 TU-7		1345	1450	TT to Tare Pad and drop and plus 150#. Pick up plus 100#. Go to Victor and drop . Go to Dog, drop Brown for 10 minutes, pick up and return to TT.
11	2.5b		1350	1442	TT to George for 5 minutes, then to Nan and drop.
12	7.3		1402	1447	TT to Tare Strip to TT. Mail run.
13			1442	1540	TT to Tare Strip, pick up film and and take to George Sand Spit and drop film. to return with copter, along with
14	7.3		1448	1515	Mail run. TT to YCV to TT. Drop at YCV. YCV to TT.
15	2.5b EG&G		1510	1555	Go to Victor. Pick up Take to Bravo and drop. Then to YCV, pick up and return to TT.
16	2.5b 1.2a TU-7		1512	1605	Pick up at Nan, take to George for 5 minutes, pick up and List at George and return to Tare Pad. Pick up (1545) and return to TT.
17	EG&G 2.5b		1555	1720	Go to Tare Pad and pick up and 2 men. Take to YCV and drop. Go to George pick up and Go to YCV, pick up and and Go to Bravo and pick up Go to Tare Pad and drop Then return to TT.
18	EG&G Prog 18		1555	1627	Go to Nan and pick up 8 men and return to TT.
			1555	1640	and motor to Boundry Tare.

COPIED/DOE LANL RC

139

PRIVACY ACT MATERIAL REMOVED

SCHEDULE OF COPTER MISSIONS - 17 March 1954

MISSION	DEPART	RETURN	PROJECT	PEOPLE INVOLVED	DESTINATION
1	0837	1005	2.5b TU-7		TT to Tare Pad (0840). Drop and plus 50 lbs. Pick up plus 100 lbs. Then to George approx 0900. Drop Then to George Sand Spit and pick up Then to center of George, pick up and Then to How and drop and Also 100 lbs. Then to YCV and drop Return to TT with N
2	0850	0918	EG&G		TT to Nan and drop 12 men plus 30 lbs. (2 helicopters)
	0851	0922			
3	0850	0932	J-1 TU-13 TG 7.3 EG&G	4 men	Mail run. TT to Boundry Tare, pick up and return TT. Pick up mail personnel and go to YCV and drop and return to TT.
4	0925	1010	16.1		TT to Tare Strip and pick up personnel. Return to TT. (2 helicopters)
5	0940.	1020	TG 7.3		TT to YCV and pick up and take to Boundry Tare and drop. Return to TT.
6	0945	1110	2.5b J-1		TT to Nan, drop MP and one. Go to How (1005) and pick up and and take to Nan. Orbit for a 20 minutes, pick up Take to Tare Pad and drop and Copter back to TT with
7	1000	1035	EG&G	and one	TT to Boundry Tare, pick up and o and take to Nan.

COPIED/DOE

140

PRIVACY ACT MATERIAL REMOVED

OPTER SCHEDULE FOR 17 MARCH (CONT)

MISSION	DEPART	RETURN	PROJECT	PEOPLE INVOLVED	DESTINATION
8	1035	1102	TU-13		TT to YCV and pick up . Drop and at Interne and pick up 30 lbs of contaminated clothing. Return to TT.
9	1128	1215	EG&G		TT to Nan, drop and pick up . Return to Tare Pad and drop and . Return TT with Long and MP.
10	1245	1330	TU-1		TT to Nan and drop Seacord and (1315) and return to TT.
11	1300	1355	UCRL		TT to Boundry Tare to pick up Drop at Tare Pad and then go to YCV and drop Yates and pick up and . Return to TT.
12	1330	1440	16.1 J-3	plus 2 and 175 lbs	TT to George Sand Spit and drop Then go to Charlie, drop plus 2 and 175 lbs and pick up in 15-20 minutes and return to TT.
13	1400	1445	TG 7.2	and one plus 400 lbs.	TT to Nan (1420) and return TT.
14	1415	1450	TU-7 TG 7.3		TT to Tare Pad and pick up these three men. Return to TT.
15	1445	1525		5 men	TT to YCV to TT. Pick up plus 5 7.3 men.
16	1500	1610	TG 7.5	3 others	TT - tour - TT.
17	1515	1550	Prog 18 EG&G		TT to Nan (1530) and pick up . also and Return to TT.
18	1600	1650	EG&G		Pick up at Nan and bring back to TT.
19	1700	1735	CTG 7.1 UCRL		TT to Tare Pad and pick up and . Pick up and take to Boundry Tar and drop. Return to TT.
20	1700	1748	EG&G		TT to Nan and pick up. Then return to TT

COPIED/DOE LANL RC

1411

PRIVACY ACT MATERIAL REMOVED

[redacted]

J-3/51

Monday - 11 January 1954

and party of five arrived at the airport at 0946. Party departed 10 minutes later for overnight stay at Charlie. Arrangements were made to pick them up at Charlie at 0900 hours 12 January for transport to Airport, then back to Parry.

Major and CDR arrived. was introduced to the Air Force Detachment and began a study of the helicopter schedule to accommodate the proposed population increase. After a conference with Major and Mr. H&N dispatcher, a new schedule of six flights, both morning and afternoon, will commence Wednesday, 13 January. discussed marine operations with the H&N marine dispatcher.

visited Charlie to correct the vehicle deficiency of Program 22. He consulted with and and reported the vehicle situation was corrected.

assumed command of all TG 7.1 personnel on 11 January 1954.

The 24-hour duty roster was initiated.

Today marked the beginning of the TG 7.1 population increase. Copter operations increased for a total of 282 passengers.

The LST arrived with 11 jeeps, one 4-ton wrecker and five 3/4-tons with "A" frame.

consulted with an (H&N Supt. for Marine Operation) and with (H&N Port Captain) and learned that no plans had been made to moor Shot Barges until late February, whereas TU-4 has planned a test moor of [redacted] Barge on 28 January to 22 February.

Arrangements are now being made by H&N to lay the moors in time for the 28 January trial. It takes about 5 days to lay the moors and the schedule will be tight. will be in Charge of laying the moors and with actually mooring the barges.

[redacted]

COPIED/DOE
LANL RC

[redacted]

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 27 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/92
F

Copter passengers 27 February - 432. Total for week 22-28 February - 2622. Total for 6 weeks beginning 18 January - 13,463.

A march graph showing all copter movements for B-2 was completed. Each of the leaders of the parties was contacted by phone and his time verified. Total passengers will be 90.

The LST was pulled off the beach at 0835. This alleviated the situation, allowing H&N to resume loadings and freed the tug to start relaying the can. However, the LST had to be unloaded and most of the fuel and water dumped. The remaining problem was to get the 2 UCRL trailers away to Ursula before BRAVO. This was done by loading the 2 trailers into a T boat, then to the LSD and finally to the second LST.

arrived at 1300, to Charlie, Nan.

and attended a weather conference on the ESTES at 1700.

The final evacuation meeting was held. Since the only movement was by copter the discussion was short.

All planned trailer movements were completed at 1005 with the arrival of J-16-7 (Matt) at Nan. Only 3 trailers J-15-2, J-15-3 and UCRL 11 remain to be evacuated B-1.

Arrangements were made to copter and party of nine to the ESTES immediately after arrival 0920, B-1.

All arrangements were completed to meet and escort the VIP party arriving Tare at 1010, departing 1200. will escort. will meet and depart via 1100 copter with will be picked up with at 1230.

The first draft of UNION Recovery and Re-entry is now being printed.

The final draft of UNION evacuation is being assembled.

planned to have a plane to be in the Tare area at H/3½ to land if possible in order to take out film but disapproved.

DISTRIBUTION:
Copy 1 * J-3 Tare
2&3 - J-3 Elmer

[redacted]

COPIED/DOE LANL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

143

PRIVACY ACT MATERIAL REMOVED

[redacted]

Friday - 26 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/91
F

The spare X-Unit is scheduled to be moved from Charlie to Pan at 1530, J-2. is to arrange for classified transport with couriers, etc.

The fourth evacuation meeting was held during the evening to ensure all evacuation events were on schedule. Those present were:

J-3 Section
- J-4
- H&N Copter Dispatcher
- TU-13
- Operations Officer Copter Detachment

The Check List is on schedule.

There were 356 passengers airlifted by the copter service 26 February.

The schedule for official observers for BRAVO Shot was received today. Arrangements have been made with H&N and J-3 to welcome the official observers and to escort them on the tour of Tare Island. Sewell to be the guide..

The helicopter schedule for B-1 was published for J-3 distribution. This schedule covers all copter movements until 1100. After 1100 operational control shifts to the operations department of the BAIFOTC.

The LST 762 was scheduled to depart Tare late afternoon 25 February, however, she was hard aground and could not retract. Another attempt was made at 1000 high tide this morning with aid of "T" and "U" boats and one tug but still no retraction. At this point came ashore and directed the operation in preparation for 2000 high tide. All efforts failed. ordered an additional tug from in preparation for another attempt at 1010, 27 February. This incident has seriously hampered H&N operations especially since only light beach operations could be conducted while "T" boats and tugs were working on the LST. The 2 UCRL trailers which were due to leave on this LST may be sent by "T" boat to the LSD and retransferred to the LST 551 which is in the lagoon. Project 1.4 is effected since the tug is not available to lay their last can.

At 2000 hours and phoned J-3 Tare and stated the CURTISS (off Charlie) was right in the line of sight between Delta and George. They requested she be moved at least 200 yards south. discussed this with CO CURTISS, who protested movement in the dark as it would take two hours to get up steam and move. Later he agreed to do this if it was an emergency. assured him it was necessary. The CURTISS completed movement at 2200.

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

[redacted]

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

J-3/53 [redacted]

Wednesday - 13 January 1954

departed by special copter at 0915 for Charlie via Uncle and Able. Upon arrival at Charlie a conference was held by with concerning their problems. major problems concerned his scientific project. major problems were obtaining work order numbers in order to expedite projects at Charlie and completion of a camp for on Able. major problems were completion of his camp in order to reduce travel time from Charlie and obtaining some means of transporting to and storing water at the camp site. stated Charlie would receive priority in view of the fact it was the site of Shot No. 1 and the scene of the preponderance of experiments. Following the conference the group toured the stations on Charlie and Able. At 1600 the group departed Able by special copter for Fox where remained overnight to confer with

and EG&G personnel established motorola stations at Tare, Able, Charlie, Fox and Non. The net was operational at 1520.

The new helicopter schedule operating 12 flights daily, 6 in the morning and 6 in the afternoon servicing Tare, Charlie Fox and Non, was initiated. The first priority copter cargo service was initiated via the regular schedule by J-4.

Operations Officer TG 7.3, arrived at Tare.

Arrangements were made by with the H&N Superintendent for Marine Operations for the servicing and repairing of marine craft assigned to various projects at Tare. For servicing a JOB-4 Work Order through J-6 will be required to cover each specific repair job. One work order for each project will cover fuel, oil and water for the entire operation.

Ream visited TU-1, Meadows 12.2, 15.1, 1.2a, 1.3, 1.7, 18 and Self J-6 Fox concerning the assignment of vehicles.

A question arose as to temporary lights in the YCV to align and check optical systems prior to arrival of shot barges. will discuss this with 7.3. YCV is expected at Bikini 15 January.

A study of the Charlie-Fox boat situation and future copter requirements to meet the future requirements of the experimenters, is being made.

The new Bikini-Eniwetok airlift schedule and the method for obtaining space on this lift is being published to representatives on all islands.

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

COPIED/DOE LANL RC

[redacted]

[redacted]

145

PRIVACY ACT MATERIAL REMOVED

[redacted]

J-3/52 [redacted]

Tuesday - 12 January 1954

Two jeeps sent to at CHARLIE by . A bus driver will report to CHARLIE for bus operation along the pipe line.

notified that CHARLIE exclusion area will be established about 20 January. to be allowed to assist in access list.

and party departed for Parry at 1015.

