410626

DAILY DIARY - BIKINI ATOLL Tuesday - 11 May 1954

J-3/234

- Final rollup loading on LST 1157 and LCM's underway.
- Will load LCU's on LSD by 1800 hours.
- 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.
 - TG 7.1 and TG 7.5 Bikini transfered to the USNS AINSWORTH at 1600 hours.
- J-3 TG 7.1 closed at Bikini Atoll at 2200 hours and Moupe, departed for Elmer on USNS AINSWORTH.

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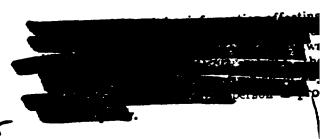
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DAILY DIARY - BIKINI ATOLL Wonday - 10 Way 1954

J-3/232 F

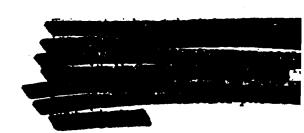
- 1. USS BELLE GROVE arrived at 0400 hours and departed at 0900 hours with three loaded LCM's.
- 2. Careful HAN plan executed this afternoon; all HAN and project equipment evacuated in 12 hours.
 - 3. Loading of the LST continues.
- 4. Scrap iron and Project 1.4 barge will sail approximately 2100 with 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 AINSWORTE may be ready for departure at 1900 hours tomorrow. All TG 7.5 and TG 7.1 Bikini personnel will be aboard.
 - P. departed on USS BELLE GROVE for Elmer.
 - 9. Final security and Rad-Safe sweep will be conducted tomorrow.
- 10. Unless otherwise directed Tooper will depart Bikini tomorrow which will close out the J-3 Section at Bikini.

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DAILY DIARY - PIKINI ATOLL Sunday - 9 Vay 1954

J-3/230

- 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; HAN 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 on western reef; will complete recovery at noon tomorrow and have YCV 1080 read for tow.
 - 10. TG 7.1 strength reduced by three today.

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PRIVACY ACT MATERIAL REMOVED DAILY DIARY - BYRTNIE MAY 1954

J-3/229 F

- 1. Tare Airstrip now ready to accommodate C-47's.
- 2. USS EELLE GROVE departed with two LCU's and SFCM's.
- 3. departed aboard USS HELLE 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:

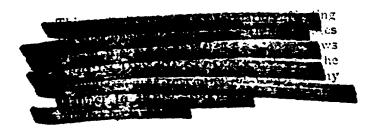
- 7. Project 1.4 mission is being held up until tomorrow.
- 8. Readings on some of the cargo loaded on the LSD was spotty requests submitted to prevent unloading from LCU's and LCM's until proper stowage yard has been established, since this cargo was fully exposed to radiation. J-4 and H&N shipping 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.

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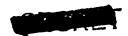
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DAILY DIARY - BIKINI ATOLL Friday - 7 May 1954

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. (EAN) reports Tare Airstrip ready for Sunday C-47 flights.
 - 6. departed via DDE for Elmer.
 - 7. Total TG 7.1 strength tonight as follows:

- 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.

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DAILY DIARY - BIKINI ATOLL Thursday - 6 Yay 1954

J-3/227

- 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 Obos 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 with down completed tonight.
 - 9. Personnel strength as of tonight.

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

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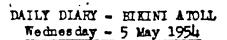
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J-3/226 F

- 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 0.K.

How - 18,000 at 200 feet

Nan Pad - 3,400 at 100 feet

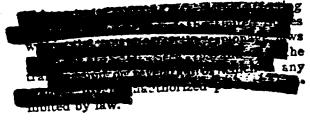
Tare Airstrip in approximately the same conditions as for UNION.

- 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 AINSMORTH 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.

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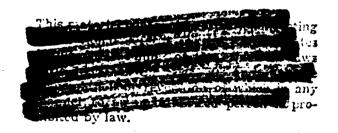


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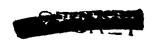
J-3/223 F

- arrived 1240.
- departed 1610, other ships about 1630 except who departed 2010.
- 3. Armed at 1750. returned by LOW to Nan then by LOVP to the lastes. The Estes only remained in the lagoon after arming.
- 4. lelt station had relay failure which was repaired. LCG radio circuit trouble. Felt LCU lost 1 engine on way scurth. Project 1.2b while on recovery on reef north of Fox had to abandon one old DUN". It was bogged in unusually soft sand resulting from Union effects assue by another DUN" failed.
 - 5. Festing rough.
 - 5. "Lather outlook only fair.

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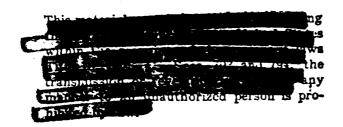


DAILY DIARY BIKINI ATOLL 3 May 1954

J-3/112

- recovery and reactivation today.
- 2. observed satisfactory signal runs at 1500 today.
 , at 200, is more optimistis of readiness then earlier.
 has had complete electronics checl. believes all ready and will work through night.
- 3. 1.2a will check radio barrel tomorrow. 1.2b will make additional recovery tomorrow. Tatt trailer will load on Curtiss.
 - 4. Misc cargo on LST 1157.
 - 5. CP moved to Estes during morning.
 - 6. departed at 1700 hours.

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DAILY DIARY BIKINI ATOLL 2 May 1954

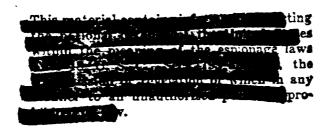
J-3/22/ F

- 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.

6.6

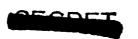
- 3. 3 personnel of 6.6 embarked PC 1546 for Rongerik.
- 4. Timing signals for 1500 and 1342 good.
- 5. Etation 40 in true position at 1600 today.
- 6. Will have complete tim ng and signal runs tomorrow at 1500.
- 7. Station 1210 (Watt) equipment evacuated.
- 8. and return Elmer tomorrow. returned Elmer today.
 - 9. Local and Joshua communications not good today from Curtiss.

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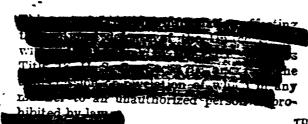


DAILY DIARY BIKINI ATOLL 1 May 1954

J-3/220 F

- 1. 1.2a prepared for the rehibilitation of 120.05 and 131. 1.2b reconnaisance showed 3 stations were missing and several damaged. Recovery romorrow and vill reactivate 3 stations and 2 gages each. 2.5b assembled all gear on Nan. 1.4 cont nued NOL can vork. 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 to orrow.
- 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 I and Curtiss plus 2. All at 2200 hours.
 - 6. Complete rollup by plus 5 of 6.
 - 7. arrived Bairoko today.

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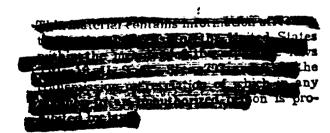
DAILY DIARY FOR BIKINI ATOLL 30 April 1954

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 had 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 vater 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 tororrow.
- 5. and H&N surveying 1.2b problem. Then 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 toworrow.
 - 9. Station 40 mooring all completed.
- 10. refues tomorrow from 0700 to 1400 and vill be off Station 40 on return.
- ll. 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.

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2-3-Elmer



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DAILY DIARY BIKINI ATOLL 29 April 1954

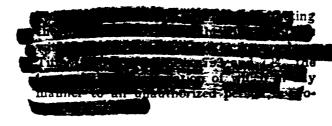
J-3/*1*99

- 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 NFL 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 anomalus 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. I signal cable ready to attach. Timing station on George is to be cleaned to orrow. Timing signals Sunday at 1500.
 - 10. Almsworth 1300 arrival very helpful permitting several mission:
 - 11. Thanks for Elmer support.

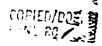
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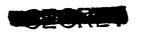
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DAILY DIARY BIKINI ATOLL 28 April 1954

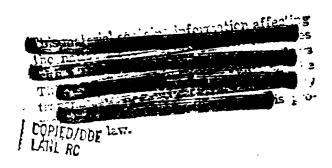


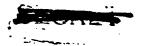
J-3/198

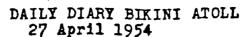
- 1. Continued recovery with Program 15, Project 1.2a. Watt holes in ground and 1.4 DTMB can all complete. Felt data developed and reported good. 2.5b recovered on Fox, George, Love and How. All negative results except How.
 - 2. Start rell-up remorrew.
- 3. 3.4 partial recevery of mine string at 3250 ft with fellowing 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 help 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. temerrow morning.
- 7. All passengers will have to be coptered until Aimsworth returns to Nan ancherage.
 - 8. Have hopes of timing signals Sunday.
- 9. Reactivation of 1550 starts tomorrow. Both generators now running on 1342.

