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U. S. S. BENNER (DDR-807)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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From: Commanding Officer, U.S.S. BENNER (DDR 807)
To: Commander, Task Group 7.3

Subject: Final report for operation HARDTACK

Ref: (a) CTG 7.3 Instruction 03401.1A of 30 December 1957

- Encl:
- (1) Chronology
 - (2) Report on operational phase of HARDTACK
 - (3) WAHOO DRT track
 - (4) SYCAMORE DRT track
 - (5) NUTMEG DRT track

1. In accordance with reference (a), enclosures (1) through (5) are forwarded herewith.

W. W. Griffith
W. W. GRIFFITH

Copy to:
COMDESRON NINE
(less encls (3), (4) & (5))

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Statement A
Approved for
Distribution

John Brown
for Chief K. S. M. Brown

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Enclosure (1)

CHRONOLOGICAL BRIEF OF BENNER OPERATIONS

SUNDAY 11 MAY	- Arrived Ehiwetok Atoll, anchored berth Delta 2, 1500M.
MONDAY 12 MAY	- In port. Observed BUTTERNUT. Fueled from YOS-32.
TUESDAY 13 MAY	- Observed KOA. Conducted WAHOO rehearsal and returned to port.
WEDNESDAY 14 MAY	- Conducted WAHOO rehearsal, photographic mission with U.S.S. ORLECK and returned to port.
THURSDAY 15 MAY	- Same as 13 MAY.
FRIDAY 16 MAY	- Participated in WAHOO and returned to port.
SATURDAY 17 MAY	- In port, Ehiwetok.
MONDAY 19 MAY	- Received aerographers and RAWIN equipment from U.S.S. PERKINS. Underway for training and testing of above equipment and return to port.
TUESDAY 20 MAY	- Underway testing RAWIN equipment south of Ehiwetok thence to SAR station east of Fred.
WEDNESDAY 21 MAY	- Underway as SAR destroyer east of Fred.
THURSDAY 22 MAY	- Underway east of Fred Island as SAR destroyer during operation HOLLY. Participated in SAR mission involving landing of B-57 with defective landing gear.
FRIDAY 23 MAY	- In port, Ehiwetok.
SATURDAY 24 MAY	- In port, Ehiwetok.
SUNDAY 25 MAY	- In port, Ehiwetok. Weather DD Station Echo.
MONDAY 26 MAY	- In port, Ehiwetok, during operation YELLOWWOOD thence underway to northern section of Ehiwetok Lagoon in connection with nose cone recovery operation.
TUESDAY 27 MAY	- In port. Observed MAGNOLIA. Participated in nose cone recovery search operations.
WEDNESDAY 28 MAY	- In port. Went alongside YOS-32 for fuel. COMDESRON 9 and staff conducted administrative and personnel inspection.
THURSDAY 29 MAY	- Underway for Bikini - Arrived Bikini Atoll, Marshall Island 1830. Underway in connection with RAWINS and evacuation for operation SYCAMORE. Took station 20 miles east of NAN Island.
FRIDAY 30 MAY	- In port, Bikini Lagoon. Underway for operations in connection with evacuation and RAWINS for SYCAMORE.
SATURDAY 31 MAY	- Underway for operation SYCAMORE. Proceeded to vicinity of Rangalap Atoll. Returned Bikini 0030.
SUNDAY 1 JUNE	- In port Bikini. Weather station Delta.
MONDAY 2 JUNE	- Underway, rendezvoused with USS CACAPON and refueled. Returned and anchored Bikini. Weather station Delta.
TUESDAY 3 JUNE	- In port Bikini. Weather station Delta.
WEDNESDAY 4 JUNE	- In port. Shifted berths from anchorage to buoy N-10. SOPA, weather station, Delta and AOC ship.
THURSDAY 5 JUNE	- In port Bikini. SOPA weather station Delta and AOC ship.
FRIDAY 6 JUNE	- Same as 5 JUNE.

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SATURDAY 7 JUNE

SUNDAY 8 JUNE

MONDAY 9 JUNE

TUESDAY 10 JUNE

- In port Bikini. SOPA weather station Delta and AOC ship.
- Same as above.
- Same as above.
- Same as above.

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Enclosure (2)

a. Movement to the forward area. BENNER departed CONUS at 1000, 29 April 1958 in company with Destroyer Division 91. Arrived at Pearl Harbor, T.H. at 0800, 4 May. Departed Pearl Harbor 0900, 5 May for Eiwetok Proving Ground. Reported to TG 7.3 at 1240 on 12 May at the following positions: 10° 47' North Latitude, 169° 13' East Latitude. Arrived at Eiwetok Atoll, Marshall Islands and anchored in Eiwetok Lagoon, anchorage area Alfa, berth Delta 2, at 1500, 11 May.

b. Operations:

(1) Navigation.