A new Eniwetok - Bikini airlift schedule was prepared at Parry, to be effective Thrusday, January 1954.

Two new telephone lines established between Tare and Nan.

and party arrive from Eniwetok.

was informed that he can carry cargo by helicopter up to the limit of 100 lbs on a priority bases by contacting the air dispatcher direct. Any conflict with passenger schedules will be resolved by J-3.

working on the communication situation between Tare, Nan, Fox and Charlie. Repeaters will be completed at Fox and Nan in approximately 10 days. This will not relieve the situation since most of the lines will be required by EG&G for timing and firing. working with to establish the Pogo, administrative, EG&G and UCRL radio net to relieve the over load on the telephone lines.

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

This material contains information affecting [redacted] the [redacted] any [redacted]

COPIED/DOE
DECL FILE

[redacted]

146

PRIVACY ACT MATERIAL REMOVED

[redacted]

A "delay" plan was drawn up to cover the copter and boat movements needed in event there is a delay. This plan is for J-3 distribution only.

The last basic UNION information was received from TU-13 and the final UNION draft evacuation plan is now being drawn up.

A copter "march graph" has been completed to cover all B-1 copter movements. The schedule will be tight.

has added another man (Ross) to his 1430 B-1 copter flight from Charlie to Nan.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

147

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 25 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/90
F

consulted with on the question of MP's at Sta. 70 on B-1 day. It was agreed that the MP's would be evacuated at the same time the PGMG personnel are evacuated.

There were 472 passengers airlifted by the copters on 25 February.

of J-4, and discussed plans for coordinating the sample return requirements and dispatching the samples on the C-47's on time to meet the departure time of Flyaways 12, 13, 14 and 15.

Tab B to Appendix II to Annex N, CTG 7.1 Operation Plan No. 1-53 (Changes to BRAVO Re-entry and Recovery) was published and distributed.

A TWX was received stating that the VIP party which was scheduled for a tour of Bikini Atoll on D-2 is now slated to arrive Tare at 1000 D-1 and depart 1200 D-1. Everyone was alerted as to the change. RADM Brutor immediately dispatched a TWX to JTF saying that no copters would be available to the party.

A meeting was held with the MP Detachment OC, AFC Security and to ensure there would be no conflict in copter requirements.

The 4000 gallon tanker belonging to the AF was moved by T boat to Nan.

The third evacuation meeting was held during the evening to ensure all evacuation events were on schedule. Those present were:

J-3 Section
- J-4
- MP
  - Copters
- HQN Dispatcher
  - TU-13

escorted to Able, Charlie and then to Fox overnight. Tomorrow they will proceed to Nan and later to Tare.

Plans were made for who is due to arrive 0945, 26 February 1954.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

[redacted]
hibited by law.

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF ___ PAGE(S)
NO ___ OF ___ COPIES, SERIES ___

[redacted]

148

PRIVACY ACT MATERIAL REMOVED

[redacted]

Wednesday - 24 February 1954
DAILY DIARY - DELTA ATOLL

J-3/89
F

At 1900 and his entire J-3 Section conducted the second scheduled meeting for orienting all members in the next day's evacuation plans and changes. In addition to the J-3 Section those present were:

- J-4
- Marine Copters
- VMH Copter Dispatcher
- TU-13
- J-3 Ulner

The D-5 day operations were completed smoothly.

returned to Ferry on the 1030 flight.

The copters carried 451 passengers for a new daily record.

All persons returning to Thiwetok by ship will be issued tickets by J-1 and placed on the ship manifest. The ticket system will enable J-1 to maintain control of personnel at the Eniwetok Atoll.

Arrangements have been made to airlift twenty five 7.2 men to Thiwetok who will arrive at Eniwetok on the USS ALDEBARAN at 0800 on 25 February.

Cerell of USNL arrived Tare at 1455.

, TG 7.3, visited J-3 to brief J-3 on the itinerary of the VIP party D-2. The party arrives Tare at 1145, to Charlie by AH, arrive Charlie 1245, depart Charlie 1300, arrive Tare 1415, depart for Fred 1630. will escort. will meet at Charlie. will meet at Tare.

J-3 queried reference possibility of releasing one copter for transport to Fred on LST departing 26 Feb. conferred and a return TT was sent suggesting D-3 or 4 because of the effect that a loss of 1 copter would have on the evacuation. J-3 replied that an H-19 now at Ulner will be modified to carry samples from Fred to Ulner. Therefore, the copter will not be needed until UNION plus 3 or 4.

The ALDEBARAN arrives 25 Feb. This requires 25 reservations via C-47 to Fred by an 1030 flight. Arrangements were made with J-3 Ulner to lay on 4 flights on 25 February.

J-6 Charlie, will arrange to meet (AT) with a vehicle at the Charlie Marine Pier (copter) when the AT lands to proceed to Station 20.

requested (approved) a late 1430 departure from Charlie on D-1 for himself and 3. Arrangements have been laid on.

DISTRIBUTION:
Copy 1 - J-3 Tare
Copy 2 - J-3 Ulner
Copy 3 - CAML RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

[redacted] affec[redacted] espionage [redacted] in [redacted] is [redacted] law.

149

PRIVACY ACT MATERIAL REMOVED

SECRET

Tuesday - 23 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/88
F

The 7.1 teletype was placed on 24 hours duty except for scheduled shut downs for meals.

(Prog 18), met to resolve program 18 copter scheduling. B-1 Program 18 requirements were changed to allow a more flexible copter scheduling on that day.

One copter was reserved for the use of H&N personnel for the purpose of servicing generators on Able, Charlie, Now and Uncle.

There were 377 passengers airlifted by copter today.

At 1900 and his entire J-3 section conducted the first scheduled meeting for orienting all members in the next day's evacuation plans and changes. In addition to the J-3 section those present were:

- J-4
- Copters
- H&N Dispatcher

Tab G (changes to the BRAVO Chronological Check List) to Appendix I to Annex N Operation Plan No. 1-53 was published.

A commanders conference was held by on the ESTES at 1600 DN to critique the rehearsal. were present.

attended the J-3 meeting. He will depart for Charlie early D-5 as the J-3 representative. Ream will attend the J-3 nightly briefings and keep informed.

Contrary to the note in 22 Feb will not move his copters to Nan from Tare on D-1. Rather, since there will be only a few flights in the afternoon D-1, the copter operation base will be transferred to the EMIROKO about 1030 D-1.

met reference the firing party movements on D-1. As a result of his dry runs had several changes. After a agreement, consulted with to ensure everybody agreed. The changes have been incorporated in the evacuation plan.

A series of exercise messages were passed between regarding the fictional airlift of early samples. It was determined by that rapid communications was feasible, although one of messages was not delivered to him in time to do any good, being ratholed by J-4, according to

arrived Tare 1145, consulted with J-3, then to Nan and on to the ESTES overnight for the rehearsal.

COPIED/DOE

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

SECRET

This material contains info[redacted] affec[redacted] States [redacted] prohibited by law.

150

PRIVACY ACT MATERIAL REMOVED

[redacted]

Monday - 22 February 1954
DAILY DIARY - [illegible]

J-3/67
F

The radio lanthanum source arrived at Tare from Charlie. It was transported to the airstrip to be airlifted to Parry on the 1300 plane. The two couriers accompanied the source.

completed the first draft of the UNION Chronological Evacuation Check List and it is now being dittoed for distribution.

J-3 is maintaining a duty officer in J-3 office during the [illegible] rehearsal.

discussed the coordination of JTF check lists with 7.1 check lists. left the J-3 office at 1445 to go aboard the USTHS via Nan.

The [illegible] Evacuation Muster rehearsal was held at 1800. J-1 is tabulating the results.

On Saturday 20 February 359 passengers were airlifted by copters, on Sunday 21 February 42 passengers and on Monday 22 February 420 passengers.

Three lights were reported by the IT's off Tare at 2045. Another white raft was reported ashore by the air detachment.

TG 7.3 ships changed their position from Charlie and Tare to Nan at 1100. Small boats from the Navy boat pool were available for transportation of personnel from Nan to the ships.

was airlifted by copter to the USTHS 1145. visited Uncle, Charlie, Nan and Tare.

(H&M) and discussed copter requirements for E-1. At present TG 7.1 is utilizing 5 copters almost continuously between 0800 and 1100. In addition Nan has a 4 hour requirement for generator refueling and the IT Detachment commander has a requirement for an IT sweep of all uninhabited islands beginning 0900. J-3 Tare is attempting to consolidate all requirements.

(H&M) will run a late "T" boat from Tare to Nan for persons who might be remaining after the last boat to the ships.

will transfer all copter operations from Tare to Nan at 1030, E-1. This will place the copters closer to the BAIROKO and allow TG 7.1 closer control for emergencies. will go to Nan with the copter detachment to coordinate copter movements. He will evacuate to the BAIROKO with the copter detachment.

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

[redacted]

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

As yet TG 7.4 has not authorized the movement of the 4000 gallon aviation gas truck to Man. This is even more necessary considering the above.

attended a conference on the BAIRONC with the TG 7.3 staff on Sunday. It was learned that 7.3 will run the following boat service to ships for BRAVO evacuation:

B-2 - Every 1/2 hour.

B-1 - Every 15 minutes.

Project 1.4 on barge YC 1081 called via DOD net to TU-13 requesting the radio be manned all night because of their precarious position because of high winds. A call was placed with BOUNDARY TARE to contact the tug Cocopa to keep an eye on the barge.

AMC Security (Elliff) requested J-3 Tare alert him on all copter missions near or over exclusion areas. This will be done.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

152

PRIVACY ACT MATERIAL REMOVED

SECRET

Saturday - 20 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/86
F

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

Special copter flights are to be held to a minimum on Sunday 27 February. The Squadron is preparing the surfaces of the copters with wax in order to minimize contamination.

Copter passengers for 20 February - 358. Total for week 15-20 February - 2,008, and the total for 5 weeks 18 January thru 20 February - 10,841.

- is preparing the UNION Evacuation Plan. Most of the basic data has been accumulated.

The Bravo Evacuation Plan with a chronological Evacuation Check List, Regular Copter Schedule, Special Copter Missions, Boat Missions, Special Support Requirements and Trailer and Vehicle movements has been mimeographed and distributed. The Mimeograph facilities of the CURTISS were utilized and the work was completed at 0330, 19 February. Copies for Eniwetok were sent out by the 1035 C-47 flight. Distribution throughout Bikini was made by special copter during the afternoon.

A raft from Project 2.5a was reported ashore at by a copter pilot.

The movement of the [redacted] Device from the LST-762 to the LCU, was completed at 0915. The LCU with an LCM in company left immediately for Charlie. By 1300 the lowboy was in station 20. The operation was smooth.

Since last nights experiment was unsuccessful will require the Radio Lanthanum to remain on the barge during the night of 20 February 1954. All interested parties were notified. The source will be moved by boat from the barge to Charlie on Sunday. It appears that the source will be shipped back by a special 1300 flight on Monday. No passengers other than the 2 escorts will be aboard.

will not be finished with the Mock Barge until 26 February. The plans now are that the barge will be left in place until 26 February and then towed to Tare for off loading the H&N generator, program 18 search light and the helicopter landing lights. The barge then to be sent to Eniwetok by tow on 22 February LST.

The Curium Source was delivered to Charlie at 1320.

met to discuss recovery problems.

The Navy, Air Force, Marine Detachment, AEC Security Able, Charlie and Fox were reminded of the rocket firing on 23 February at 0645 and 1500.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 J-3 Elmer

COPIED/DOE LAVL BC

SECRET

[redacted]

153

PRIVACY ACT MATERIAL REMOVED

SECRET

Friday - 19 February 1954
DAILY DIARY - BIKINI ATOLL

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 5 COPIES, SERIES A

J-3/85
F

A TWX was received from stating both the Evacuation and Recovery Plans were to be classified CONFIDENTIAL.