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j-3/197

- 1. Considerable recovery, under strict RadSafe control, was accomplished.
- 2. Preject 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 lageon, close laggon station, and turtle were sunt.
- 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 feet 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. Aimswerth 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.
- ll. 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.

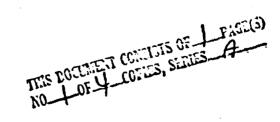
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J-3/196

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

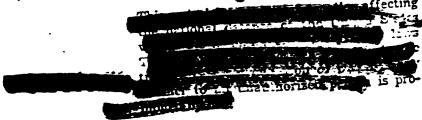
1000 MR at 200 Ft. - Jig 2600 MR at 200 Ft. - How

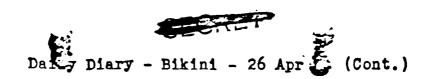
3000 at 500 Ft. - George 8000 at 200 Ft. - George

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







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

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

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DAILY DIARY - BIKINI ATOLL Sunday - 25 April 1954

J-3/195

Routine UNION minus two with recreation parties dispatched.

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

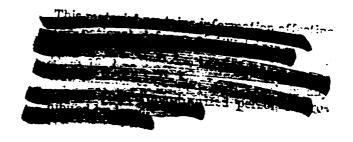
Operational Letter #14 modified to meet situation.

and EGG inspected final closeout 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.



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DAILY DIARY - BIKINI ATOLL. Saturday - 24 April 1954

J-3/194

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.

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DAILY DIARY - BEKINI ATOLL Friday - 23 April 1554

J-3/193 F

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

Reviewed plans for BSTTS absence.

Two full C-47 flights to HULE.

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

maps have been completed and will be delivered tomorrow.

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DIALY DIARY - PININI ATOLL Trursday - 22 April 1954

1-3/192

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

Transfer trouble experienced on handling special heavy box (400%) ship tents for HAN from LIMB. The DUNN to LCM transfer of heavy freight is most risky.

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

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

DIT'S reproduction center will have

maps ready tomorrow evening.

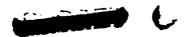
Received notice that tomorrow is NECTAR minus 1.

On MITAS departure J-1 goes to CURTISS, Ctation 70 until 1500 them to CURTISS.

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DATLY DIARY - BENTHI ATCLL Mednesday - 21 April 1954

*J-3/*191 F

linus 2 status continued with reasonable activity including timing runs.

Program 18 investigating possible radiom interference on timing signal.

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

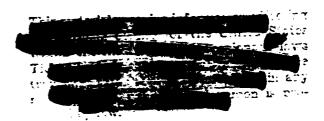
and NAN wave effect;

investigated feasibility of pictorial coverage of HOM has their recommendation.

now on CURTISS.

arrived replacing

who departed this date.



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DATLY DIARY - BUILTI ATOLL Tuesday - 20 Avril 1954

J-3/190.

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.

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

returned to the CURTISS for J-3 North.



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Monday - 19 April 1954

J-3/189

Activities were continued to lay on a UNICH minus 2 day basis.

The power failure at Han last right was repaired by HAN at 0530 this morning.

The reint enance problems on power and reefer nits are increasing.

The timing runs today were successful, although Matt did not participate others reported good results including INEG 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 KCCH crater.

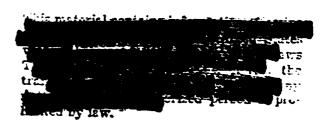
Project 1.4 continued their instrumented can checking.

The USS BAIRONO 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.

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DAILY DIARY - EJILI T ATOLL Sunday - 18 April 1954

J-3/188 F

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

The Faster 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 Han to be put abound LST 551 for shipment to Elmer.

Maj TU-7, made a radiological survey of the KCCH Crater. The crater is estimated to be 30 ft deep and 700 ft diameter. Reading are 500 IR over the center water and 1000 IR 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.

Hajor departed for Elmer for flight training.

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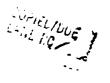
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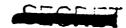
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DAILY DIARY - BIKINI ATOLL Saturday - 17 April 1954

J-3/18/7

Mord 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 BAIRCKO 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 Almer prepare a TG 7.1 passenger list and ward TG 7.4 of the space needed for priority return to Billini in case it is decided to Fire UHION first.

departed for the USS CURTISS at 1300 and is now covering J-3 North which includes

YCV, and Station 30.

departed on the afternoon flight to ELE.

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

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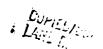
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DATLY DIARY - BINDNI ATOLL Friday - 16 April 195/;

J-3/18/6

Mord 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 Farty at 1720.

Station 30 is now marned 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 THX'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 Terestrip to meet C-47 flights returning to ELTR.

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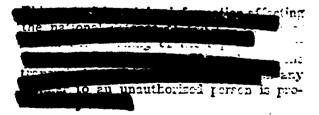
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DAILY DIARY - BININI ATOLL Thursday - 15 Amril 1954

J-3/185

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 Farty. The Program 18 How borgs generator was replaced and functioning by 0730. A commendable job by HAM.

The firing party was delayed at George for 30 minutes due to a failure of the rusp on their LC.1. Under supervision of Dave Self, J-6, the rusp was raised by block and tackle.

Adjustments to station delayed his arrival at Nam and thereby this propertures 30 minutes.

LW mooring required a re-check to insure sale condition.



At 2310 an official announcement was ands that UNICH was delayed 2/ hours. Flow for Firing Parky re-enter Station 70 only. Some other re-entries for electronics checks till be made.

Hajer is now aboard UST NITTH after assisting operations aboar? USS NUTTIES and Stablem 30 posterday.

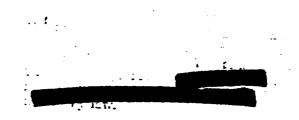
Lt. arrived this date from unimptoh to assist U-3 in communications and marring control center.

The TV-5 Thoto mission was accomplished this comming satisfacturily.

% 1 - J-3 Bilcini

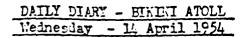
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J-3/184 F

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.

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

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

The 1500 dry signal run today was satisfactory.

A TMM 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.

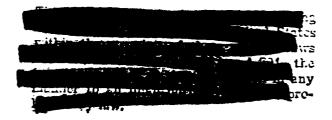
Lt. reported aboard the USS ESTES from the ALKSWORTH for J-3 control duties.

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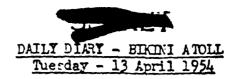
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J-3/183 F

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 Meather 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 EAIRONO for J-3 duties there.

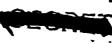
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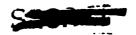
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DAILY DIARY - BIKERI ATOLL Monday - 12 April 1954

J-3/182 F

Mord 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. Frojects 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 CUNTISS and USS ESTES.

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

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

USC EST.S 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 CURITSS plans departure present anchorage 0800 tomorrow for refueling, estimating return 1800 tomorrow.

arrived to replace

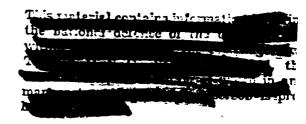
who departed for Elmer.

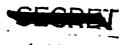
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DAILY DIARY - BIKET ATOLL Sunday - 11 April 1954

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

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

The use of a DUKN in LCM for was not satisfactory, will try to use DUKN with an LCW 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.

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

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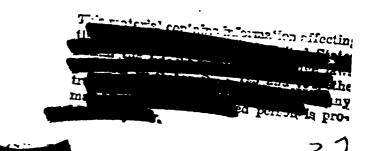
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Friday-Saturday - 9-10 April 19Eile 13 BAILY DIARY - BEKINI ATOLL Graph

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 transported to 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.

Piggers 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-GDORGE chain radiation materially.

Dry signal runs scheduled today for . and EGG.

RADM conference resulted in that the AINSTORTH 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 EVHW; 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.

Haw hopes to Station 30 in final pax 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. Froject 1.2a could only ship one fourth of the load because of the type of sincraft. Balance of the load will be on the tomorrows, 11 April, reflection flight.

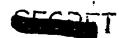
Station 30 is now positioned with one signal cable attached. The second cable will be attached ll April.

YCV now operating.

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

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

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3-3/180 (Cont)

The AINSHORTH personnel evenly redistributed prior 1900 departure.

reply to query that UNION readiness was questionable and stated that 75 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.

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Thursday - 8 April 1954 DAILY DIARY - BIHLI ATOLL

J-3/179 E

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 Fine 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 AINSTORTH departure from BIKHIT.

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 to absorb AINSMORTH 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.

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Wider Ley Y Thursday & April 1954 DAILY DIARY - EIKINI ATOLL

J-3/178

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. Fartial recovery was made on Project 1.6.

