UNITED STATES SHIP RENSHAW (DDE-499) Friday 5, March 1954
RENSHAW

104803

00-04

Steaming in company with USS MUNRO (DE-422), enroute from Utirik Atoll to Kwajalein Island in accordance with CTG 7.3 disp. 040312Z. Course 218 T&PGC, 208 PSTGC. Speed 11 knots. Ships in column, MUNRO, 2000 yards astern. This ship guide and OTC. Steaming on boilers Nos. 2 and 4, split plant. Condition of readiness three and material condition Baker set. 0330, Sighted Kwajalein Island Aero beacon, bearing 225,T, distant 20 miles.

E.W. MONROE, LTJG., USNR

04-08

Steaming as before. 0528, C/C to 270 T&PGC, 260 PSTGC. 0600, C/C to 305 T&PGC, 295 PSTGC. 0610, USS MUNRO (DE-422) assumed guide, 2000 yards ahead. 0636, C/C to 330 T&PGC, 322 PSTGC. 0645, C/C to 340 T&PGC, 330 PSTGC. 0646, Set the special sea detail. OOD has the conn. Captain and Navigator on the bredge. USS MUNRO detached to proceed independently. 0710, Pilot Bos'n L.D. FERRILL, came aboard. 0729, Passed between buoys Nos. 1 and 2, standing into Gea Pass Kwajalein Atoll Harbor. Steering various courses and at various speeds conforming to the channel.

M.A. HEYMAN, LTJG., USNR

08-12

Steaming as before. 0809, Captain has the conn. 0830, Moored starboard side to Berth Easy, Kwajalein Atoll Harbor, with standard mooring lines. Ships present include various units of the U.S. Pacific Fleet. SOPA is COMNAVSTA, Kwajalein. 0831 Pilot Bos'n L.D. FERRILL, left the ship. 0836, Secured the special sea detail. 0842, COMNAVSTA, Kwajalein came aboard. 0850, Secured boiler No. 2. Boiler No. 4 in use for auxiliary purposes. 0902, COMNAVSTA, Kwajalein left the ship. 0913, Disembarked 154 civilian evacuees from Utirik Atoll. 0940, Made daily inspection of magazine and smokeless powder samples; conditions normal. 1000, WOG 73 came alongside to port. 1040, Commenced fueling from WOG 73, draft fwd. 13' 5", aft 13' 1".

for J.W. HEAD, LTJG., USNR

12-16

Moored as before. 1206, Lighted fires under boiler No. 2, and commenced making all preparations for getting underway. 1226, Completed fueling, draft fwd, 13' 9", aft 13' 8". 1300, Completed all preparations for getting underway. Cut in boiler No. 2 and 4, on the main steam line. 1304, Major Robert D. CREA, 0507808, USA, and Mr. Lalabin, Lan, Marshallese interpreter came aboard. 1307, Underway for Likiep Atoll in complinace with verbal orders from CJTF 7. Steaming on boilers Nos. 2 and 4, split plant. Special sea details set. Material condition Baker set. Captain at the conn, Navigator on the bridge. 1314, Steering various courses and at various speeds to conform to the channel. OOD was given the conn. 1346, Passed between buoys Nos. 1 and 2, took departure for Likiep Atoll, set base course 180 T, speed 18 knots. 1348, Secured the special sea detail, set condition of readiness three. 1355, C/C to 127 T&PGC, 117 PSTGC. 1405, C/C to 123 T&PGC, 113 PSTGC. 1425, C/C to 090 T&PGC, 080 PSTGC. 1432, C/C to 053 T&PGC, 046, PSTGC. 1436, C/C to 052 T&PGC, 045 PSTGC. 1447, C/S to 25 knots.

J.A. EMERSON, LTJG., USNR

16-20

Steaming as before. 1750, Sighted Likiep Atoll, bearing 080 T., distant 25 miles. 1828, C/C to 085 T&PGC, 079 PSTGC. C/S to 22 knots. 1851, C/C to 080 T&PGC, 074 PSTGC. Set the special sea details. OOD at the conn. Captain and the Navigator on the bridge. Steering various courses and at various speeds standing into Likiep Atoll Lagoon. 1905, Captain at the conn. 1918, All engines stopped. Anchored in Likiep Lagoon, in 23 fathoms of water, sand and coral bottom, 90 fathoms of chain to the port anchor on the following bearings; Flag Staff Likiep Island, 105 T., Entrance Island 252 T, Enenuuwan Island 126 T. 1929, Secured the special sea detail. 1935, Secured boiler No. 2. Boiler No. 4 in use for auxiliary purposes. Ships present: USS RENSHAW. SOPA is C.O. RENSHAW.