The LST with the [redacted] arrived at Tare and docked about 1745.

A Sunday C-47 will arrive Tare at 1145 and depart 1330.

Arrangements were made to alert all concerned regarding the proposed rocket firing at 0645 and 1500, 22 February at Charlie.

Discussion was held with regarding covering KOON once the curtain is raised on B-1. states the KOON will be covered by a tarp at all times.

of TU-9 discussed filming of the [redacted] unloading at Tare and installation at Charlie. will confer with 20 February concerning this project.

Copter passengers for 18 February 388 and 19 February 322.

The evacuation plan was typed by 1700 and the stencils were taken by boat to the CURTISS off Tare at 2200 to be run off on the electric mimeo machines.

The recovery plan will be typed on 20 February.

confered with H&N regarding evacuation.

notified Tare that the movement of the 4000 gal truck (avgas) to Nan has been approved. TG 7.4 will take action to implement. notified.

- completed his tour of all LASL experimenters to obtain basic information for UNION evacuation.

completed his work at Station 20 with his radio Lanthanum source and the source was moved to the mock barge arriving at about 1330. worked until 2100 tonight. He was dissatisfied with the results and want's the source to remain on the barge until further word. He said he would keep J-3 Tare informed of his desires. desires to move the source back to station 20 on Charlie when he has finished with it on the barge because his station 20 results were unsatisfactory. has set this move up on a "when ready basis".

DISTRIBUTION:
Copy 1 - Tare J-3
2&3 - Elmer J-3

This material contains information affecti [redacted] Title 18, U.S.C., Secs. 793 and 794, [redacted] transmission or revelation of which in a [redacted] manner to an unauthorized person is [redacted] by law.

COPIED/DOE
JAIL RG

SECRET

154

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 18 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/84
F

has requested by TWX that assemble important papers that were left at Nan and deliver them to for forwarding to Parry. These papers will be hand carried to will make final delivery.

attended the formal inquiry into the death of at Nan. Members of the board were

has been requested to obtain the correct classification for the Bravo Evacuation plan. A low classification would result in a wider distribution and a smoother evacuation.

After many TWX's from Parry J-3, the Lantharnum Source was airlifted by C-47 from Parry and arrived at Tare airstrip at 1815. coordinated the movement of the Source from the plane to the Marine landing and thence to Station 20 where it was installed at 2100 hrs.

Operational letters #4 and #5 were received from J-3 at Elmer.

of TU-7 is establishing 3 telemeter stations to telemeter the Post Shot radiation levels on Nan, Tare and Fox. Shumway at J-6 is contacting in regard to the repeater station on the 75 foot photo tower. Frequencies have been checked by Surface present no problems.

of L-4 and of L-6 returned to Parry on the 1300 C-47 Flight.

There were 388 passengers airlifted by the copter service.

The vehicle, boat and special copter annexes were checked and made ready for publication.

consulted with on evacuation and re-entry of security guards. There appeared to be no problems that couldn't be handled in J-3. directed to consult regarding details on 19 February.

H&N discussed problems on last minute evacuation of Tare in event the C-47 is delayed after 1000 or can not take off. will run a special "late" T-Boat to take care of MP's Air Force Detachment, J-1 etc.

CTU-13 desires receive 10 copies (five with tabs and five without), the Bravo Evacuation Plan for Bikini distribution.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE
LANL RC

THIS DOCUMENT CONTAINS 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

This material [redacted] affecting the [redacted] United States [redacted] laws [redacted] 794, the [redacted] of which [redacted] any [redacted] person is prohibited by law.

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 23 January 1954

~~BK-12~~ J-3162

DELETED At 0800 the special cylinders, on three trailers were loaded into a T-Boat. T-Boat departed 0900 and by 1315 were stored outside the cab at Charlie. The [redacted] dummy and allied equipment were unloaded as scheduled commencing 0930 and reloaded into two T-Boats, one at a time. The T-Boats were then moored until 1315 when they departed, to arrive Charlie 1457. The entire operation was completed about 1640. The movement was accomplished smoothly. and party witnessed the unloading at Tare. departed for Parry 1300 while the remainder of his party went to Charlie on the T-Boats. The J-3 section monitored the entire movement. remained at Charlie to ensure that the lowboy and other equipment return early Monday morning to meet the LST.

and party arrived Tare 0933. Party included:

An itinerary had already been planned to include Nan, Fox, Charlie and Able. was in charge of the party. The tour was completed on schedule and the party departed by C-54 at 1627.

LST 762 unloaded one F-1 tractor, two decontamination trucks and one fire jeep for Nan. H&N started work on the new motor pool site.

A meeting was held with to discuss copter operations. On the arrival of the CVE, will meet with concerning the system which the carrier intends to use.

Effective 24 January the TG 7.1 RATT CKT will be in operation as follows, 0730 to 1215. 1215 to 1830 seven days a week.

The following communication installations were made this date. Motorola set at Sta - Pogo Net, J-4 warehouse (Charlie) - Pogo. HF-Voice radio telephone completed between J-3 office Tare and office at Elmer. Four receivers adjusted to Pogo, EG&G, Admin and UCRL frequencies loaned to Security Monitor on Tare. In future these nets will be monitored.

is preparing a draft on boat support at Tare. Will be forwarded as soon as possible.

Four flights Bikini-Eniwetok airlift were scheduled with 20-18-19-8 passengers respectively.

THIS DOCUMENT CONSISTS OF [redacted] PAGE(S)
NO. [redacted] OF [redacted] COPIES, SERIES [redacted]
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

S[redacted]T

met with aboard the BAIROKO at 0900 to discuss copter operations on B-Day. presented the problem which centered around the number of copters missions which could possibly occur at one time. After discussion of each mission in detail stated he thought the problem would not be too difficult inasmuch as he could keep 8 copters in the air. Further discussion was held on the PSI effect on copters. is considering keeping 4 copters on the flight deck at zero time in order to allow launching at H/10 instead of at H/25 if the planes are located in the hangar deck at Zero. An additional subject was the movement of a 4000 gallon gas truck with prime mover to Man for copter refueling. At first was opposed but after discussion he agreed.

met to discuss the draft evacuation and recovery plans. Much discussion centered around the time of ship departures from Tare. Finally it was agreed that 1100 was OK.

queried as to whether the J-1 Muster Plan could meet the situation. stated it could. approved the plan with the proviso that a few of the "late starters" in the afternoon of B-1 be moved up to an earlier evacuation. will consult with the experimenters.

The recovery plan was outlined to and a draft plan presented. After review of several new points which had been discussed on the CVE earlier in the morning, approved the recovery plan.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED

~~THIS DOCUMENT CONSISTS OF PAGE(S) NO OF COPIES, SERIES~~

S[redacted]T

157

PRIVACY ACT MATERIAL REMOVED

[redacted]

Tuesday - 16 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/82
F

Copter passengers for 16 February - 314. 1200 pounds of priority freight was moved by copter.

The final draft of the Evacuation Plan was completed except for the boat and copter annexes which are still in the process of being drafted. Only the two most pertinent documents (covering memo, chronological check list and copter schedule) will be distributed to project and program leaders.

Such agencies as TG 7.5, J Staffs and others which have uses for the summarized annexes will receive the entire publication:

Chronological C heck List
Regular Copter Schedule
Special Copter Missions
Special Boat Missions
Special Support Requirements
Trailer and Vehicle Movements

This material contains information affectir the national defense of the United Stat within the meaning of the espionage lav Title 18, U. S. C., Secs. 793 and 794, tl transmission or revelation of which in ar manner to an unauthorized person is pr hibited by law.

met with H&N, who just arrived from Parry. The entire scope of the evacuation problem was discussed with particular attention to the meshing of TG 7.1 and 7.5 plans. gave copies of the overall evacuation plan and muster plan to then requested prevue copies of the entire 7.1 plan since he must also write a chronological check list for the TG 7.5 and all other elements except TG 7.1. This cannot be done until he has the 7.1 requirements in detail. However, he spent two hours going over the 7.1 final draft and could see nothing that could not be handled.

TU-13, while in a boat in the center of the lagoon saw a floating object which looked very much like a mine. He reported this to J-3 about 1900 and the word was passed to TG 7.3 (BAIROKO). As a result the BAIROKO drew two copters from Tare to make a search beginning 0800, Wednesday, 17 February. This unfortunately occurred at a time which projects of 7.1 needed every copter. As a result the entire planned special mission schedule for Wednesday had to be redrawn at 0600, Wednesday.

at Nan had interference with his equipment from a Navy ship. was able to give the frequency and message being transmitted to J-3. J-3 found out that a tug off How was the offender.

A study of the TG 7.3 operating schedule, dated 12 February handcarried by was made. It was noted that the schedule set up 0800 departures for the BAIROKO and ESTES from Tare to Nan. This is contrary to the information that the Tare departures would be 1100 on which all evacuation plans are laid. As yet the problem has not been resolved and will investigate.

and met at 1645 to discuss a plan of action for solving the B-Day copter problem on the CVE. It was finally decided to meet on the BAIROKO, 17 February, to discuss the problem with the CVE. A meeting was arranged by for 0900, 17 February.

COPIES

discussed changes in BRAVO Check List with and several others.

THIS DOCUMENT CONSISTS OF 1 PAGE
NO 1 OF 3 COPIES, SERIES A

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

[redacted]S

158

PRIVACY ACT MATERIAL REMOVED

[redacted]

~~BK-11~~ J-3/64
F

26 - January 1954

A meeting was held to complete arrangements to board the CURTISS off How on 27 January 1954. Present were and of TU-14, J-4, L-4 and J-3. The directive prepared by of J-4 is in its final form. It has been published by J-4 section for information of all concerned.

of DOD and J-3, arrived on the 0955 Bikini-Eniwetok airlift. Reservations were made for the above on the Copter airlift to tour the outer islands.

A requirement was made by of Program 18 for special flights on the third, fifth and eighth of February. One hundred pounds of thermal transmission equipment and two men will be carried on each flight. requested that the same pilot or co-pilot operate the copter on each flight.

departed on the 1030 flight for Tare.

A special copter flight was arranged for to meet the 1455 Wetok flight and take him immediately to Charlie.

Discussed with a system to be used in requesting copter lifts by TWX from J-3 Parry. The word immediate would mean a copter at the airstrip to pick up the passenger and take him to his destination. Reservations on the regular copter schedule would be made for all others.

A total of 93 flights and 284 passengers were airlifted by copter on 25 Jan. The copters were operating at 2/3 capacity. The new copter schedule is operating satisfactorily.

of TU-14 and of J-3 arrived on the 1455 flight.

of TU-8 is set up in a tent within the compound.

The first weather report was received today. The weather reports will be sent to Program 13 at Able immediately on receipt.

The Restricted Unclassified radio field phone in J-3 office has been replaced by a standard phone.

attended a morning meeting at Parry with and to discuss the general evacuation plan [redacted] In addition the activities of the firing party were discussed for each of these shots. Upon his return to Tare in the afternoon, briefed all certain members on the details of the meeting.

[redacted]

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

A meeting was held with the boat panel ( ) to go over the general TG 7.1 boat requirements. The meeting was one hour in length and did much to give the boat panel an idea as to what could be expected.

arrived Tare 1830 and departed by special copter for Nan.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

160

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 13 February 1954

J-3/80
F

A T.X was sent to giving him full details and ramifications of the proposed movement of the 3 F4U's from the Tare airstrip to the BAIROKO about B-2. Problem was given to as one which could better be handled at Elmer.