Two F-84's made emergency landings on Tare airstrip. Both lardings 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 Man 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. are scheduled to depart for Elmer 8 April.

s and

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

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Tuesday - 6 April 1954 DAILY DIARY - BININI 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 at 0900 hours. and party arrived on ESTES after rearming at 1730. plans to depart for ELLER tomorrow (Mednesday) evening.

HMN made their generator checks.

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

MCON nuclear station not changed.

If situation develops so as to rake re-entry inelvisable, all major ships will return to Enivetek area; if HOOH does not go GERISA will return.

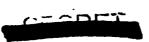
The earliest possible date for DCHO has been scheduled, 13 April 1954.



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Monday - 5 April 1954
DAILY DIARY - BIKINI ATOLL

J-3/176

Colonel Hooper was notified at 0500 that today was KCON 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.

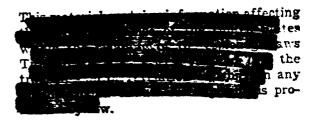
Because of failure of hydralic control system of the PEM, the procurence of Tare airstrip was delayed for approximately two hours. The BAIROKO furnished necessary parts for repair of PEM and plans reverted back to normal.

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.

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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.

HAN 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. capability of moving Elmer's circuit to BAIROKO.

reports

doing transmission studies from Station 70 tonight.

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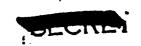
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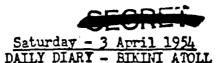
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J-3/174

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.

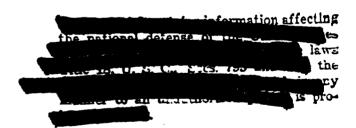
will be Commander of 7.1 in the absence of Ogle in the Bikini Area.

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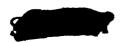
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SECONO

Friday - 2 April 1954 DAILY DIARY - HIKINI ATOLL

J-3/1**73** 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 in tall the EOG 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 KCON moves; he plans to discuss further with CTG 7.3.

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J-3/172

Thursday - 1 April 54

DAILY DIARY - BIKENI ATOLL TES DOCUMENT CONFINE OF PAGE(S)

No 1 OF 11 CPIES, SERIES 1

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.

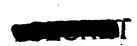
Since it was K-1 day water taxies and the Tare shuttle were commenced at 0600.

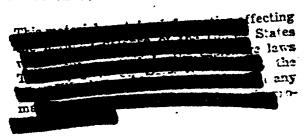
Difficulty was experienced in establishing from C-47 passenger lists since JTF gave their staff members LA Priority with no coordination with J-1.

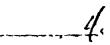
arrived. His group will be on the CURTISS. Arrangements have been made to remove the ACF TU-4 trailer on the CURTISS returning to Eniwetok and substitution of Watt's trailer.

and arrived at 0800 on the NICHOLAS.

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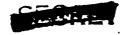








J-3/172 F



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.

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Wednesday - 31 March 54 DAILY DIARY - BIKINI ATOL

J-3/171 F

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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.

Trailer #5, 6, 9, were loaded about IST 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-[001717] go s in Prog. 23 equipment. Program 18 and 22 no-go circuity will remain.

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30 March 1954-Tuesday DAILY DIARY - HIKINI ATOLL

J-3/170

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 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. Heavil 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.

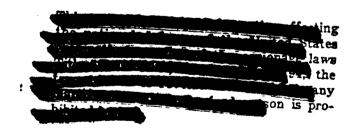
There were some mixed signals due to the delay of one wire to to be delivered. came to Bikini in spite of a wire advising against attempted recovery. , and are likewise having trouble recovering due to the high levels on ABLE and CHARLIE.

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

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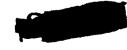
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Monday 29 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/16**69**

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.

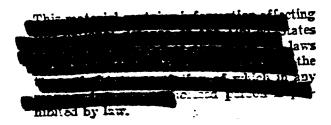
and

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.

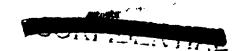
LSD with 3 LCU and cranes departed for Parry.

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Sunday - 28 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/148

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 st.	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.
Torre		

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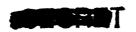
2 - Aamodt

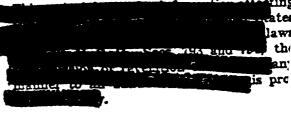
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Saturday - 27 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/166 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:

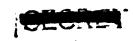
Charlie	_	1100	at	300	ft.		George		200	at	800	ft.
Dog	_	800	at	1000	ft.		How	-	120	at	200	ft.
Easy	_	800	at	1400	ft.	•	Nan	-	35	at	0	ft.
Fox	-	1600	at	0	ft.	•	0boe	-	20	at	0	ft.

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)

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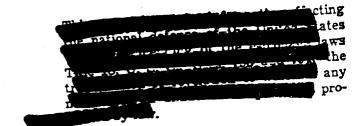
#3	EGG 1300	TT-N-T (1	hour)
#4	H&N 1215	TT-BT-T	
#5	EGG 1300	TT-GeoT	T
#6	EGG 1300	TT-T-TT	
#7	Sandia Progl	plus 15	TT-Oboe-Geo-TT plus man 100#. for plus 100#.

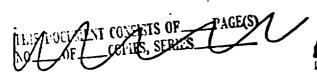
#8	18.1 1500	TT-N-H-	TT sse: Per ry 2	ll, Smith D-min-H	
#9	18.1 1500	TT-T-TT Beach (30-min)	-	
#10	TU-13	TT-Tp-1	T	_ 20 	
#11	TU-11 1600	TT-Tp	 -	(Return	1700)
#1 <i>2</i>	TU-1	2 TT-Tp	(Return	1700)	

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Friday - 26 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/164

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 14.00 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.

IST 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.

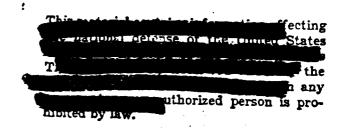
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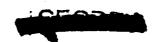
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Thursday - 25 March 1954 DAILY DIARY - HIKINI ATOLL

J-3/16**5**

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 Balroke 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.

IST 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 NICHOLAS departed.

mission arrived after the

and Major

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

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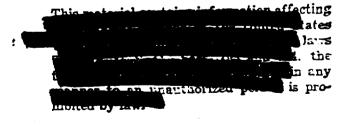
2 - lamodt

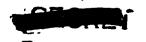
3 - Miller

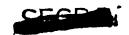
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Wednesday - 24 March 1954 DAILY DIARY - BIKINI ATOLL

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 NICHCLAS 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.

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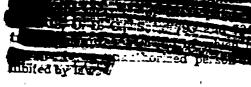
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Tuesday - 23 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/163

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 copper missions.

boat.

H&N will investigate generator trouble developed at .

station.

spent the night on

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 was given that may be fired at Eniwetok.

Warning

and other key personnel departed for Eniwetok.

York returned to the ESTES.

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Monday - 22 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/162 F

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

and boats were back in George position.

EGG 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.

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

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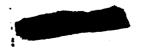
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Sunday - 21 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/161 P

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 IST 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 day 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.

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2 - Lamodt

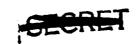
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Saturday - 20 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/160

Major ships moved off Tare at 1000 hours. Curtiss to Charlie, ICV 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.
departed for Elmer. Request return on Sunday.

and

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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. IST 551 enroute to Bikini was returned to Eniwetok to standby for 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,

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, with a number of other VIP's.

and of UCRL boarded Estes

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.

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3 - Kerwin

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transmission of the pro-

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SECRET

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Wednesday - 17 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/158

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 ported very successful.

went to Uncle and was re-

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.

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TUESDAY SECRETARY - 16 March 1954
DAILY DIARY - HIKINI ATOLL

J-3/157

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.

HAN 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 RONEO Minus Two.

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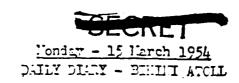
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J-3/156

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. HEE 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 RCHEC Day.

C-47 schedule today unsatisfactory because of our failure to learn of cancellation of flight. Fassengers were delivered to Tarc 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 60 M/R per hour, without lunch or communications. Notification of cancellation of flight was received at 1200 hours by this office. Inacdiate 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 Taffacients: one at 4130 hours and take off at 1200 hours, and another aircraft to arrive at 1630 hours and take off at 1700 hours.

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

arrived today as replacement for Peschock aboard the BAIDCKO.

A command weather conference at 1900 hours resulted in the decision that Twos-day, 16 March 1954, would be ROLDO minus two.

The deterioration of instrumentation is becoming an increased problem.

returned to Farry on U, March.

>1 - 2-3 Bildni

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J-3/155

Experimenters continued instrumention checks as RCLEO minus two.