E.W. MONROE, LTJG., USNR

DOE ARCHIVES

20-24

Anchored as before.

B.J. JUDGE, ENS., USNR

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APPROVED

EXAMINED

Enclosure (1)

AVAILABLE AT C/C as 104803

BEST COPY AVAILABLE

DECK LOG—REMARKS

UNITED STATES SHIP RENSHAW (DDE-499) Saturday 6, March 54

00-04

Anchored in Likiep Lagoon, Marshall Islands, in 23 fathoms of water, sand and coral bottom, with 55 fathoms of chain to the port anchor on the following bearings; Flagstaff, Likiep Island, 105 T., Entrance Island 252 T., Enenuuwao Island, 126T. Ship in condition of readiness four, material condition Baker set. Boiler No. 4 in use for auxiliary purposes. Ships present: None.

J.A. JOBSON, LTJG., USNR

04-08

Anchored as before. 0700, Lighted fires under boiler No. 2, commenced making all preparations for getting underway. 0705, Landing party departed for Likiep Island.

V.C. BANDEL, LTJG., USNR

08-12

Anchored as before. 0827, Cut in boilers Nos. 2 and 4, on the main steam line. 0840, Completed all preparations for getting underway. 0937, Recovered landing party from Likiep Island. Underway for Jemo Island, in accordance with CTG 7.3, disp. 0507582. Steaming on boilers Nos. 2 and 4, split plant. Material condition Baker set. Maneuvering to clear the anchorage. Captain at the conn, Navigator on the bridge. 0944, Steering various courses and at various speeds, standing out of Likiep Atoll Lagoon. 0951, Cleared the channel and took departure for Jemo Island, set course 180 T&PGC, 168 PSTGC, speed 17 knots. 0952, OOD was given the conn. 0954, C/C to 100 T&PGC, 093 PSTGC. C/S to 22 knots. 0957, Secured the special sea detail, set condition of readiness three. 1000, Made daily inspection of magazines and smokeless powder samples; conditions normal. 1010, C/C to 055 T&PGC, 047 PSTGC. 1022, C/C to 047 T&PGC, 040 PSTGC. 1044, C/C to 030 T&PGC, 022 PSTGC. 1058, Captain at the conn. C/C to 045 T&PGC, 037 PSTGC. C/S to 15 knots. 1103, Maneuvering at various courses and at speeds, standing off Jemo Island. 1115, Disembarked landing party. 1133, Proceeding on various courses and at various speeds, circling Jemo Island for charting purposes.

M.A. HEYMAN, LTJG., USNR

12-16

Steaming as before. 1241, Recovered landing party from Jemo Island. 1252, Proceeding to Ailuk Atoll. Base course 060 T&PGC, 053 PSTGC. Speed 15 knots. 1424, C/C to 068 T&PGC, 061 PSTGC. 1426, C/C to 072 T&PGC, 065 PSTGC. 1432, Set the special sea details. OOD at the conn, Captain and Navigator on the bridge. 1442, Captain has the conn. 1454, Standing into Ailuk Atoll Lagoon. Steering various courses and at various speeds conforming to the channel.

J.W. HEAD, LTJG., USNR

16-20

Steaming as before. 1605, All engines stopped. Anchored one mile Northwest of Ailuk Island, in 16 fathoms of water, coral bottom, with 55 fathoms of chain to the port anchor on the following bearings: Emoon Island, 072 T., Enamanaman Island, 052 T., Ailuk Island, 152 T. Ships present: USS RENSHAW. SOPA is C.O. Renshaw. 1614, Secured the special sea detail. 1624, Secured boiler No. 2. Boiler No. 4 in use for auxiliary purposes. 1626, Disembarked landing party. 1750, Landing party returned.

M.A. HEYMAN, LTJG., USNR

20-24

Anchored as before.

D.J. RUSSELL, ENS, USNR

DOE ARCHIVES

USS OF THE UNITED STATES SHIP — AT/PASSAGE FROM: ILIKLIP ISLAND — TO: Eniwetok — 51

ZONE DESCRIPTION: -12 — L.E. ALFORD, CDR., U.S.N. — COMMANDING.