Copter passengers Saturday 13 February - 259. Copter passengers Sunday 14 February - 37. Total for week 8-13 February - 1977. Total for 4 weeks (18 Jan - 13 Feb) - 6833.

sent a memo to concerning a possible conflict between shots when H&N is laying moors for shot barges while Project 3.2 is conducting crater survey in the same location. was asked to contact to find a way to resolve the problem.

consulted with regarding storing of C-rations in certain places for and will handle .

consulted on Charlie and Nan reference evacuation. While discussing Firing Party it was discovered that J-3 Tare did not have the latest TU-6 publication. T.X'd for a copy and arranged with to discuss the Firing Party and pick up one of copies on Nan on Sunday. A special copter was arranged.

Several special copter flights were arranged for Sunday for:

Raydist Project

discussed the forthcoming movement (about 20 Feb) of his radio lanthanum source from Los Alamos to Bikini. A T.X was sent to giving details. and discussed the Bikini problems. H&N was alerted.

visited Fox on Saturday and early Sunday reference recovery. Several meeting were conducted Sunday morning and the draft recovery plans will be ready prior to Tuesday 16 February.

notified that would arrive Tare on Tuesday with TU-13 changes to the draft evacuation plan. stated authorized the following to make changes for TU-13:

Program Directors

[redacted]

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

161

PRIVACY ACT MATERIAL REMOVED

visited Charlie and Fox to discuss evacuation dates for vehicles. Information given to Lyon.

A draft of the trailer movement was sent to H&N. This same draft was taken to UCRL projects by for a final check. Much difficulty was encountered as the physicists could not agree with the engineers within each project. So many conflicting changes were made that is holding a meeting early Monday to resolve differences and get a firm schedule for UCRL.

The copter barge is now ready for night operations.

Two memos were received from Parry. One concerned PBM small boat requirements at Bikini and the other detailed the responsibilities of J-3 Tare in the sample return program.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE

162

PRIVACY ACT MATERIAL REMOVED

[redacted]

Friday - 12 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/79
F

Copter passengers 12 February - 342. Copter operations were halted at 1705 due to the bad weather. This effected only one special mission which was delayed on How for about one hour.

visited Fox and Nan to discuss the first draft of the BRAVO Evacuation Check List. discussed same with UCRL on Tare.

Operations Officer-BAIROKO, and Air Officer, met with for two hours to discuss copter operations in the evacuation and recovery. The following were generally agreed to:

1. The copter section would move aboard the night D-2/D-1 except for the copters necessary to carry out D-1 special missions.

2. would work in the Air Operations Office with while would be in the Forward Ready Room with

3. As soon as possible all copters would be moved ashore and operations continue in the normal manner from the Tare Copter Mat. hopes this can be done about H/4 to 6 hours.

visited Tare at 1550. He inspected Station 50 in the company of left Tare on the 1600 plane.

is working on the problem of making sufficient space on the BAIROKO to operate the copters after the ship takes aboard the F4U's. will send a memo to J-3 Elmer with his ideas on resolving the problem between TG 7.3 and TG 7.1.

A TWX was sent to calling his attention to the fact that the LST 825 sailing schedule is different from the schedule published by H&N. H&N shipping will be in a bind until the problem is resolved.

Project 1.6 LCM was sent to Nan as scheduled by

visited Site Charlie and Fox and consulted with the project directors on the evacuation of vehicles prior to D-5.

made arrangements with the operations of CTU 7.3.7 to have the ATF 101 alongside YC 1081 on Monday, 15 February. This was requested by of Project 1.4.

of Project 12.3 requested a DUKW and LCU to be used in a practice run Tuesday, 16 February. This was set up by a regular boat requirement to Marine Operati

thru the Electronics Officer off of the CURTISS, located a 12-volt vibrator for of Project 1.6.

[redacted]

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

163

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 11 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/78
F

Copter passengers:

10 February - 348
11 February - 344

The J-3 Section met again to complete the assembly of the first draft check list. Printing was begun about noon and completed about midnight. 44 copies will be distributed 12 February as follows:

Copy 1 - J-1 Tare (
2-15 - J-3 Tare (
16-17 - J-4 Tare (
18-21 - J-6 Tare (
22-27 - J-3 Elmer
28-35 - CTU-13 Elmer
36-37 - TG 7.5 Elmer
38-39 - TG 7.5 Tare (
40 - TG 7.5 Tare (
41 - TG 7.5 Tare (
42 - L-3 Elmer
43 - JF File
44 - JF Seq

The proposed draft annexes to the Check List (trailers, copters, special requirements boats) were completed but will be used for J-3 planning purposes only and not published until the Check List is formed up. was briefed reference the status of evacuation planning. He approved the general approach and probably he and will return about Wednesday 17 February to look over the final draft. and will begin their tour to contact all LASL and UCRL users on 12-13 February.

arrived at Tare 0950 to discuss evacuation and recovery.

and inspected beaches available for either "M" boats or DUKWS for HOCK recovery.

JTF Communications Officer consulted with reference communications.

Work began on the side walls of Station 50 in preparation to install curtains.

A second 1 day course on Rad-Safe was completed 11 February.

- conducted a separate Rad-Safe briefing for all copter pilots. and attended.

[redacted]

COPIED/C LANL RC

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

16

PRIVACY ACT MATERIAL REMOVED

of H&N has agreed to put the 3 Navy F4U's aboard BAIROKO using a barge. He is now concerned that the loading process will tie up the pier for ½ day at a critical time when boats should be using the area. He desires to back out of the agreement. is contacting Operations Officer of the BAIROKO to get an answer for

(Project 3.2) has discovered that H&N boat radio frequency is spilling over into his RAYDIST net. The results he describes as "Sheer Bedlam". The RAYDIST apparently homes on the loudest signal and this gives a false location. will pass this info to for further action.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

[redacted]

visited Sta. 30 and the CURTISS with to discuss boat service to Sta. 30 and possible movement of the copter barge. It was agreed that the copter barge could easily be moved to a point midway between the CURTISS and Sta. 30. A TWX was sent to recommending TG 7.3 accomplish this.

consulted with Livingston H&N and the Boat Panel to set up an "on call" M-boat service between George and the mock barge. All agreed and a memo is being issued on this.

departed 1830. stated vehicles which will be useful for preparation [redacted] may be left on Fox. However, no trailers should be there. As for Tare, those vehicles and trailers (if user desires) may remain on Tare for [redacted] indicated he would call a meeting late Saturday 6 February and Sunday if necessary to discuss evacuation, recovery and dry runs. He indicated would attend plus others. will depart 1035, 6 February to attend. will bring all the latest Bikini information on these subjects.

discussed the Motorola set-up on the CURTISS. Station 30 has the POGO set only, therefore, all boat service requests went to the CURTISS POGO set in the work shops. This caused confusion and talked with the Communications Officer on the CURTISS who is moving the POGO set to the bridge.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

16

PRIVACY ACT MATERIAL REMOVED

[redacted]

A meeting was held 1900-2230 to complete the rough draft of the Evacuation Check List. Each item was reviewed for clarity and completeness. Each staff section then wrote down the information on that event which pertained to him. This will be compiled into inclosures for the Check List. The list is now ready for retyping for presentation as the rough draft to the users. Those attending:

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

[redacted]

COPIED/DOE

167

PRIVACY ACT MATERIAL REMOVED

[redacted]

Tuesday - 9 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/76
F

arrived Tare at 0945 by special copter from the ESTES. After a brief meeting work was begun in assembling the first draft of the Evacuation Check List. The covering memorandum for this Check List has already been drafted. It is hoped to have this Check List in rough draft form by Wednesday night.

arrived Tare 1135. to Charlie. The others to Fox.

A meeting was held with and to discuss work orders for boats. It was agreed in the future that the J-3 Boat Request Form will serve as the Work Order, thus considerably reducing the paper work.

Copter passengers for 8 February - 243.

A check was made between the USS ESTES and Station 70 using Ciphony equipment. This check was not satisfactory, and another check will be run Thursday and Friday.

A letter, JF-3555, from CTG 7.1 to CO USS ESTES was hand carried to the ship outlining the space and communication requirements for TG 7.1 at evacuation time. reviewed this letter with the Executive Officer and was assured that all points could be met except the request for sixty-three (63) officer billets. will notify

Due to the number of persons desiring to attend the Rad-Safe School on Wednesday, another course is scheduled for Thursday.

conducted a special Rad-Safe course for the J-3 Section during the evening to discuss all mutual J-3 - Rad-Safe problems.

will attend the Rad-Safe School on 10 February. Both will maintain the necessary charts and information in the J-3 Section to coordinate the recovery and reentry.

The USS ESTES arrived at Tare 0730.

DISTRIBUTION:
Copy 1 - J-3 Tare
243 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

168

PRIVACY ACT MATERIAL REMOVED

[redacted]

Monday - 8 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/75
F

During the period 6-7 February, attended meetings at Parry with and others. Subjects were evacuation, dry runs, recovery and sample return. remained at Parry to collect the evacuation and recovery information from TU-13. They will return to Tare on 9 February.

visited J-3 Tare to discuss sample return. son will be the J-4 representative at Tare during sample return. will forward a draft of the overall sample return plan to Tare J-3 within the next few days. He will also write a special memo outlining Tare J-3 responsibilities on this project.

TU-9 discussed special requirement of a copter pick-up of film from all ships (and) about H/1 - H/2 hours and return to Fred to meet Flyaway #1. He was informed of the discussion with on 7 February. stated is planning (through other channels) of using a C-47 in the area at BRAVO time which will drop in at Tare to pick up his films about H/2½ hours. This is the first time J-3 Tare was aware of this (please note).

A memo was distributed on the proposed visit by and on Wednesday 10 February.

Due to a TWX reference a recent security violation (4 Feb by UCRL) over the Motorola, a memo was distributed reminding personnel of the fact that all nets are monitored and that security violations and profanity are reported to JTF for action.

visited Tare J-3.

met with and H&N concerning evacuation. One of them will be available Thursday to assist when the first draft of the evacuation check list is being assembled.

Arrangements were made with to pick up Watt and 4 from the ESTES off Tare early 9 February by copter.

The copter dispatch radio net is now in operation. All J-1's (Charlie, Fox and Nan) were asked to attempt to channel more of the requests for regular scheduled flights through local dispatchers thus relieving J-3 Tare and the POGO Net of routine traffic.

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

[redacted] ting [redacted] States [redacted] aws [redacted] the [redacted] any [redacted] pro- [redacted] hibited by law.

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

(6.2) of group visited J-3 to discuss copter requirements for the Raydist section.

was informed by TWX that 9 DUKWS are available at Bikini, one of which has a monorail. Only 8 drivers are available. A check will be made when arrives to determine how many are needed for the recovery program.

A Rad Safe School will be conducted at Tare 10 February.

A discussion was held with reference night landing at How and a numbering system for special copters during the evacuation. Each special copter to have a number card which is identical with the reference number in the chronological check list.

A TWX was sent to informing that all H&N and Navy "M" and "T" boats have radios. However DUKWS do not.

Copter passengers.

4 February - 285

5 February - 192

6 February - 207

Total copter passengers for week 1-6 February - 1546.

on Fox were each shipped an additional jeep.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 6 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/74
F

decided that two DUKWS with special "A" frames are required for recovery of the equipment of the two programs. 12.2 will consult with on the requirements of this problem.

outlined his heavy equipment requirements for moving his gear ashore on the western island chain, Thursday, 11 February. This is Program 13 requirement.

The YOG-40 sent a message to SOP Bikini requesting that a representative of 2.5 board the ship at 0800. Representative of 2.5 was notified.

J-3 did not receive notification of C-47 Special flight. Closer coordination with J-3 Parry needed.

INTERNE changed to A-15 anchorage off Tare at 1310.

Sandia will utilize copters for their program work starting Monday.