The following ship movements occurred in the area:

- 1. DETER departed at midnight for refueling at sea and returned to position at 1200 hours.
- 2. BAIRCHO and AINSTORTH 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 CURTICS 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 HAII and EGAG indicated trouble between Nan and Love. Cable cress alerted for first light work tomorrow.

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

Tare Airstrip satisfactory as now being operated.

DRG Radio Net being converted to FCGC; ANIN NOT remins. This is causing an expected confusion, but should solve some interference problems.

Meather conference resulted in announcement that tomorrow would again be considered ROHDO minus two.

No timing runs were scheduled for today.

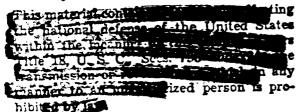
2 - Ogle

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61

J-3/154

The following missions were accomplished today:

- 1. Convoy reentered lagoon off Man except CURTISS, which laid off uniting to move near Station 90.
- 2. Firing Party disarmed ROLTRO at 1030 hours. The party went to Charlie by copter timing arrival so as to neet LOL thence to Station 90.
- 3. CURTISS then proceeded off Station 90.
- 4. remained at Man. 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.
- E. It was difficult to re-initiate boat support missions, particularly Felt and Smith LCU's. Some of the difficulty attributed to HCM', communications.
- 9. NAM completed backlosding LST 762 and refueled generators.
- 10. Meather conference tonight resulted in amouncement that Sunday will be ROLEO minus two.

There was some misunderstanding as to the desire of the Mavy 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 affloat duty will be accomplished.

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

Potification received from CTG 7.3 that upon completion of unloading of LST 762 COpycabout 16 March that it will be drydocked at Dniwetok for main generator replacement law potential than the repairs. According to TX, LST 1146 will replace LST 762.

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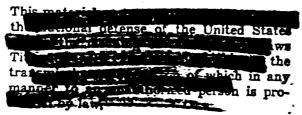
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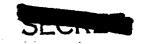
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Friday - 12 March 1954 DAILY DIARY - BIKUNI ATOLL

J-3/153

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 ROMBO 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 post-ponement of firing ROLBO for 48 hours with a thin possibility of only a 24-hour delay. At 2300 hours the new ROLBO 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 ROMBO.

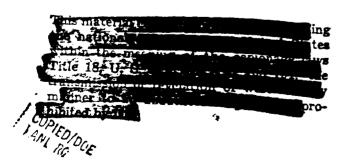
Extra TU-4 booster will be retained here until after the shot and then will be shipped as requested back to Parry ().

The following ship movements occurred in the area:

USS APACHE ATF 67 departed 0330 in connection with Project 2.5 buoy laying phase.
USS HENSHAW DUE 499 arrived at 0800
USS HENSHAW DUE 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. ICM 38 TU-6 and TU-7 personnel from barge for Rad-Safe clothing to ESTES for to BAIRORO.
- 5. ICM 41 and ICM 46 ... and 4 people from TU-6 from Station 90 to Nan then to ESTES. Firing Party return.



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- 6. ICU 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 (HAN) from Nan to BAIROKO. Generator check.
- 4. and (Sandia Corp) from YCV to George buttoned up Project 1.2a station and returned.
- 5. ind : (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 BAIRONO. Station buttoned up.
- 14. (TU-6) from Oboe to Nan Station 70, then first four to YCV to Station 90. Firing Party and supporting EGG.
- 15. and plus 200 lbs. from Tare to Zebra, then to William and return to BAIROTO. Project 2.2 final setting of instrumentation.
- 16. and (Project 2.2) from Tere with 300 lbs. to Dog and return to BAIROKO. Final setting of instruments.
- 17. and __ (RGG) with 125 lbs to How. Film loading.
- 18. Project 1.2a transported parts from YCV to Station 102.

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Thursday - 11 Warch 1954 DAILY DIARY - BIKINI ATOLL

J-3/152

The following missions were accomplished today:

- 1. HAN loading LST 551 with maximum load to include trailers and vehicles.
- 2. All generators involved in ROLEO 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. ESG completed successful timing and signal run today at 20 and 35 miles off Nan in approximate position USS ESTES will be during ROLEO 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.

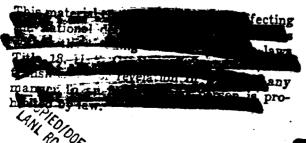
Continued rough waters made boating conditions difficult in the lagoon. Missions accomplished, but all slowed up. Considerable worry about safety of personnel.

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



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SECRET

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

	Distance	
	Above	
Location	Ground	MR/HR
Morning Readings:		
Oboe	0 •	100
Nan	0.	260
Mike	25!	160
Love	25'	200
Jig	25*	1 240
Item	25 '	260.
How	50' 25'	290
George	25'	1,600.
Fox	25 '	2,200
Easy	25'	2,000
Dog	25' 25' 25' 25' 25' 25'	2,100
Charlie	25 1	1,200
Able	25 *	4,600
Bravo	25'	40
Alfa	25'	22
Zebra	25 *	20
Yoke	25,1	16
William	25 ' 25 '	20
Victor	25 *	22:
Uncle	: 25 •	20
Tare Copter Pad	25 •	74
Readings Received		
Dog	0'	4,000-4,500
Charlie (South Cen Beach)	tral 0°	1,600
Oboe	0 1	90
Nan	01	250
Tare	0 *	44
Nan	0.#	250
Able	0 2	4,000

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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 EGG 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.

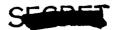
Request C-47 passengers be Rad-Safe cleared, before departure from Elmer, if convenient.

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

arrived on USS RENSHAW.

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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:

	Distance	
	Above	
Location	Ground	MR/HR
Morning Readings	received at 1045:	
Tare Airstrip	0,	120
Tare Copter Pad	a.•	60
Victor	35 '	15
William	25 •	3 2
Yoke	40*	32 18
Zebra	0 •	30
Alfa	25'. 25'	30
Bravo	25'	30
Able	25 •	6,000
Charlie	25 *	2,000
Dog	25' 25' 25' 25'	2,500
Easy	25 '	2,500
Fox	25 '	2,200
George	25 •	2,000
How	25 •	500
It em	25 '	350
Jig	25'	350
King	25 •	350
Love	25' 25' 25' 25' 25'	300
Mike	25 •	250
Nan	0 •	260

Crater increase in murkiness

Afternoon Readings	received:	
Fox -	0,	3,500
Dog	0 •	3,50 a
George	0 *	2,000
Station 1550 and 13 (After decontamina	342 0 ° ation)	200 -500
How	0 •	<i>5</i> 50
Love	0 •	500
Nan Station 70	0 *	280
William	0 *	30

- 2 -





68

	Distance	
	Above	
Location	Ground	MR/HR
Yoke	0 '	40-45
Alfa	0 *	710
Bravo	0 •	30
King	0 *	500
Nan	0 1	260 - 2 80
Oboe	0 *	120
Tare Copter Pad	0 1	60
Tare	0 *	45-60
Uncle	0 •	38
Zebra	0 •	30 ₁

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Tuesday - 9 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/100

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. IST 762 departed with the following recovered TG 7.1 equipment:

ll - 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. URL (Ball Program 23) calibrated on Tare tonight.

HAN requested and LSD trip to assist Tare problem - disapproved on basis of extra trip disapproved under present situation, concurs with TG 7.5.

RAYDIST will not be in operation It is understood that the Project 6.2 B-47 will fly an effects mission on ROLES. 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.

Ei/C Sikini Lagoon is rougher tonight.

checking on Rad-Safe Barge safet

and '



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 1550 hours. No difficulties were encountered in meeting and departing arrangements made by J-1 and J-3.

The following ship movements occurred in the areas

USS PHILIP DDE 498 arrived 0700
USS COCOPA ATF 101 arrived 0815
USS 810UX 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:

	Distance	
	Above	
Location	Ground	LR/HR
Readings as of 1000 H	oursa	
Tare Pad	01	80-100
Tare	251	45
Obo e	251	80
0bo e	Os	120
Nan	Os	280-300
Next	25'	200
<u>Mike</u>	5 0 ³	200
Love	251	280
King	251	340
Jig	251	360
How	251	800-1,000
George	25*	1,800-2,000
Fox	251	2,100
Easy	25*	2,000-2,200
Dog -	251	2,400
Charlie	25*	1,200
Crater	251	60





	Distance	
	Above	
Location	Ground	12R/HR
Able	251	2,000
Bravo	25'	22
Alfa	251	12
Zebra	251	28
Yoke	251	18
William	251	52
Victor .	251	28-30
Uncle	251	30-32
I-Ray	251	14

Readings as of 1700 Ho	UTS:	
Nan	<u>ा</u>	200-500
Zebra	O [†]	35-50 - 40 general
Tare Dock Area	O ₁	30-40
Tare Landing	01	10
Nan Station 70	O ₄	300
Charlie-Dog Reef	O1	100
Charlie Dock	O ₁	400-
In Lagoon off Charlie	01	30

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Monday - 8 March 195h BAILY DIARY - BIKINI ATOLL

J-3/99

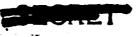
The following missions were accomplished today:

- 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, 9March 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. EGG 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.