(a) Suitability of available charts for assigned tasks.

1. HO 2009 Eiwetok Lagoon. Satisfactory. Ship's force had to add anchorage Delta 2 to the chart since no correction was available. A light on the southern tip of Parry Island would be a help in maintaining anchor bearings in anchorage area Alpha.
2. HO 6033 Eiwetok Atoll and approaches - Satisfactory.
3. HO 6029 Rengalap Atoll - Satisfactory.
4. HO 2010 East Central part of Eiwetok Atoll - Satisfactory.
5. HO 6032 Bikini Atoll and approaches - Satisfactory.
6. HO 6025 Ehyu anchorage - Satisfactory.

(b) Adequacy of buoyage and other navigational aids.

1. Eiwetok Atoll: Recommend addition of some type of light on the southern tip of Parry Island. This would be an aid in maintaining anchorage at night. Flashing green channel buoy No. 1 in East channel is too weak to see from a distance. It is also recommended that a buoy be placed on the four and one half fathom shoal spot in the East central part of the Lagoon at Latitude 11° 23.20' N, Longitude 162° 20' 10" E and on the one and one half fathom shoal spot at Latitude 11° 23.6' N, Longitude 162° 20' E.
2. Bikini Atoll: Recommend the addition of some type of light on the north tower (wooden tower) to aid in navigation at night.

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Enclosure (2)

(c) Discrepancies noted in location of navigational hazards or aids, soundings, etc.

1. Bikini: None

2. Eniwetok: Chart indicates a buoy on the $1\frac{1}{2}$ fathom shoal spot at Latitude $11^{\circ} 23.6'N$, Longitude $162^{\circ} 20'E$. There is none.

(d) Information concerning beaching sites, channels, landings and other shore facilities was considered adequate for the purposes of this ship.

(e) Information concerning characteristics of the bottom, including holding ability was considered adequate. Holding ability of the bottom at both Eniwetok and Bikini was considered good even in winds up to 30 knots with large ground swells.

(2) Track Charts

(a) Track charts for all shots while ship was underway are included herewith as enclosures (3), (4) and (5).

(3) Surface Water Transportation

(a) Inter Atoll for freight and personnel: Not observed.

(b) Boat Pools:

1. Bikini - boat pool equipment and schedules are adequate.
2. Eniwetok - boat runs very seldom conform to the schedule. Weekend travel was difficult due to lack of scheduled boat trips. M boats passed up Tango at the dip on 18 May 1958. It was approximately one half loaded and BENNER had liberty party on deck waiting. LCU service to Japtan is adequate. Recommend that all boats awaiting the return of the liberty party from Japtan be at the LCU ramp on Parry on time. Further recommend that several trips be made from Japtan to Parry during the course of the liberty hours for the return of personnel designated by the SP Officer or those desiring to return early. Present schedule necessitates retention of "troublesome" cases until end of liberty hours on Japtan with no facilities available to the SP Officer for these cases.

(4) No unauthorized craft were encountered in the danger area.

(5) Search and rescue

(a) BENNER was designated SAR destroyer for shot NUTMEG and patrolled a 5 mile long track on course $050^{\circ}T - 230^{\circ}T$, six (6) miles east of Eniwetok Island on 21 and 22 May.

(b) BENNER was SAR destroyer on 22 May for emergency landing of B-57 aircraft on Eniwetok Island. Teek station east of runway on Eniwetok. Plane landed safely.

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c. Radiological Safety:

- (1) On 14 May about 0700 a background level of about two (2) milli-roentgens was noticed in and around the bridge and pilot house area. The discovery was made through the use of an AN/SPD-1 Stationary Navy radiac unit. Following this the entire ship was monitored and hot spots of five (5) milli-roentgens were found. Ship's personnel commenced a scrub down of the entire ship with salt water about 0830. At 0930 an overall level of 5 milli-roentgens was reached. At about 0945 it was discovered that the sea water had an intensity reading of about 10 milli-roentgens. Ship's force stopped washing and scrubbing down with sea water and dried off the ship with swabs. At about 0700 on 15 May the overall intensity had dropped to about three (3) milli-roentgens. The following reports were made to CTG 7.3 at about 0700 on 14 May:

COW 2
HORSE 7/7.5

d. Logistics:

- (1) Replenishment procedures for provisions, stores and spare parts.
 - (a) Fuelings: Eniwetok fueling facility (YOS32) is barely adequate in many respects. Diesel pumps were inoperative on one occasion. No line handlers were available on one occasion. Pump pressure of 35 pounds per square inch is barely adequate. On one occasion, there was no supply of diesel oil for the pump on board the barge. BENNER supplied. On 13 May BENNER received 136,000 gallons of Navy Special fuel oil which required almost six (6) hours to accomplish. Underway fueling from U.S.S. CACAPON (AO-52) was good.
 - (b) All GSK stores are received by mail. None received as of 6 June 1958.
 - (c) Spare parts: There is no replenishment arrangement for spare parts at the EFG. Some spares were obtained from other ships in the Lagoon. Mail service for spare parts from Pearl Harbor was considered very good.

e. Ship Modifications and Installations:

- (1) Washdown systems: Operation satisfactory. Seems to be holding up well.
- (2) AN/SPD-1 Stationary Radiac Unit. Operation satisfactory. Showed first indication of radioactivity resulting from shot "KOA" on 14 May 1958.

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- (3) Nose cone recovery gear: Not used as of 6 June 1958.
 - (4) All special radio gear: Operation satisfactory.
 - (5) All aerological gear: Operation satisfactory.
 - (6) Goggles - Excellent.
- f. BENNER has not taken part in any pre-shot or emergency evacuations of personnel.
- g. SOPA administrative functions were adequate at Ehiwetok and Bikini.
- h. Recreation facilities:
- (1) Japtan: Baseball field unsatisfactory. Recommend re-surface. Volley ball courts unsatisfactory. Recommend re-surface, and line properly. Other facilities satisfactory. Recommend two life guards on duty at all times.
 - (2) Ehyu: All facilities were satisfactory. Recommend resurfacing of ball field.
 - (3) Officers clubs at Ehyu and Elmer were satisfactory.
 - (4) Value of T.V. programs to morale. Not observed.
- i. Statistical data relative to ship's store stock, hobby shops, equipment and provisions which should be adequately stocked in order to contribute to morale.
- (1) Staples such as tooth paste, soap, etc. should be stocked to capacity. Candy and other ship's store food stuffs sell well. Watches sell well because money is not being used extensively on the beach. Stationary and writing gear sell well. No hobby gear carried in ship's store on destroyer type ships.
 - (2) Provisions: Carry a capacity load of beverage bases, ice cream mix and flour.
- j. Ship's force maintenance and periods for upkeep:
- (1) Ehiwetok: Unsatisfactory. Insufficient time available for routine ship's force upkeep.
 - (2) Bikini: Satisfactory. Time is available as long as destroyer is anchored at weather station Delta. However, at both Ehiwetok and Bikini the absence of a definite schedule makes planning of routine upkeep very difficult.

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k. Conditions peculiar to the area or the duration of stay in the area which are detrimental to ships material are as follows:

- (1) BENNER experienced difficulty in receiving teletype after 2000 at Bikini.
- (2) Some breakdowns in electronic gear experienced due to high temperatures.

l. Personnel and Administrative

(1) Personnel Losses:

- (a) Emergency Leave - 2
- (b) Hospitalization - 3
- (c) Mandatory transfers - 0
- (d) Security risks - 0

(2) Adequacy of personnel allowance:

- (a) Engineering: Adequate
- (b) Operations: Adequate
- (c) Supply: Adequate
- (d) Gunnery: Adequate

(3) There has been a decrease in the number of courts martial, nonjudicial punishment and confinement cases since BENNER's arrival in the Ehiwetok Proving Ground.

(4) Mail: U.S. Mail service to both Ehiwetok and Bikini has been good. Reports have been received that indicated excessive delivery time of outgoing mail to the U.S. Guard mail and officer messenger mail was adequate.

(5) Berthing and messing: On destroyer type ships, there is a limited amount of room available for the berthing of officer observers and civilian observers of a similar status. Usually officers in the ship's company are required to vacate their rooms to accommodate any number of observers of this status over three.

m. Communications:

(1) Since BENNER's arrival in the Ehiwetok Proving Ground, message traffic shipboard has increased approximately 200%. Some difficulty was originally encountered in processing and control of priority traffic due to large volume. This was rectified through indoctrination of personnel.

(2) Space available was inadequate for communications equipment installed for HARDTACK. One radio set was mounted in pilot house. All communications gear especially installed for

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Enclosure (2)

HARDTACK operated satisfactorily.

- (3) Communications operators and technicians were considered adequate for the operation.

a. Security.

- (1) The security indoctrination program is considered adequate. A few personnel reporting after BENNER's arrival at Eniwetok were charged with security violations because they had photo equipment in their possession. These persons had not been briefed.
- (2) Only officer personnel were issued badges. It is felt that proper and sufficient personnel were issued badges to meet the needs of this ship.

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