The passenger and pilots ready room tent at the copter pad is in operation. The Marines have a duty officer who stands by the phone at the ready tent during off hours. The ready pilots stand by at their quarters. The crew chief and plane crew are designated and are on a stand by basis.

Night flights are available. The special copter is parked in front of the duty tent.

are at Parry attending the conference on evacuation.

J-3 was requested by TWX from to reserve an LCU and DUKW for following dates, 7 February and 10 February. to coordinate.

The copter radio net is about ready for operation and will relieve the phone circuits. The circuit will be operable when a larger fuel tank is installed.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL RC

[redacted]

17

PRIVACY ACT MATERIAL REMOVED

[redacted]

Friday - 5 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/73
F

Apache completed move of helicopter barge to new location.

arranged with H&N Marine Department to train a DUKW operator for TU-9. TU-9 plans to use the DUKW for photography.

H&N crew dropped an additional anchor off the stern at the dummy barge. It is hoped that this will eliminate the yaw to which objected to yesterday.

departed 1535 today.

Harding is still not too happy about boat service to the CURTISS. Since the CURTISS anchors off of Tare tomorrow, transportation for his people will be furnished by boat taxi. On 6 February, the Sandia group will go to the CURTISS by special copter to How, and by boat from How to the CURTISS.

Ream received seven 1/4-ton XX jeeps, two 3/4-ton trucks with "A" frames, one $1\frac{1}{2}$-ton personnel carrier, and one $2\frac{1}{2}$-ton truck.

departed for Parry to discuss evacuation problems with

of L-3 departed for Parry this date.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

COPIED/DOE
LANL EG

[redacted]

172

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 4 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/72
F

(RAYDIST man on CURTISS) phoned to ask if all equipment could be sent to CURTISS so that the shore and CURTISS stations could be set up. (TU-13 Program Director) was contacted via He advised the shore stations were being set up at Fred for shipment to Tare about 12 February and that remainder of CURTISS station is being shipped to CURTISS. He also advised that Project Leader (Project 6.2) would arrive Tare about 8 February to supervise. Also that two RAYDIST men now on Fred would move to CURTISS about 11 February. This information was passed to .

informed J-3 that mock barge was rotating as much as 20 degrees and made the line-up work difficult. This was passed to of H&N who is sending to the barge Friday morning to attempt to tauten the moor.

was concerned over the long trip from George Landing to CURTISS that the men of Projects 1.2a, 1.3 and 1.7 faced each time they needed shop and photographic facilities. The present system is to use boats which are available to them when scheduled by them. An alternate proposal was made to use helicopters to How and boat to CURTISS, but the time consumed appeared to be much the same as at present. Harding agreed to continue present system for a week to see how it works.

Total copter passengers for week ending 30 January was 1758. Passengers for 3 February 264.

Lookout Mountain Laboratory (indicates a daily TS officer courier will be traveling between Tare and Parry as soon as Lookout Mountain people start shooting film.

departed 1535 for Elmer.

called from Parry requesting that UCRL, be contacted to ascertain whether Styroflex cable was needed as had understood it had been cancelled. replied 4000' of 7/8 inch cable was needed. shipped it on the LST departing 1600 hours 4 February.

A recapitulation of the copter passengers follows:

18-23 January	1552
25 January	284
26 January	293
27 January	272
28 January	311
29 January	272
30 January	226
25-30 January	1758
1 February	295
2 February	303
3 February	264

[redacted]

COPIED/DOE
LANL RC

[redacted]

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

PRIVACY ACT MATERIAL REMOVED [redacted]

arrived Tare 1130. They ate lunch at Tare and toured Tare. Departed for Nan 1415; then to How and on to Fox enroute.

consulted on evacuation plans in preparation for the Saturday meeting.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE

[redacted]

174

PRIVACY ACT MATERIAL REMOVED

[redacted]

Wednesday - 3 February 1954

J-3/71
F

DAILY DIARY - BIKINI ATOLL

On 2 February there were 100 helicopter shuttle flights carrying 303 passengers.

(H&N) agree that all H&N requests for additional C-47 flights other than Bikini departure time 1030 and 1535 are to be coordinated through this office. This was a result of who is a new replacement for the previous H&N dispatcher, requesting a special flight directly through Air Force Operations with no coordination with J-3. We are now coordinated.

The mock barge was moored in the Shot Barge position at 1210.

Fleming of JTF SEVEN was given a tour of the Atoll in an Air Force L-13.

(Project 2.5a) asked if helicopters could make night landings at How, Love, Uncle, William, Yoke and Zebra. When told of the operational difficulties presented by either providing lights on the uninhabited islands or making unlighted landings, he now plans to use boats.

on Able requested to make arrangements to ship damaged lead shields to Eniwetok. These shields were poorly worked and would not fit the holes. To correct this trouble they will have to be reworked in shop. Ten boxes weighing about 3900 pounds were airlifted on the 1830 plane for Elmer. The remaining 1200 pounds are to be sent by ship to Elmer.

of the Bairoko consulted with J-3 concerning removal of the running light stanchions from the copter barge as a safety measure for future night operations. The Bairoko is doing the work and the job will be completed in the next few days. In addition the Bairoko is installing a night lighting system.

A TWX was received stating would arrive Tare at 1145, 4 February. Since the Bairoko would go to sea prior to the arrival, requested J-3 to arrange for No itinerary has been laid on at the request of Two copters will stand by to carry the party.

A new copter mat in the center of How has been established. This will save a considerable amount of time and difficulty in traveling to the EG&G photo tower. Only two mats were in use prior to today, one at each the north and south ends of the island.

The aviation gas situation reached a critical point at 0730 this morning with only 700 gallons remaining (enough for 3/4 day copter operation). This was alleviated by the arrival of the YOG at 0900. An extra 500 barrel storage tank has been placed in existence to increase the aviation gas supply.

COPIED/DOC

[redacted]

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 3 COPIES, SERIES A

[redacted]

PRIVACY ACT MATERIAL REMOVED

alerted J-3 as to possible support requirements if his source arrives at Bikini about 18 February.

discussed recovery. Most of the basic information for planning purposes has been obtained in the Bikini Area. departs Thursday for flying time and will spend Friday at Parry for discussions with TU-13. He will remain at Parry to join for the conference on Saturday 6 February.

alerted as to the Saturday 6 February meeting at Parry on evacuation, dry runs and recovery. All conferees were alerted and will arrive at Parry during Friday.

The copter dispatch net is being installed. Use is expected either 4 or 5 February.

The most confusing problem of the day was the breakdown of teletype and Army communications during the morning. This resulted in many messages being received later at least three times in different wording. In addition it resulted in an 1110 priority message regarding the shipment by a special plane at 1830 never reaching. At 1300 J-6 followed through to J-6 Parry with another message (referring to concerning what was to be done with the containers once they arrived. Since the original message has never been received, both J-3's were operating under a handicap.

J-4 JTF SEVEN, visited J-3 and J-4 to discuss trailer locations and evacuation problems. He toured the Atoll via L-13 and returned to Parry at 1535.

discussed evacuation of 2.5a MWB's and the cradles 1.4 and 1.6 buoy boats will require a follow up as they are used up to KOON.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE

176

PRIVACY ACT MATERIAL REMOVED

Tuesday - 2 February 1954

~~DL 23~~ J-3/70

295 passengers were airlifted by the copter service on 1 Feb.

The new helicopter schedule, effective 4 Feb, has been distributed. Noon flights were added.

Some helicopters were running ahead of schedule. This has been corrected.

An LCM was set up to shuttle from Fox to the CURTISS on call. This will be of assistance to Projects 1.2a, 1.3 and 1.7.

Arrangements were made by (J-4) for the delivery of the RAYDIST Van to the CURTISS at How.

consulted of EG&G on recovery plans.

visited Nan and discussed RATT CKT operations with of EG&G. He requested present his views at the meeting scheduled at Elmer for 3 Feb.

reviewed the remainder of Motorola installations with Cochrane of EG&G.

visited Fox and met with and firmed up final radio requirements. He also made arrangements to install a VRC-18 aboard the CURTISS for the use of Sandia Corp.

Station 30 barge was unmoored at 1035 and tow was started to Bikini Island. Barge arrived at 1215 and started into LSD. Barge crossed the sill of LSD at 1250 and landed on keel blocks at 1335. The LSD got underway at 1620 for Eniwetok. There apparently was no difficulty encountered.

of Project 3.2 arrived with two of his men. He was anxious to get his work started. arranged for his LCU 1348 to beach at 1000 on 3 February so that J-4 could load the trailer into the LCU. J-6 lined up the storage area and office tent desired by

returned to Parry as a result of a TWX sent by has made a jeep available at How by calling EG&G Net Station 18. Passengers will be meet at the South Copter Landing Strip.

A memo was issued to all concerned establishing an "on call" M-boat service between the Marine Operations Office on George to the mock barge. Individuals can make their own arrangements with the Marine Office. Copter service to the copter barge was discontinued at noon, 2 Feb.

visited on Fox.

A special copter daily flight was set up for and 4 members of his project between Fox and Able for the remainder of this week.

discussed evacuation events with (Program 15), (EG&G) and (Program 2).

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE LAWL RC

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

[redacted]

[redacted] person is pr[redacted] by law.

PRIVACY ACT MATERIAL REMOVED

SECRET

visit Sta. 30 and the CURTISS with to discuss boat service to Sta. 30 and possible movement of the copter barge. It was agreed that the copter barge could easily be moved to a point midway between the CURTISS and Sta. 30. A TWX was sent to recommending TG 7.3 accomplish this.

consulted with Livingston H&N and the Boat Panel to set up an "on call" M-boat service between George and the mock barge. All agreed and a memo is being issued on this.

departed 1830. Ogle stated vehicles which will be useful for preparation [redacted] may be left on Fox. However, no trailers should be there. As for Tare, those vehicles and trailers (if user desires) may remain on Tare for [redacted] indicated he would call a meeting late Saturday 6 February and Sunday if necessary to discuss evacuation, recovery and dry runs. He indicated and would attend plus others. will bring all the latest Bikini will depart 1035, 6 February to attend. information on these subjects.

discussed the Motorola set-up on the CURTISS. Station 30 has the POGO set only, therefore, all boat service requests went to the CURTISS POGO set in the work shops. This caused confusion and talked with the Communications Officer on the CURTISS who is moving the POGO set to the bridge.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

EXPEDITOR

SECRET

179

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 30 January 1954

~~BK-12~~ J-3/66

Trial run of LCM 207 and LCM 204 from Station 30 to Nan by mooring buoy at Site Nan completed this date. H&N Marine Detachment reported the following time for run:

Departed Station 30	0230
Arrived ramp Nan.....	0407
Departed ramp Nan for mooring buoy	0410
Secured to mooring buoy.....	0420

The above time is in moderate weather. For rough weather add 30 minutes.

Program 22 requirements for evacuation and recovery were discussed with by . A set of event forms were completed as a result of this meeting. Preliminary discussion on evacuation and recovery were also held with at TU-14 and Programs 23 and 24.

272 passengers were airlifted by copter service on 29 January.

Sunday copter capability utilized by of Program 18 to transport men checking gyro mechanisms on barge. Flight departs Tare 1245 with other personnel for Fox. Also carries of J-1 who will read the barge into the Bikini personnel accounting procedures. He will post the helicopter barge schedule on the barge and leave two copies at Station 30. The CURTISS will stand by for Sunday boat service to Station 30 and the copter barge.

consulted with regarding use of the DUKW with monorail. He will use the DUKW operating from an LCU for recovery and will not need it until first recovery. He would like a dry run on about 15 February. will confirm date and set this up.