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is tro shooter as well as watching safe copter operations.

The following sup movements occurred in the area:

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

Two PRM'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.

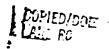
Installed POGO, UCRL, ADMIN and DOD radio sets in various afloat stations.

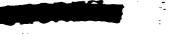
As a result of Rad-Safe Survey listed below are new radiation readings for B/7:

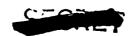
		Di Anna	
		Distance Above	
Time	ISLAND	Ground	MR/HR
0930	Nan	0,	380-400
0750	Mike :	50 •	250
. -	Love	50.*	325
•	How	50 *	400 -750
		50.1	
	George Fox		2,500
		50!	2,500
	Easy	50 •	1,000-2,300
	Do -	FA:	(Average 1,200)
	Dog	501	2,800-3,200
	Charlie	50.	1,400-2,200
	Able	50 *	5.000
•	Bravo	501	25
	Alfa	50'	33
	Zebra	501	30
	Yoke	50*	20
	William	501	28
	Victor	50'	27
	Uncle	50.	25
	Uncle-Airst		30
	Tare	0 1	100
	Oboe-Airstr		175
1815- <u>Readi</u>		from CURTISS:	
	Charlie	0,	1,500
	Alfa	0 1	25
	William	0 •	50
	Yoke	Œ.ª	85
	Tare	0 •	25 50 85 35
	- 2	•	• • . • . • . • . • . • . • . • . • . •

Com 1 - J-3 Bikinf 2 - Ogle 3 - Aamodt 4 - Kerwin 566 - J-3 Klmer

- 2 -







Sunday - 7 March 1954 DAILY DIARY - BIKINI ATOLL

J-3/98

All missions planned for 7 March 1954 were accomplished as follows (including a consolidated total of 14 copter and 15 boat missions, including DUKY). 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 iCU'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 destroyer for personnel shuttle, but if needed will do his best to arrange and decided 2000 departure from Eniwetok and Bikini when used.

Understand cooster problem as submitted by Cude will do.

The following ship movements occurred in the area:

USS PHILIP (DDE 498) arrived 0858.

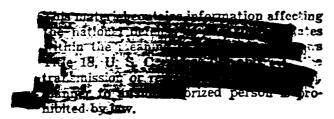
USS LST 762 arrived at 1310.

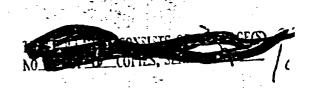
USS NICHOLAS (DDE 449) arrived 1802.

USS PHILIP (DDE 498) departed for Parry at 1955 carrying 1 man from the USS SIOUX and 8 men from TG 7.1



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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.
- Other Rad-Safe problems were discussed. high caliber of work.

unit is taxed, but has reflected

As a result of Rad-Safe Survey listed below are new radiation readings for B/6:

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

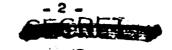
How - 600 to 800 at 50* Nan - 210 to 300 at 50' Fox - 3,000 at 50* Uncle - 35 at 50' Uncle (Cleared Area) - 45 at 50' Tare - 40 to 80 at 50 * Northwest Lagoon less than 10 Small Section of Reef between Charlie and Dog 10 to 20, Over section of dry sand in same strip 1200. Mike - 400 at 10 to 20 * Love - 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 201 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 Obos - 100 to 140 at 10 to 201

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

ESTES - 500

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

3. The following reading, 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

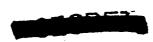
4. The following readings were received at 2100 hours for 0 above the ground and figures indicated are MR/HR:

Obos 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

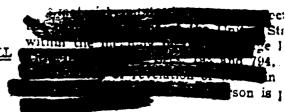
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526 - J-3 Elmer





Saturday - 6 Merch 1954 DAILY DIARY - BIKINI ATOLL



<u>J</u>-3/97

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

and made very successful recoveries for Programs 14 and 16.

HAN 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 EGG) 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.

EMG 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 AINSFORTH.

Ream 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 communication

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

THY is between RSTES 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 fo J-5 assistance on this subject.

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The following priority:

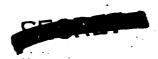
- 1. Servis ... Rad-Safe Survey.
- 2. TG 7.3 mission.
- 3. TG 7.3 mission.
- 4. r (In Charge). Project 13.4 and 13.5 to Station 1341 (Able). Recovered equipment.
- (In Charge) and ... Project 13.1 to Uncle. Station installation
)... J-6 to Tare to accomplish Safety and Engineering Survey.
)
 ... Program 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 ICM.
- 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. (HAN) and (UCRL)
 To Tare to reactivate Station 50 and rehabilitate. Return via Boat
 Mission 13.
- 10. (TU-13) and (Project 6.2) To Tare.

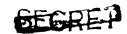
 Damage Survey. Secure RAYDIST Station and Stuart from J-4 to recover supplies. Return via 1700 boat (Mission 13).
- 11. TG 7.1 to Tare (10 minutes), Nan (10 minutes) and Station 20 Area. Inspection Trip.
- 12. 3 UCRL men and 2 H&N men To Charlie Station 1200. Recovered data and equipment.
- 13. ... UCRL to Tare. Rehabilitate Station 50.

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

- 1. Cancelled put on copter.
- 2. ICM 33 with DUKH 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. ICM 37 to lagoon with 3 men from Project 1.6. Recovered records.

LANL P.C





- 4. ICU 1348 to Tare and Nan carrying 5 men from Project 3.2 and 2 men from H&N. Reloaded Project 3.2 trailer.
- 5. ICM 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 HAN. Recovered fall-out records. Rehabilitation of stations.
- 8. ICM 36 to LSD with 1 man from Project 16.1. Transported recovered data.
- 9. ICM 42 Passenger shuttle from ESTES to BAIROKO to AINSWORTH and BELLE GROVE.
- 10. ICU 638 with 2 DUKW's (one with monorail) to Able. Recovered Project 14.1 samples.
- 11. ICM 47 with DUKN to Nan carrying 12 men from EG&G (in charge). Salvage and rehabilitation of equipment.
- 12. Cancelled.
- 13. ICM to Tare with work party consisting of 20 men from H&N and 6 MP's. Decontamination and salvage. MP security.
- 14. ICM 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. ICM 207 to lagoon with 12 men from HAN. Lay cable.
- 17. ICM to Tare and Charlie with 8 men from HAN, 3 from EGG, 2 from Rad-Safe, and 1 man from J-4. Decontamination, salvage, record recovery, recovered supplies, and replenish Rad-Safe clothing supply.
- 18. ICU 264 to Charlie carrying 15 men from HAN. Laying barge moors.
- 19. ICM 41 to Nan carrying 3 men from J-4. Prepared safes for shipment and recovered equipment.
- 20. ICM 277 Passenger shuttle from ESTES to BATROKO and return carrying and monitor.

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

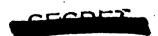
At 0800 received amplifying information relative to Project 2.3 stations recovered yesterday: (figures are in MR/HR)

1403.01 - 2,500

1403.03 - 4,000

1403.05 - 40.000 at 1 foot

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-3-

X

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

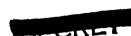
Tare - 0 at 25 feet, Blockhouse 85 Sugar 60 at 15 feet Peter - 50 Airstrip - 100-140 George - 2,200 Fox - 2,000Easy - 2,000 Dog - 2,700 Charley - 1,500 Baker - 300 Able - 3,000 at 5 feet western portion - 800 at eastern Bravo - 45 at 10 feet Zebra - 40 at 20 feet Yoke - 40 at 20 feet William - 40 at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







Tare Motor Pool - 100
Tare Admin Area - 100
Tare Copter Pad - 120
Tare bunker - 140
Obce 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 HELLE GROVE (ISD 2) departed 1825
(4 TU-1, 1 Program 18 and 2 H&N returned to Parry)
USS COCOPA (ATF 101) departed 2135

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

13 - TU-I 2 - H&N

visted CTG 7.3 and discussed the final movements of the 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.

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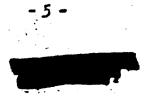
2 - Ogle

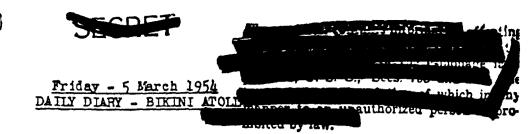
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J-3/96

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-74.