Hour	Dead Reckoning Course	By Revs. Nautical Miles	By Revs. Tenths	By Log Nautical Miles	By Log Tenths	Course True	Wind (True) Direction	Wind (True) Velocity (knots)	Barometer (Corrected) Height	Barometer (Corrected) Reading	Temperature Air Dry Bulb	Temperature Air Wet Bulb	Temperature Water Main Injection	Weather by Symbols	Clouds Form Low	Clouds Form Middle	Clouds Form High	Clouds Ceiling	Clouds Bearing	Clouds Amount	Visibility
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
4 A.M.							130	5	29.79		80	80		1	CU			16	130	4	7
5							130	5	29.78		80	78		1	CU			16	130	4	7
6							130	5	29.78		80	78		1	CU			16	130	4	7
7							100	3	29.78		80	78		1	CU			NO	100	4	7
8							100	3	29.78		80	78		1	CU			NO	100	4	7
9							100	5	29.78		80	78		2	CU			16	100	6	7
10							085	5	29.75		79	79		1	CU			16	085	4	7
11							100	5	29.78		80	80		1A	CU	NS		16	100	2	7
12							100	8	29.76		80	79		1	CU	AS		16	100	3	7
1 P.M.	111.0	11	3	11	0	100	140	14	29.76		80	79	84	1	CU	AS		16	140	4	7
2	226.3	22	0	21	5	030	140	12	29.80		77	76	84	2	CU	AS		16	140	6	7
3	17.0	1	7		9	315	140	10	29.78		81	78	84	2	CU	AS		16	140	4	7
4 P.M.	113.3	11	5	13	4	080	140	10	29.76		81	79	84	2	CU	AS		16	140	5	7
5	127.5	13	0	14	8	060	140	10	29.70		83	80	84	2	CU	AS		16	140	7	7
6	131.8	13	4	13	5	126	140	10	29.69		83	81	84	2	CU	AS		16	140	5	7
7	92.9	9	3	10	1	106	140	8	29.68		80	79	84	2	CU	AS		16	140	6	7
8							140	8	29.70		86	85		2	CU	AS		16	140	6	7
9							140	8	29.71		85	83		2	CU	AS		16	140	6	7
10							140	8	29.70		85	84		2	CU	AS		16	140	6	7
11							140	8	29.73		85	84		2	CU	AS		16	140	6	7
12							110	8	29.80		80	82		1	CU	AS		16	110	2	7
1 A.M.							110	8	29.80		80	82		1	CU	AS		16	110	2	7
2							110	8	29.80		80	82		1	CU	AS		16	110	2	7
3							110	8	29.80		80	82		1	CU	AS		16	110	2	7

POSITION

Hour	Latitude	Longitude
8AM		
12M	10 05 N	165 36 E
4PM		

CURRENT

Time (Hour) (Date) — To

Set: not observed

Drift

GYRO COMPASS IN USE

Error: 0

STANDARD MAGNETIC COMPASS

Compass No. 881

S.N. 145

Error 7 E

Variation 8.5 E

Deviation 1.5 W

Gallons	Heavy Fuel	Diesel Fuel	Motor Gaso	Avia Gaso / Fog Oil	Ship Lub	Avia Lub
Received						
Expended	6,414					
On Hand	125,951	6,710		8,225	4,685	

WATER

On Hand: 11,730

Received

Expended: 10,255

On Hand: 26,362

DRAFT BEFORE LEAVING PORT

Forward

Aft

DRAFT AFTER ENTERING PORT

Forward

Aft

MAGAZINE TEMPERATURES

Minimum: 93

Maximum: 98

GENERAL DRILLS AND EXERCISES

Morning	Afternoon

SUBMERGED RUN DATA—SUBMARINES

	1	2	3	4	5
Ship no. signals					
Time to submerge					
Operating depth					

DOE ARCHIVES

Hour	Wind Direction	Wind Velocity	Barometer Height	Barometer Reading	Temperature Air Dry Bulb	Hour	Wind Direction	Wind Velocity	Barometer Height	Barometer Reading	Temperature Air Dry Bulb
23	24	25	26	27	28	29	30	31	32	33	34
4						1					
5						2	84	4	2	4	2
6						3	84	4	2	4	2
7						4	84	4	2	4	2
8						5	84	4	2	4	2
9						6					
10						7					
11						8					
12						9					
1 P.M.						10					
2	84	4	2	4	2	11					
3	84	4	2	4	2	12					

HYDROGRAPHIC AND METEOROLOGICAL REMARKS

Zemo Island Reef found to run in a direction of 055T. and the geometric center of the island is 3 3/4 miles brg. 225 from its charted position.

No navigational aids were found in Ailuk Lagoon.

There is a small stone pier built on the western side of Ailuk Island, large enough for 26 ft. MWB.

Detailed letter to E.O. will be made.

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L.E. Alford