Information regarding use of DUKW with "A" frame was obtained from discussed the plans and looked at the equipment in order to ensure that the "A" frame designed will be adequate. The "A" frame must be capable of lifting a 700 pound piece of equipment which is 7 1/2 feet high and placing the equipment into another DUKW. will follow this up through contact with at Parry.

discussed EG&G's recent habit of blocking for one week ahead two copter loads of seats to Fox and Tare each day, and return. The personnel were living on Nan and commuting each day. agreed to stop this practice as it costs the equivalent of four special flights per day.

discussed copter pilots' clearances with of AEC. The fact that most pilots have only TS badges will not effect their participation in the recovery program.

J-1 will commence their tour to determine names for evacuation this week. J-1, J-3, J-4 and J-6 will meet probably 3 February to exchange all information and coordinate plans.

It was determined that the helicopter barge was not yet rigged with generator or lights or did it have sufficient safety equipment for the personnel using the barge. will follow this up by contact through to TG 7.3 at Parry. [redacted]

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

[redacted]

COPIED/DOE
LANL RC

180

PRIVACY ACT MATERIAL REMOVED

met with , to discuss general evacuation planning. will soon return to Tare as H&N Manager. , will commute between Elmer and Tare on evacuation problems.

met with and his operations officers to discuss night capability. will start night training on Wednesday, 3 February for training of all pilots.

discussed status charts for evacuation planning with the view of an 8 February presentation to has now contacted all Bikini LASL personnel regarding evacuation and will start to gather information on 1 February. has begun to contact all UCRL personnel. will follow through with of DOD to ensure that information for TU-13 gets to Bikini.

and returned to Parry.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

181

PRIVACY ACT MATERIAL REMOVED

SEC[redacted]

Friday - 29 January 1954

~~[illegible]~~ J-3/67

The unloading of Station #30 barge from the LSD commenced at 0930 off Fox. Unloading was completed 1430.

, to barge off Fox at 0815 to test copter shuttle and boat shuttle system. Found getting from barge to shuttle boat tricky. Interne personnel are to remedy this. Communication by phone and POGO Net from Interne checked. sent by barge copter shuttle at 1030 hours. Barge copter shuttle system now in effect to feel out whether demand warrants continued schedule or service on a special basis.

(BAIROKO Operations Officer) brought to J-3 by oriented him on both the normal copter schedule and copter barge schedule.

investigated the landing possibilities at Station 20. Successful landing above high tide mark just outside compound gate.

asked if radio phone could contact anyone in Parry. He was advised if the situation dictated, this could be done. Teletype conference system also discussed.

(J-6) and (H&N) decided that should submit to J-6 a blanket work order for each project as that project requests a boat. H&N will then charge all trips to that project's account number.

discussed the LCU support for periods between shots required for experiment. Details are recorded and will be coordinated with H&N.

rrived.

aivised to contact next week regarding boat support required for evacuation and recovery.

consulted with on specially fitted DUKW's for

oriented on evacuation forms.

J-1 Fox and Nan is moving permanently to Fox. (J-1 Section Tare) will be J-1 Nan.

met concerning evacuation plans. reviewed the general plan and advised on the latest Parry plans. reviewed what is being done at Bikini. Later in the evening met with concerning copters.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

[redacted] 793 and 794, th [redacted] of which [redacted] manner to an unauthorized person [redacted] by law.

PIED/DOE

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

[redacted]

182

PRIVACY ACT MATERIAL REMOVED

[redacted]

Thursday - 28 January 1954

~~EK-16~~ J-3/66
F

Peak load of copter passengers occurred today, 311 passengers.

Meeting held with on shuttle system for helicopters from Tare to Fox to Barge. System reviewed by H&N and AEC

talked with regarding copter barge shuttle access list. will supply access list to J-3 Tare and Fox dispatcher as soon as available. Copies will be distributed to dispatchers on Charlie and Fox. Present plan for starting barge copter service calls for pick up of at 0800 with inspection and landing at barge. goes to the CURTISS and the copter returns to Tare. On arrival of the barge party by C-47 at 0955, barge copter will take the party to the barge and initiate published schedule.

reports loss of one Marine copter due to crash in landing on ship. No one hurt.

The Evacuation Forms and instructions for the use of the forms are now printed and being distributed.

POGO Net radio is on the way.

and discussed the CURTISS anchorage.

"Boat Service - Bikini Atoll" memo on methods of obtaining boats through J-3 prepared and distributed.

requested noon boat service, Charlie - Able. talked with (H&N) who agreed to provide this service. notified of this.

hand carried weather report to . Normal delivery system will be by J-1 to by copter.

(Deputy Cdr UCRL) departed 1300. L-13 flight arranged at his request to take him from airport to Parry.

High tide warning sent by to northern islands.

discussed TU-13 evacuation and recovery plans plus DOD's program for representation at Bikini.

The moorings for the shot barge were completed at 1230. Parry was notified.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

[redacted]

183

PRIVACY ACT MATERIAL REMOVED

[redacted]

Wednesday - 27 January 1954

~~J-15~~ J-3/65

Special copter set up to Bikini Island for and party. Party transported to CURTISS to observe discharge of components. Discharge completed at 1230. Operation smooth; components landed at Tare 1425.

(TU-13) discussed evacuation plans. Discussion included present status of evacuation planning and methods of gathering information. Later discussed plans for collection of early estimate of personnel evacuation. To obtain preliminary estimates on 28 January, goes to Fox, Hartford to Charlie, and Cruise to Nan.

arrived at 1135, delivered an operation order for inspected the island installations, and departed for Nan 1315. He asked for and received copter transport of his baggage from Charlie to Nan and for a jeep. Jeep #24 dispatched by M-Boat to Nan.

Sunday copter special flight capability now exists on an on-call basis within one-half hour.

and discussed landing areas on Charlie for the Arming Party. Later "on the spot" investigation shows landings can be made on west tip of Charlie. Future tests will be made to see if landing at the cab east of Charlie is feasible. Present feeling is that it can be done. Study by and undertaken regarding helicopter service for the barge south of Fox. Indications now are that this service will be provided initially from Tare to Fox with the copter remaining at Fox for four flights and returning to Tare for lunch and fuel. This would be repeated after lunch. The advantages of such a system are, (1) no refueling problem, (2) initial and final flights back to the base of operations at Tare after discharge of any passengers at Fox, (3) maximum utilization of the scheduled Orange and White runs to feed passengers into Fox, (4) a minimum number of "special demand" flights since the Orange and White runs come into Fox within 10 minutes of each other.

visited the CURTISS and discussed boat and copter operations at the shot barge complex with the Operations Officer. The CURTISS will be in position off Charlie at 0800, 29 January. Copter requests will be coordinated by the OD via the Admin Net to J-3.

The shot barge moorings were commenced 26 January and were 33% complete at 1000, 27 January. The work is scheduled to be completed by Noon, 28 January.

A memo to all concerned concerning methods of obtaining boats through J-3 is being prepared for distribution.

Copter passengers for 26 January totaled 293. Total load for period 18-23 January was 1552.

COPIED/DOE
LANL RC

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

[redacted]

This material contains information affe[redacted] by law.

PRIVACY ACT MATERIAL REMOVED

at Charlie advised that HE tests would occur at Station 1341 from 1000 to 1030 on 28 January. Air Operations Officer USAF, and Dispatcher, advised.

TU-14, furnished with a 3/4 Ton w/A frame and a 2-1/2 Ton truck.

on Fox raised the question of what is the status of 2 DUKWS with and without A frames for his project. This will be discussed with

Weather report arrived eight hours later than agreed time of 1000. The initial reports received 25 and 26 January were unclassified. Today's report was Confidential. This presents a distribution problem which is being studied.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE LANL RC

185

PRIVACY ACT MATERIAL REMOVED

[redacted]

~~DK-14~~ J-3/64

26 - January 1954

A meeting was held to complete arrangements to board the CURTISS off How on 27 January 1954. Present were of TU-14, J-4, L-4 and J-3. The directive prepared by of J-4 is in its final form. It has been published by J-4 section for information of all concerned.

of DOD and J-3, arrived on the 0955 Bikini-Eniwetok airlift. Reservations were made for the above on the Copter airlift to tour the outer islands.

A requirement was made by of Program 18 for special flights on the third, fifth and eighth of February. One hundred pounds of thermal transmission equipment and two men will be carried on each flight. requested that the same pilot or co-pilot operate the copter on each flight.

Aamodt departed on the 1030 flight for Tare.

A special copter flight was arranged for to meet the 1455 Wetok flight and take him immediately to Charlie.

Discussed with a system to be used in requesting copter lifts by TWX from J-3 Parry. The word immediate would mean a copter at the airstrip to pick up the passenger and take him to his destination. Reservations on the regular copter schedule would be made for all others.

A total of 93 flights and 284 passengers were airlifted by copter on 25 Jan. The copters were operating at 2/3 capacity. The new copter schedule is operating satisfactorily.

of TU-14 and of J-3 arrived on the 1455 flight.

of TU-8 is set up in a tent within the compound.

The first weather report was received today. The weather reports will be sent to Program 13 at Able immediately on receipt.

The Restricted Unclassified radio field phone in J-3 office has been replaced by a standard phone.

attended a morning meeting at Parry with and to discuss the general evacuation plan [redacted] In addition the activities of the firing party were discussed for each of these shots. Upon his return to Tare in the afternoon, briefed all certain Staff Members on the details of the meeting.

[redacted]

COPIED/DOE LIBRARY

THIS DOCUMENT CONSISTS OF 3 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

[redacted]

186

PRIVACY ACT MATERIAL REMOVED

The J-3 section met in the evening to discuss the evacuation planning. At the completion of the meeting, was directed to submit in draft form the request forms for evacuation information D-5 to D Day and to be distributed to certain Task Units such as TU-13. In other cases such as TU-1 and TU-12 the form will be used as a guide for individual meetings with the responsible persons. This form will be ready in draft form for discussion tomorrow.

In view of the differences in time maintained at various sites, EG&G on Nan has been requested to broadcast an 0800 time signal to all stations on the Admin, EG&G, POGO and UCRL Nets.

has requested a dry run, M-Boat run be made from the copter barge to the Nan M-Boat ramp some night starting 0230, within the next 3 days. Details being discussed with H&N.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

COPIED/DOE
LANL RC

187

FORMAT AND MATERIAL REMOVED

SECRET Monday - 25 January 1954

~~BK-13~~ J-3/63

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

USN, Officer in charge of the Military Police reported the following strength:

Manning of 10 of 14 Stations on Tare with 31 Men
Security Patrol on Charlie with 11 Men
Security Patrol on Fox with 2 Men
Security Patrol on Nan with 2 Men

Total of 46 men, one officer. The MP's stand watch 6 hours on and 6 hours off. Sergeant of Guard 12 hours on 12 hours off. The Officer in Charge stands 24 hour duty. The ultimate strength is 107 men and four officers.

The CVE Bairoko arrived at 0800 and moored off the boat pier at Tare. CO of the Marine Detachment, landed on the flight deck immediately after the ship was moored. consulted with the Bairoko's Captain and as a result instructed the Marine Copter Squadron to operate ashore. As a result the present smooth copter operation will continue with the Marine Squadron intergrated with the Air Force Copter Squadron.

called on Col at 1500.

returned to Parry on the 1300 airlift.

At the request of J-3 arranged copter and airlift requirements for the immediate return of to Parry.

A new directive was prepared by of J-4 for the unloading of the CURTISS off the island of How approximately 1000 hours, 27 January. Cargo for Project 13.4, will be off loaded at the same time.

A meeting was held with who replaces as H&N Local Port Captain, to discuss the Bikini Boat Pool operation. The following people comprise the Bikini Boat Pool:

- OC Boat Pool
- H&N Port Captain
- H&N Local Port Captain

Forms have been prepared by J-3. The Boat Pool Office is completed with exception of telephone installation. will assign priorities prior to submission of Boat Request Form to the Boat Pool.

arrived at 1455 for duty with J-3.

Ream reports that the Jeep maintenance on Fox is scheduled every 10 days. A trailer maintenance schedule has been set up on all sites.