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

has been reached.

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

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

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

- 1. Servis Rad-Safe Survey.
- 2. (In Charge and Monitor), (HeN) and 1 photographer Project 13.4 and Project 13.5. Go to Station 1341 at Able. Completed damage assessment survey
- 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 DUKF 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.

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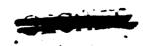


- 5. Project 2. (In Charge) and (Monitor)..... Recovered film Bravo thru Uncle and Tare.
- 6. Project 13.4 In Charge).
 Went to Station 1341 and recovered equipment.
- 7. H&N and plus one TU-7 monitor Completed circuit of Atoll orbiting near 40/ generator stations. Damage Survey.
- 8. Program 15 and Project 13.4 cancelled.
- 9. TG 7.3 mission.
- 10. ED&G TU-13 . and To Tare to and recovered records (ID&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. ICM 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. ICM 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. ICU 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. ICM 38 to YCV as standby for shuttle, A Project 2.5a men (in charge) and 3 Project 2.5b men (in charge). Packaged fallout samples.
- 8. ICM 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. ICM 47 Used as ship passenger pickup for personnel from ESTES and RAIROKO via DDE 449 to Rimer.
- 10. ICM μμ Used as aircraft passenger pickup for personnel from ESTES and BAIROKO returned to Elmer via PEM.

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- 2 -

· (Monitor)



- 11. ICU 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. ICM 34 and 35 AINSWORTH Shuttle.
- 14. ICM 41 with DUKW to Nan carrying 6 KBG 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. ICM 259 with 5 man labor party from HAN alongside AINSTORTH 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:

		Distance	
		Above	
T ime	<u> Island</u>	Ground	LR/HR
Readin	es from Aerial S	urvey:	
0930	Nan	50 •	310
	Love	10 •	350
•	Love	50 •	440
	How	501	80 0
	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	501	6,000
•	Nan.	502	290
	Tare	50. !	80
	. Sugar	50 •	80
•	Oboe	30'	110
	William	75 *	40
	Victor	80 *	40
	Uncle	50 •	30
	Roger	5a•	80
	Queen.	50•	80.
	Peter	501	110
	Mike	50.	390
	It em	50 •	400
	•	·* **	•

Coppeditor



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.

•		Distance Above	
Time	Ieland	Ground_	MR/HR
1300	Charlie	0,	5,000-8,000
_	Able	01	2,000-3,000
1530- Res	dings as of 1100	by Project 2.1	•
	Brayo	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.

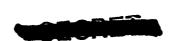
From Project 1.4 (from GYPSY) water 2 to 3 miles southeast Bravo Site maximum reading 10 MR/H

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 0:

Is land	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

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The following ship movements occurred in the area:

USIS 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)

PHM arrived Bikini Atoll from Parry at 1620 hours. PHM 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.

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Thursday - 4 March 1954 DAILY DIARY - BIKINI ATOLL

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J-3/95

TWI 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-1h

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.

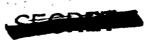
The following BRAVO Copter Missions were completed (B/3) according to the following priority:

- 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.

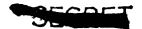
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- 4. (Project 1.2a) plus 1 monitor and 100 pounds of equipment went to Station 101 on George to recover blast film record.
- 5. and 2 man (Project 2.5b) plus 200 pounds of equipment. Recovered fallout records on Stations Oboe thru Bravo. Spent 15 minutes at each station. Recovered records taken to NCV. Made geveral 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.

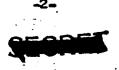
The following BRAVO Boat Missions were completed (B/3) according to the following priority:

- 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 precords.
- 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 DUKN 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 HAN.
- 4. ICU 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:

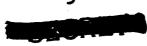
Time Morning	Island Readings fro	Position m Rad-Safe Survey	Distance Above Ground	LT/HR
0915	Nan	Pad	0 *	1,000
	Mike		50 *	800
	Love		- 50 · .	600
	King		50.	800

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		•	Distance	u.
		•	≜ bove	·
			Ground	<u> </u>
Time	Is land	Pogition	501	800
	Jig		50 •	900
0915	Item		50'	1,300
	How	Pad ·	501	1,400
	How	South	50'	4,000
	George	Station 101	5a'	. 4,500
	Fox	Pad	50 •	5,000
:	Dog	Station 1210	50 *	2,000
•	Charlie	Station 1200	15'	100
	Crater	Lip to Lip	50 1	1,000
•	Able		50' 50' 50'	400 (7)
	Baker		50'	80
	Bravo		50 '	· 100
•	Alpha	***	50.1	100. 80
	Zebra	# ## # #	50.	80
	Yoke		50.	80
	William		502	100
	Victor		50'	
	Unc le	no.	0 *	250 120
	Tare	Pad Station 50	50 '	
,	Tare	Station 2200	50 °	120 h 220
•	Sugar	Sandia	50!	250
	0b os	Airstrip	50 •	700
	0po o	Pad	50 '	д00
	Nan	Pad	100 *	120
	Nan	Rad-Safe Tent	50 1	10,000
	Tare	Station 101	0 *	250
	George	Pad	01	140.
1030	Tare	Motor Pool	0 *	200
_	Tare	Outside Rad-Safe Tent	0 *	. 70
	Tare	Inside Rad-Safe Tent	•	150
•	Tare	Scientific Area	01	300-350
	Tare - Oboe	Road	01	200.
		Admin Bldg	0 ! 0 !	475
	Tare Tare	Airstrip	_	26 0
	Tare	Airstrip	50! 0!	100-200
	Yoke		0*	50-100
1330	William	99444	01	100-150
	Victor		0'	100-150
	. Oboe		0*	1,500
	Nan	Station 70	0!	1,600
-	Love		0!	3,000
- 100	How	Lagoon :	0.1	10.000
1430	Fox		0.1	5,000 to 7,000
1450	Able	Front of Bunker	0 9	2,000
	Able	Base of Ladder	O 1	

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			• •	······································
			Distance	·-
		•	Above	
Time	<u>Island</u>	Position .	Ground	MR/HR
Read ings	Received fro	m Ed Wilsey at 1900 Hour	18.	
1120	Oboe		01	360
1150	Uncle		0 *	120
1320	Villiam		0 *	100
1330	Yoke		0 *	80
1500	Zebra	****	0 *	1.80
1525	Alfa		0 !	160
1530	Bravo	C. C. C. C. C. C.	0 •	150
5			-	
Readings		m Thumbtack at 2000 Hour		
	Raft	2 Miles WIW How	0 *	1,500.
	Raft	2 Miles S Able	0 !	1,800
	Raft	l Mile S of Above	0 •	50
	Charlie	SE Tip	0 •	10,000
	Charlie	Reef East	0.	10-20
	Dog	Tip	0 •	6,00 <u>0</u>
	Dog	Rast Tip	0.	10,000
	For	a 0 0 0 0	0 •	8,000
	George	North Tip	0 •	6,000-8,000
	George	Reef South	0,	60
	Raft	250 .05	0 7	1,500
	Raft	250.12	. 0!	1,800
	Raft	250.18	0.1	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 TW JF-4185. This TW also outlines future plans to be accomplished.

DISTRIBUTION:

Copy 1 - J-3 Tare

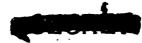
2 - 0gle

3 - Asmodt

4-- Kerwin

586 - J-3 Elmer

Corpsologs y



9

-4

USS ESTES arrived at 0843 and USS BAIROKO arrived at 0836 at Bikimi 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 RSTES

USS BAIRORD

Upon departure of above personnel Col assumed command of J-3 TG 7.1 at Elman.

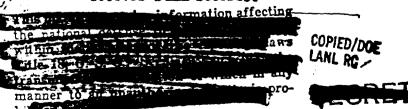
Reasonable voice communications were established to Elmer switchboard from RSTES.

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.



THIS DOCUMENT CONSISTS OF PAGE(S)
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- 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:

- - co... 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

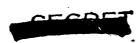
(AEC Security) Discharge of security responsibilities in connection with Tare Exclusion Areas.

Monitor) Inspect and secure Station 50 on Tare.

As a result of Rad-Safe Surveys listed below are the radiation readings for B/2:

			Distance	
			Above	
Time	Island	Position	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 kg	/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	Balcar		50 •	25 . 000
1030	Bravo		50 •	100

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			n ance	
			Above :	
Time	and	Position	Ground =	M3/HR
1030		Sta 50	7	160
1030	Tare	Admin Bldg	ં 15'	180
1030	Tare	Copter Pag	15 •	220
103 0 °	Tare	Colgate Sta 2200	10'	220
1030	0boe	Airstrip	01	1100
1030	Roger		10 ·	300
1030	Bravo		50 •	150
1030	Alpha		50 •	$\tilde{\mathbf{m}}$ o
1030	Zebra		50 •	120.
1030	Yoka		50 !	100
1030.	William		50 •	120
1030	Victor		50 •	120
1030	Oboe	****	50 •	120
1030	Uncle	4 4 4 4 4	50 •	120
1030	For	Copter Pad	0 •	20,000
1030	Able .	Felt Sta	50 •	2,000
103a	Able .	NE End	50 •	25,000
1030	Able	Mid Able	50'	20,000
1030	W 144 Lagoon	Sediment Area	Almost 0'	100
140 0 0	How	Copter Pad	25'	3,000
1545	How	South Tip Pad	25 •	1,800
1545	How	Sci Powerhouse	25 '	2,000
1545	Charlis	Outside Sta 1200 Blockho		6,000 A
1200	Able	Sta 1341	Inside	4a to 20a
1520	Dog		. 0 •	10-12,000
1730	George	Sta 1520.	0 !	12,000
1730	Charlie	Outside Sta 1200	0!	6,000
17130	Able	Sta 1341	0.*	3,000
1600	Tare	Beach (Lagoon)	0 •	180-220
1600	Tare	Trailer Sta 50	Ø.1	80-210
160 0	Tare	Cab	0 *	80-210
1600	Tare	Outside Trailer - Sta 50		150-200
1600	Tare	Inside Rad-safe Tent	0 *	75
160 0	Tare	Outside Rad-safe Tent	0 *	200
1450	No activity	in drinking water at Thum	btack.	
1000	The following	g samples of lagoon water	were taken at T	humbtack
	anchorage:	-2		
	Beta :	1.]lx10 uc/ml.) Sample		
	Gamma	.686 µc/mil) Deep	water intake	

ance

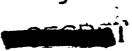
There was no alpha contamination

Beta 1.64x10⁻² µc/ml } Sample #75 Gamma 5.54x10⁻¹ µc/ml) Surface

Information relative to personal belongings and menner of salvage was disseminated to all personnel.

The operation has been enhanced considerably by having aboard of HAN. This permitted immediate coordination on all operational problems.





PRIVACY ACT MATERIAL REMOVED
PRI arrived Bikini atom them Parry at 1615 hours. From departed Bikini Atom
for Parry at 1700 with following:

2 people - TG 7.4 h 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 addition the following passengers were aboard:

5 people - TU-1 12 people - TU-12 11 people - TU-13 6 people - TU-15 1 person - L-h

Destroyer departed at 1830 hours.

A meeting was held at 2100 to 2400 hours of the project representatives and (HAN) to plan operations for 4 March. The general plan was dispatched to Headquarters TG 7.1 Rimer by TWX JF-4156. This TWX also outlines the major tasks that are to be accomplished.

DISTRIBUTION:

Copy 1 - J-3 Tare

2 - 0gla

3 - Lamodt

4 - Kerwin

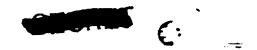
586 - J-3 Klmer

7 - Wynkoop

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DAILY DIARY - BIKINI ATOLL 28 February - 2 March 1954

J-3/93

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 Nam 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.

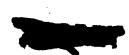
Fallout on USS BAIROKO quite heavy. About one to two R in the Ready Room near vents. Ships were washed down with reduction in dose rate. By 0830 the ships were receiving fallout. 250 MR/HR on USS BAIROKO, 100 MR/HR on USS ESTES. The survey of a bucket on deck of USS BAIROKO, which held trash scraped 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.

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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:

Wan = 20 R above mat. 30 R on ground. North end of Wan 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.

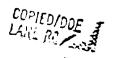
Charlie - Station 1200 - lots of debris but entrance appears clear -110 R at 200 feet.

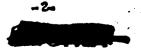
Dog - 5 R at 400 feet off Dog on lagoon side.

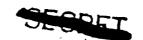
Fox - Water tower standing. All tents down.

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.







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 BAIRORO.

HAN 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 hottles.

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 FELLE CROVE. At about 1930 hours the USS BAIROKO and USS ESTES proceeded to Eniwetok for a re-shuffling of plans and personnel.

2 MARCH 1954

At 0930 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 1750 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

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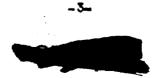
DISTRIBUTION:

Copy 1 - J-3 Bikini

2 - J-3 Elmer

3 - UCRL Thompson

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Log of J-3 Activities

28 February 1954

reported aboard BAIROKO at 1100 hours and exablished headquarters in the Forward Ready Room. This room was Staff of TO 7.3 and TU-7 Rad-Safe of TG 7.1, and occupied jointly with 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 aftermon 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 Atomi to estimate damage and to obtain early radiological readings on the islands. They landed on the BAIRCKO 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 . monitor to pick up the firing party and other people in Station 70. These were

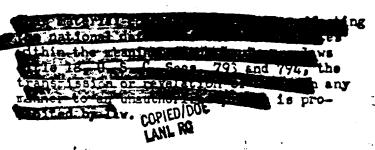
and 2 Army communications men. The first five were taken over to the ESTES soon after landing on the BAIROKO.

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Also at 1705 of TG 7.1 was taken over to the BELLE GROVE, where he was lowered on a holst 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.



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PRIVACY ACT MATERIAL REMOVED BOOK - 2 March 1954

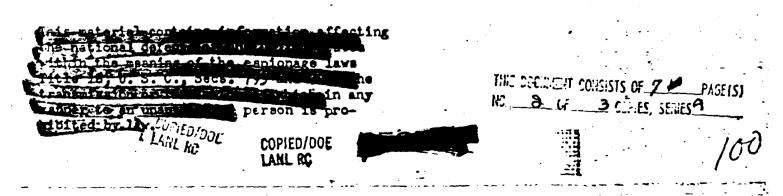
At 0830, 2 March the Task Force arrived at Eniwetek Atell, Parry Island where TG 7.1 disembarked. After a series of meetings, elements of the Task Force resmbarked at 1730 to proceed to Bikini Atell in order to commence the recovery program for BHAVO. The J-3 Section split into two teams, and one team to the ESTES and and to the BAIRONO. The ships departed at 1800.

Wednesday - 3 Yarch 1954 USS BAIRONO CVE-115

The reduced Task Force entered the Bikini Lagoon about 0830 and the first Rad-Safe survey flight with and departed from the BAIRO'O 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 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 arain caused too much confusion in the Feady 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.



Following this be referred the party leader to J-3 in the Ready Room for briefing. After the party leader was briefed J-1 them 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 ADNSWATH from which all boat missions would originate. This would do a lot of alleviate the load on the BAIROKO.

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101-

PRIVACY ACT MATERIAL REMOVED AND RECOVER - SPICIAL COPTER NISSIONS

DATE: B/2

MISSION NO.	PROJECT	PEOPLE Involved	MONITOR	DUST II A TI CH	TIHS DEPARTED	TIME
1	70-7 J-3	guart to day to the grant of th	2	Atall Survey	0658	1030
2	J-15 12.1			Atoll Survey	0858	1030
3a	2.5a			Lagoon Survey	1107 1450	1600
3b.	1.6			Lagoon Survey	1107	1150
ha.	12.1			Charlie, Sta. 1200	1255	1750
46.	12.1			Charlie, Sta. 1200	1255	1425
Le.	12.1			Charlie, Sta. 1200	1255	1435
5	ECAO			Tare	1413	1533
6	Frog 18			Tare	1413	1450
7	15.1	'•		George	1400	151/
	13.4	•		Able .	1356	145
9	1.4		•	Lagoon Survey	1339	113
10	TG 7.3	k .		Lagoon Water Sampling	1535	161

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BRAYO RE-RETRY AND RECOVERY - SPECIAL CONTINUES STORE

DATE: By	2					72
FISSICE EO.	PROJECT	PEOPLE Involved	MONITOR	D'ESTITIATION	TIME DEFARTED	ting pr
1 .	7U-7 J-3			Atall Survey	0658	1030
2	3-15 12-1			Atoll Survey	0858	1030 642
34	2.54			Lagoon Survey	1107 1450	1220 631 1600
36.	1.6			Lagoon Survey	1107	1150 .90
Ļa.	12.1			Charlie, Sta. 1200	1.255	1420
46.	12.1			Charlie, Sta. 1200	1255	1425
40.	12.1			Charlie, Sta. 1200	1255	1435
5	EC&O			Tere	1413	1533
6	Frog 18			Tare	1413	1450
7	15.1			George	1100	1516
	13.4			Able	13%	1453
9	1.4			Lagoon Survey	1339	1437
10	TG 7.3			Lagoon Fater	1535	1648