COPIED/DOE LANL RC

departed Tare for Parry at 1535.

The new copter schedule went into effect today 25 Janu[redacted]

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

[redacted]

PRIVACY ACT MATERIAL REMOVED

SECRET

Saturday - 23 January 1954

~~BK-12~~ J-3/62

At 0800 the special cylinders, on three trailers were loaded into a T-Boat. T-Boat departed 0900 and by 1315 were stored outside the cab at Charlie. The [redacted] dummy and allied equipment were unloaded as scheduled commencing 0930 and reloaded into two T-Boats, one at a time. The T-Boats were then moored until 1315 when they departed, to arrive Charlie 1457. The entire operation was completed about 1640. The movement was accomplished smoothly. and party witnessed the unloading at Tare. departed for Parry 1300 while the remainder of his party went to Charlie on the T-Boats. The J-3 section monitored the entire movement. remained at Charlie to ensure that the lowboy and other equipment return early Monday morning to meet the LST.

and party arrived Tare 0933. Party included:

An itinerary had already been planned to include Nan, Fox, Charlie and Able. was in charge of the party. The tour was completed on schedule and the party departed by C-54 at 1627.

LST 762 unloaded one F-1 tractor, two decontamination trucks and one fire jeep for Nan. H&N started work on the new motor pool site.

A meeting was held with to discuss copter operations. On the arrival of the CVE, and will meet with concerning the system which the carrier intends to use.

Effective 24 January the TG 7.1 RATT CKT will be in operation as follows, 0730 to 1215. 1215 to 1830 seven days a week.

The following communication installations were made this date. Motorola set at Sta - Pogo Net, J-4 warehouse (Charlie) - Pogo. HF-Voice radio telephone completed between J-3 office Tare and office at Elmer. Four receivers adjusted to Pogo, EG&G, Admin and UCRL frequencies loaned to Security Monitor on Tare. In future these nets will be monitored.

is preparing a draft on boat support at Tare. Will be forwarded as soon as possible.

Four flights Bikini-Eniwetok airlift were scheduled with 20-18-19-8 passengers respectively.

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

COPIED/DOE
NNC RC

This material contains information affecting the national defense of the United States within the meaning of the espionage laws, Title 18, U.S.C., Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

SECRET

PRIVACY ACT MATERIAL REMOVED

SECRET

TU-12 and Bacigalupi of L-6 arrived from Eniwetok at 1305 and were sent to Charlie by special copter.

All Air Force pilots are cleared, however, the Marine pilots badges have not arrived. By TWX Spain has given special permission to fly Monday, 25 January.

A new copter schedule has been prepared and will go in effect Tuesday, 26 January. Four flights in the AM and 3 flights in the PM clockwise. The same number of flights counter clockwise. A system of cards indicating the direction of the flight will also go in effect Tuesday, 26 January.

The Marines operated their first full day, 94 flights - 265 passengers on 22 January.

returned to Parry on the 1335 flight to Parry.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE

SECRET

COPIED/DOE
LANL RC

190

PRIVACY ACT MATERIAL REMOVED

[redacted]

Friday - 19 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/85
F

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
[redacted]

A TWX was received from Hooper stating both the Evacuation and Recovery Plans were to be classified CONFIDENTIAL.

The LST [redacted] arrived at Tare and docked about 1745.

A Sunday [redacted] will arrive Tare at 1145 and depart 1330.

Arrangements were made to alert all concerned regarding the proposed rocket firing at 0645 and 1500, 22 February at Charlie.

Discussion was held with regarding covering KOON once the curtain is raised on B-1. states the KOON will be covered by a tarp at all times.

of TU-9 discussed filming of [redacted] unloading at Tare and installation at Charlie. will confer with 20 February concerning this project.

Copter passengers for 18 February 388 and 19 February 322.

The evacuation plan was typed by 1700 and the stencils were taken by boat to the CURTISS off Tare at 2200 to be run off on the electric mimeo machines.

The recovery plan will be typed on 20 February.

confered with d&N regarding evacuation.

notified Tare that the movement of the 4000 gal truck (avgas) to Nan has been approved. TG 7.4 will take action to implement. notified.

completed his tour of all LASL experimenters to obtain basic information for UNION evacuation.

completed his work at Station 20 with his radio lanthanum source and the source was moved to the mock barge arriving at about 1330. worked until 2100 tonight. He was dissatisfied with the results and want's the source to remain on the barge until further word. He said he would keep J-3 Tare informed of his desires. desires to move the source back to station 20 on Charlie when he has finished with it on the barge because his station 20 results were unsatisfactory. has set this move up on a "when ready basis".

DISTRIBUTION:
Copy 1 - Tare J-3
2&3 - Elmer J-3

[redacted]

COPIED/DOE
LANL RC

[redacted]

PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 20 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/86
F

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO [redacted]

Special copter flights are to be held to a minimum on Sunday 27 February. The Squadron is preparing the surfaces of the copters with wax in order to minimize contamination.

Copter passengers for 20 February - 358. Total for week 15-20 February - 2,008, and the total for 5 weeks 18 January thru 20 February - 10,841.

is preparing the UNION Evacuation Plan. Most of the basic data has been accumulated.

The Bravo Evacuation Plan with a chronological Evacuation Check List, Regular Copter Schedule, Special Copter Missions, Boat Missions, Special Support Requirements and Trailer and Vehicle movements has been mimeographed and distributed. The Mimeograph facilities of the CURTISS were utilized and the work was completed at 0330, 19 February. Copies for Eniwetok were sent out by the 1035 C-47 flight. Distribution throughout Bikini was made by special copter during the afternoon.

A raft from Project 2.5a was reported ashore at Victor by a copter pilot.

The movement of th[redacted] Device from the LST-762 to the LCU, was completed at 0915. The LCU with a[redacted] in company left immediately for Charlie. By 1300 the lowboy was in station[redacted]. The operation was smooth.

DELETED

Since last nights experiment was unsuccessful will require the Radio Lanthanum to remain on the barge during the night of 20 February 1954. All interested parties were notified. The source will be moved by boat from the barge to Charlie on Sunday. It appears that the source will be shipped back by a special 1300 flight on Monday. No passengers other than the 2 escorts will be aboard.

will not be finished with the Mock Barge until 26 February. The plans now are that the barge will be left in place until 26 February and then towed to Tare for off loading the H&N generator, program 18 search light and the helicopter landing lights. The barge then to be sent to Eniwetok by tow on 22 February LST.

The Curium Source was delivered to Charlie at 1320.

met to discuss recovery problems.

The Navy, Air Force, Marine Detachment, AEC Security Able, Charlie and Fox were reminded of the rocket firing on 23 February at 0645 and 1500.

DISTRIBUTION:
Copy 1 - J-3 Tare
2&3 - J-3 Elmer

COPIED/DOE LANL RC

[redacted]

[redacted]

PRIVACY ACT MATERIAL REMOVED

~~SECRET~~

Thursday - 21 January 1954

~~BK-10~~ J-3/60

A meeting was held with . to discuss the off-loading of the CURTISS on its special run here at the end of next week. desires the off-loading to take place on the lee-shore of How to T-boats and then a run over to Tare. of H&N, who has been following the CURTISS problem at Parry, will arrive here 22 January for further discussion. The results of the meeting were discussed with who recently arrived. He stated Task Group 7.3 was not aware of this new requirement and would take it up on his return to Parry. and members of UCRL will meet the CURTISS prior to dawn and follow through the entire movement to the cab. A detailed memo to all concerned is being prepared and coordinated by

informed J-3 of the Task Group 7.4 order to return 2 copters to Eniwetok aboard the LST sailing about 25 January. They will be prepared for movement 23 January. In view of the transition period from the Air Force to the Marine copters about 22 January a cable was sent to J-3 recommending delay of this transfer until the Marine copter detachment is assured of being fully operational. Attention was invited to the fact that 2 Air Force copters are deadlined for lack of parts. Thus with 2 transferred, only 3 of the 5 remaining would be flyable under optimum conditions. In addition the 6 Marine Copters which will be dropped off from the CVE will have only minor repair facilities available during the period the CVE is away from Bikini.

The Air Dispatcher reported 274 copter passengers on Wednesday, 20 January.

is sending two additional jeeps to Charlie tomorrow to take care of the increased activity.

A meeting was held with AEC Security and the MP Detachment Company to firm up the details of their role in the lowboy movement.

A TWX as a result of our request was received from Eniwetok stating a weather forecast starting 21 January at 1000 addressed to J-3 Tare will commence twice daily at 1000 and 2200 reaching us at 1100 and 2300. Forecast was not received as scheduled. TWX being sent to J-3 as follow-up.

A message was received that will arrive 1155, 22 January. Also and 4 JTF Staff will arrive Tare 1000, 23 January by C-54 for orientation by Ogle. Plans for this tour will be discussed by on his arrival tomorrow.

visited on Charlie to ensure all arrangements for the lowboy movement were satisfactory.

after conferring with AEC and the 7.1 staff sections, departed Tare 1035 for Parry.

departed Tare 1035 for Parry.

[redacted]

THIS DOCUMENT CONSISTS OF 2 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

~~SECRET~~

163

PRIVACY ACT MATERIAL REMOVED

--, J-2 JTF SEVEN, arrived. conferred with J-3 Tare on problems to ensure coordination of effort.

and departed Tare at 1535 for Parry.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

194

PRIVACY ACT MATERIAL REMOVED

SECRET

~~DH-9~~ J-3/5-9

Wednesday - 20 January 1954

LSD-2 Belle Grove arrived Tare 1030 and departed 1630.

USN, TG 7.3 Boat Officer, is now located at the Marine Operations Office. He has 3 T-boats, 3 M-boats and 3 LCVR's at his disposal.

J-3 Tare received Operational Directive No. 1 dated 18 January 1954 concerning special requirements for TU-4 during the period 20-30 January. In addition, three TWX's outlined the main points in the proposed LST movement. These were discussed with and on their arrival. Immediately following this a conference was held with AEC, and , H&N, to go over each step in detail to ensure coordination. After this conference a memorandum was published to all concerned on Tare and Charlie outlining the high points of Directive No. 1 as they apply to Bikini Atoll plus administrative instructions including the movement and billeting of personnel connected with this project.

began preliminary talks on the recovery program after return from an overnight visit to Charlie and Able.

The Air Force Detachment grounded two copters for minor maintenance during the afternoon. Both were back in operation after 2 hours.

The Air Dispatcher reported 233 copter passengers on Tuesday, 19 January.

A conference was held with Marine Copter Operations Officer, and on completion of three day orientation tour. , states that contrary to statement that the copters will only carry 3-4 passengers, these Marine copters (since they have less gear and radio equipment than Navy Copters) will carry 5-6 passengers. The CVE will unload 6 copters at Bikini on 22 January. At this time the Air Force Detachment will deadline two of theirs for needed engine overhaul. This will give us 3 Air Force and 6 Marine Copters available.

A study is being made of passenger traffic for possible increase in the scheduled runs commencing Saturday or Monday.

and others have requested a 24-48 hour weather forecast on the general area, especially cloud cover. A priority TWX was sent to Hooper to initiate this.

and visited Able, Charlie, Fox and Nan by special copter during the afternoon.

visited Fox and Nan. As result of talks with and others 2 jeeps, 1 - 3/4 tons and 1 - 5 ton tractor will be sent to Fox and 2 jeeps to Nan. Vehicles for these changes will arrive on next LST from Elmer.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO. 1 OF 2 COPIES, SERIES A

SECRET

105

PRIVACY ACT MATERIAL REMOVED

[redacted]

Tuesday - 19 January 1954

~~[illegible]~~ J-4/58

Smudge pots were placed at Copter mats at Charlie and Fox for night operations and emergencies. The Nan mat already has a lighting system installed.

The Air Dispatcher reported 286 passengers carried on Monday 18 January.

Reservations were made on the 1830 flight, 23 January, for return to Eniwetok for the 3 MP's accompanying the lowboy LST movement.

Movement of the special cylinders accompanying the lowboy, 22-23 January, was discussed with H&N and

of Project 1.2a and 1.3 discussed with J-3 the requirements for his projects in the evacuation check list.

J-6, and McLellon, TU-13, arrived Tare 0950.

departed Tare 1035.

visited Charlie, Fox and Nan. Returned to Eniwetok 1535.

It is presently planned to superimpose the Marine helicopter contingent over the existing Air Force structure. , USMC, and USAF, will sit on a joint and equal level. Operational control will, of course, rest with the Navy.

The strength of the two units:

	Pilots	Planes	Spares
USMC	20	10	2
USAF	6	5	2

The spares are not to be considered as available operational planes, but rather as replacement for completely unservicable planes or as planes to be cannibalized to supply parts.

If carrier arrival permits, marine pilots will fly as co-pilots with USAF pilots in order to familiarize themselves with terrain, primary landing fields, secondary landing fields, existing winds, and general conditions.

To preserve the stability provided by a fixed schedule, a fixed, published schedule will be maintained. If the demand for a greater load capacity makes itself felt, more helicopters will augment the helicopter making the run.

COPIED IAW RG [redacted]

T[redacted] the [redacted] with [redacted] Title [redacted] transmis[redacted] [redacted] by law.

THIS DOCUMENT CONSISTS OF 2 PAGES
NO 1 OF 2 COPIES, SERIES A

If any requirements from any group, section, or organization are made known for earlier or later scheduled flights, these requirements will be met. These requirements have been solicited, but to date none have been forthcoming.

To provide flexibility and an immediate capability, six copters are to be stationed on the field near the Tare helicopter dispatch post. When the emergency, load or destination warrant, a special flight may be arranged.

Inasmuch as the Marine copters are to be fueled and berthed on their carriers, the storage space on Tare is necessary. For optimum utilization the space near the Tare dispatch post should be utilized. At the dispatch post will be a Marine plane utilization officer. Dispatch will still be coordinated by J-3 through the H&N dispatcher.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

PRIVACY ACT MATERIAL REMOVED

Monday - 18 January 1954

~~B-7~~ J-3/5-7

and arrived at Tare at 0950 - to Fox and Felt to Able.

and arrived at Tare. carried the draft of the LST - lowboy movement. were alerted. H&N, has been attending all of the conferences at Parry on this subject. He will arrive here on the Wednesday morning plane. Immediately thereafter a conference will be called to brief all concerned.

A message was received from alerting J-3 Tare on the requirement for an additional T boat in connection with the lowboy movement. Total requirement is now three T boats and one M boat. A detailed plan regarding this movement will be forthcoming from J-3 Elmer on 19 January.

The POGO and EG&G Nets were completed in J-3.

Marine Operations Officer (Helicopters), and visited J-3. The forthcoming copter situation was discussed. He will be here about five days for orientation. A conference will be held with him after his orientation.

and arrived 1635 at Tare. conducted a conference after supper with and members of the J-3 Section to discuss evacuation and recovery principles.

At the request of CIC a list of explosives held by TG 7.1 was submitted to AEC.

made a sweep of all islands to check numbers and physical location of all trailers.

The Chief Air Dispatcher, H&N, reported a total of 1472 passengers used the copters during the previous week (11-16 Jan 1954).

The teletype system Tare-Nan-Parry went into permanent operation at 0800.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO 1 OF 2 COPIES, SERIES A

COPIED/DOE
LANL RC

SECRET
PRIVACY ACT MATERIAL REMOVED

[redacted]

Saturday - 16 January 1954

~~BK-6~~ J-2/56

Arrangements were made with to ensure that J-3 Tare is advised by priority cable of all special flights initiating at Eniwetok in order that better utilization of these flights can be made from Bikini. In addition J-3 Tare will notify of any delays in scheduled or specials leaving Bikini in order that personnel can be efficiently handled at the Eniwetok Terminal.

Operations Officer, TG 7.3, again visited J-3 for orientation. He stated the marine helicopters will carry one pilot - four passengers or two pilots - three passengers.

The YCV was moored in the shot barge area about 1530 this afternoon. It is located 1000 yards (∠ 200) from the shot barge.

A meeting was held with H&N, concerning the C-47 airlift. Our activities in this field are now closely coordinated with H&N.

requested and received the temporary use of a 3/4 ton for the MP Detachment until TG 7.2 can ship one over.

visited Able and Charlie. They contacted:

None had any major problems. The camp on Able is ready. The mess hall was finished Friday afternoon. The water cube was filled Saturday afternoon. Arrangements were made by J-1 to put Able in the movie circuit.

The instructions for use of the Bikini-Eniwetok Airlift were published by J-3, distributed by J-1. Copies were sent to

The availability of T boats will be reduced late next week to ready it for the lowboy. J-4 stated this would not effect cargo shipments as an effort was made to ship out all cargo in anticipation of this.

UCRL L-4 requested motorolas in the work tent compound...Tare and at Charlie. Since this was not included in scheduled requirements it is being studied.

241 passengers were carried by copter today.

A study of all trailer locations is being made.

COPIED/DOE

AEC Security notified J-3 that the Administrative Building Tare will become a guarded administrative compound effective 2400 hours 17 January 1954. All personnel in this headquarters have either permanent or temporary badges to gain entrance except for whose status has not been clarified as yet. A priority cable is being sent to J-3 Eniwetok to clarify status.

DISTRIBUTION:
Copy 1 - J-3 Tare
2 - J-3 Elmer

COPIED/DOE
LANL RC

SECRET

THIS DOCUMENT CONSISTS OF 1 P
NO 1 OF 2 COPIES, SERIES A

PRIVACY ACT MATERIAL REMOVED

SECRET

J-3/55 ~~J-3~~

Friday - 15 January 1954

A meeting was held with Atoll Commander, and MP Detachment Commander, concerning the MP situation. MP's are located as follows:

	NOW	LATER
TARE	15	58
CHARLIE	7	20
FOX	5	8
NAN	9	14

These figures will include 1 Officer at each main island. MP's are now located on a 24 hour basis at stations 1200 and 2200. When the badge system is initiated, MP's will be located at all Copter, Mats and Boat Landings within the Atoll. All posts will be tied into the phone system for reports to MP control every half hour.

Asst Communications Officer, JTF SEVEN and Communications Officer, TG 7.2 visited J-3, of the Army Communications Detachment, TARE, and NAN.

Special Copter flights were run to haul priority incoming cargo traffic to Able and Charlie. Also five special flights carried passengers to the upper islands within one hour after arrival at Tare. The present Copter capability can meet all traffic requirements. The first morning and last evening flights are the only flights that are over-flowing. This is being studied. 213 passengers were carried by Copters today.

made a sweep of the upper islands. They contacted the following:

EG&G

H&N

They reported the following:

a. The new bus at Nan is operating satisfactorily. The H&N driver, , meets all boats and copter flights. The bus is useful for both freight and passengers.

b. EG&G, expressed the opinion that he could use more jeeps. Ream is investigating. The transmitters were operating but on a temporary set-up. Permanent installation will not be effected until 19 January 1954. The teletype machine was running on a room check only.

COPIED/DOE LANL RC

This material contains information affecting the national defense of the United States within the meaning of the espionage laws, title 18, U.S.C., Sections 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited.

COPIED/DOE LANL RC

SECRET

20

THIS DOCUMENT CONSISTS OF 2 P. NO. 1 OF 2 COPIES SERIES A

PRIVACY ACT MATERIAL REMOVED

c. At Charlie, work was running smoothly, supply trouble presented a minor problem. The POGO and UCRL Radio Sets were installed in Program 22 trailers and station 1200.

arrived at Tare 1500. He visited J-3 to discuss location of the YCV Copter Barge. He stated the shot and copter barges would have to be at least one half mile apart due to anchoring problems. He was informed that it had been hoped to have the barges closer to reduce travel time and facilitate transfer in rough water. He will consult with J-3 regarding this on his return to Parry 16 January.

A meeting was held with H&N regarding the C-47 lift required to take uncleared H&N personnel to Eniwetok just prior to establishment of the badge system in order to ensure orderly scheduling. H&N will have about 48 uncleared personnel to evacuate. No problems are forseen.

USS BUTTONWOOD, Coast Guard vessel is present.

A meeting was held by J-1 and J-3 to discuss procedures for use of the teletype plus the handling and delivery of messages.

COPIED/DO LANL RC

201

PRIVACY ACT MATERIAL REMOVED

[redacted]

J-3/54 ~~BK-4~~

Thursday - 14 January 1954

Flare sighted by MP at 0500 ocean side of Fox, reported to AEC Security, and at 0730. Instructions were issued to all concerned to ensure early reports on such occurrences.

arrived at Fox at 0915 to meet . The party including toured all stations. departed at 1215, overflying How, for Nan. At Nan the party was met by , Area Supt., and toured all stations. was contacted at Station 70. The party returned to Tare at 1415. departed for Parry at 1535.

departed 1030 for Parry to check J-3 personnel and obtain office supplies.

Asst J-3 JTF SEVEN, arrived Tare 0950 and departed on the afternoon plane. His primary mission was to obtain billets for the Navy personnel of the six helicopters to arrive here about 20 January. discussed certain problems with and to include the C-47 airlift, the fact that is the Atoll Commander for military personnel except for TG 7.1 personnel, TG 7.3 forthcoming activities and the helicopter schedules. stated a Marine Major (Opns) would visit Tare soon to study the situation.

ATF-114 arrived with two barges - YFN (barge which will be a base for 7.3 boat pool) and YCV helicopter platform.

outlined the major problems of which J-3 Tare must be aware in the near future.

of Project 2.5b set up for L-13 tour of Atoll for 1300 on 15 January. He discussed future boat and helicopter requirements for his project.

Motorolas were established at the UCRL recording stations on Tare and Charlie.

[redacted]

THIS DOCUMENT CONSISTS OF 1 PAGE(S)
NO. 1 OF 2 COPIES, SERIES A

[redacted]

COPIED/DOE LANL RC

COPIED/DOE LANL RC

COPIED/DOE LANL RC

202

PRIVACY ACT MATERIAL REMOVED

SECRET

FK-4J-3/51
F

Monday - 11 January 1954

and party of five arrived at the airport at 0946. Party departed 10 minutes later for overnight stay at Charlie. Arrangements were made to pick them up at Charlie at 0900 hours 12 January for transport to Airport, then back to Parry.

and arrived. was introduced to the Air Force Detachment and began a study of the helicopter schedule to accommodate the proposed population increase. After a conference with and H&N dispatcher, a new schedule of six flights, both morning and afternoon, will commence Wednesday, 13 January. discussed marine operations with the H&N marine dispatcher.

visited Charlie to correct the vehicle deficiency of Program 22. He consulted with and reported the vehicle situation was corrected.

assumed command of all TG 7.1 personnel on 11 January 1954.

The 24-hour duty roster was initiated.

Today marked the beginning of the TG 7.1 population increase. Copter operations increased for a total of 282 passengers.

The LST arrived with 11 jeeps, one 4-ton wrecker and five 3/4-tons with "A" frame.

consulted with (H&N Supt. for Marine Operation) and with (H&N Port Captain) and learned that no plans had been made to moor Shot Barges until late February, whereas TU-4 has planned a test moor of [redacted] Barge on 28 January to 22 February.

Arrangements are now being made by H&N to lay the moors in time for the 28 January trial. It takes about 5 days to lay the moors and the schedule will be tight. will be in Charge of laying the moors and with actually mooring the barges.

[redacted]

[redacted]

[redacted]

COPIED/DOE
LANL RC

2