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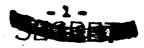
PRIVACY AST MATERIAL REMOVED SECRET

BE BETHER AND RIGHTER - SPECIAL BOAT MISSIONS

DATE	B/2
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KISSION	POST	PROJECT	Prople Involved	MONITOR	DESTINATION	D'PAFTED	TIME Returned
1	DO EM. F	2040			Kan	1600	1845
					••		
2	aña	1.6.		-	Lagoun Survey	1330	1810
_	* 414						

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PRIVACY ACT MATERIAL REMOVED - FI 178 - 4 Faren 1954

		4 .			
12 12131 NO.	भारत जा	PHOFLE INVOLVED	PETITATION	Tire Papaatad	TIME BITUTATO
la.	7G 7/3 TU-7		Rad-Tafe Atoll Survey	0730	0.04.5
16.	TG 7.3	•	RadAlefe Atoll Survey	0735	0850
2	2.56	. C•	Choe-Brave Recovery	3300	1635
			•		
3a	12.3	•	Sta. 1210 Tog and Chrile	1005	1025 (copter turned enpt
3ъ		(Monitor) (and to the Return to THUME	ake to Charlis -	1425	1515
4	2 ,5a		Obos-7ehra Recovery	0923	1517
5	1,24	•	George, Sta. 101	1027	1119
6	rc 7.3		legoon later Sampling	1047	1207
7	K.		Tare Parine Landing	1105	1130 (copier turned eng
		30 bg	hoat)		, — — — — , ·
8	CANCELLED	•	•	· · ·	•
9	2.54	c.	Coe-Zelra Recovery	1320	1523
10	U.A	:	Sta. 1341 Aple Encover film	1402	1617

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PRIVACY ACT MATERIAL REMOVED-L MINISTON - 4 March 1954

	•				•	
NI NI N	Pawct	PIDPLE INVOLVED	TIPY TOUT	PENTINATION	The Deplication	TOE RYTU WET!
1	1EX (8)	•	LCM £259 1 PURM	Tare	0910	1300 (Returned to the passes
	•					•
	$R_{n}d$ -Coie (3)	,		·		
	AFC (1)		•			
	1,6 (1)			·		•
	ncut (9)					
					•	
	70 7.2 (3)		•	• • •		•
2	TU -9		LCK 649	' Zare	1110	₹730 (Fich
	TU-13	to Elmor)	t retwn to I	EURITAGE went on	ls?	onal post from Flut
	J - 3				•	No. 1)
(va.	1) 1 -1				•	* -
3	TG 7.1 TG 7.2 TG 7.5		LCH #4 1 FUKW	Kan	1530	1705
. 4	2.1	(2 Pi	LCR #638 2 DUKAS JKW Operators	Charlis-George Roof	0930	1930
5	2.54		1.CH: #207	Fork in Legoon	0905	1625
•	IZN	•				
6	2.5b IFA		ICE /39 :	Fork in lagoon	1250	1915
7	1.6		1CH #37	Work in layoon	1045	1725



PRIVACY	'ACT-MATER	AL REMOVED	<u> </u>	DESTINATION	TIPS DEPARTED	1.15 <u>KTUKED</u>
1	TU-7		- 	Rad-Safe Survey of Atoll	0747	0905
•	TG 7.3					
2	13.4 TU-8	•		Sta. 1341 en Able	0857	1003
3	RAN	-	•	Survey submarine cables along Charlie-Able reef.	0946	1100
~ .	TU-7				·	
4	2.5b			Recovery of land stations Ean, Love, How, George, 1	0947 Fax.	1220
5 .	2.1			Film recovery Bravo-Uncle (5 minute stop Tare).	1040	1200
6	HV.			Circuit of atoll inspecting generators, no landings.	g 1330	1445
	TU-7				•	
74.	13.4,			Able, drop off and pick up (M) 4 ho re later.	1306	1345 (copter returned empt;
76.	13.4, 13.5			Pick up 4 men of 7a Fit.	1555	1700
	CANCELLED.		•			
9	то 7.3)	Water Sampling	1308	1,02
10	20 4.G	4	-	Tare	1320	1350 (copter returned empt
	TU-13	(These five	ring men re	turned via T-boat at 1500).		

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		IT I ILLIAIO ALD		.011	L., 6	;
1.1×.1.4	PROJECT	FEOFUS INVOLVED	TYPE BOAT	DESTINATION	DIPARTED	TT ME
1	13.4 RAN 18 TU-7		LCH #13 DUTW	To Han, 13.4 work hour, return to DAIRORD LOW return to Hen to wait for DUKN.	0930 Se Return 11	1300
2	CANCELLE),				
3.	TG 7.5 2.5a TU-7		TCH #49	To Tare, remains with 1230, At 1230 returns with part of	0915	1500
	HEAN			party.		. •
				130 _AS		
4	3.2		LCU #638 Durk	To Tare, pick up monorail DUFW, to Abl	0900	1630
			1 Extra D	Dack to BAIRONO, 1730.	ops DUN.	•
5	1.6	· ·	(H)LCH #37	To leroca FIA BAIROKO 1700.	0930	1700
6	2,54		rai: 136	To lagoon, ETA BAIAOKO 1830-1900.	0905	1600
	HAR	0				
7	2.56 2.54 H&B		LCK #38 - 36 - 631	To copter barge, stands by andimoves samples to destroyor HTA BAIRONO 1730-1800	0925	1700
8		· ,	LOX FAS	To pick up 2.3 men wi samples from #4, del samples to destroyer.	th 1730 iver peopl	
9			Lah £47	Passenger pick up for Destroyer :	1825	1900
10	CANCELLED					
n	•	•	LCU 1348	To Tare, Depart Tare 1500 for BAIRORO wi		1715 from /3
12	15.1		LCM #33	George, work 12 hour return to BAIRGEO 1	1120 800.	1545
	HAN		•			r .

13 LOM's 34 & 35 Shuttle between Iceberg, Thumbtack and Boundary Tare.

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Port Marcions - 5 March 1954 (Contid)

भाग्यस	PROJECT	PROPLS BIVELVED	ד איד די די די די	FRUTIN: TION	TIME DEP'RIED	RETURNED
14	enr g		LON FAIL	To Xi remain 2 hours	1515	1815
	HANG (M)		•	*	•	•
15	TG 7.4	XT¹s	ich flo	To Tare. LCF returns, and crew return with #11.	1230 n	1700
16	14.1		Lor #35 Curv	To Kan, remain & hour return BAIRCRO 1700	1540	1700
17	FLAT	-	ICH #259	To wash L/U tied to ADD OFTH - if completin time - go to Tare of pick up cables and moors.		1630
18	HEN		LON FROL	Recover on Kan	1500	1730

1.

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STORET

USS BATRUKC 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.

GEORETA

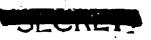
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vopter Missions - 6 March 1954

		Lopter Yis	sions - o PAICH 1924	•	
•		<u> </u>	•		TURNED
_	PROTECT PEOPL	E INVOLVED	<u>DESTINATION</u>		
MISSION	PROJECT PROPI		Rad-Safe Survey of Atoll.	0752	0915
1	TU-12				
	TG 7.3		Water sampling.	0753	0835 .
2	70 7.3			0903	0936
3	TO 7.3		IST Beach Survey		• .
			To Sta. 1341, Able. Drop off	0755(0855)	1402
	13.4		and pick up at 1400.	1334	1402
, -	(H,		a made dropping Selfa	0937	1013
5	3.1		at Tare of the to Uncle and picking W	n 1342 n Self and	200,
	J-15		on roturn to late.	p and	•
	18		at 1600 on Uncle.		1110
			Yoke, 15 minutes, then to	0956	1130
6	2.5a		Zebra, copter released at Zebra after arrival of LCM	, 1 hr 15 min	
			pick up	at Tare on re	
			3 trips to Charlie, when	1145	1225
7a.	16.1		arrives at Charlie copter returns after 5 to 10 min	utes,	
			Dius 200	_	1410
	16.1		BAIROKO. Then another or repeats same. Safety cop	~~	
76.	TO• T		required.	1455	1545
5 0	16.1				1020
7e.			To How, 10 minutes and retr	op52	•
. 6	2.54		.s To Tare and drop off,	0930	0955
9	TU-7		return by boat.		3120
	•		Tare, drop off	1310 to 1723	142 9 17 57 -
10	TU-7 J-4		continues	rn. Pick wp	
		•	Tare drop offs at 1730		
	•		Kan Copter Pad	1021	1102.
11	16.1		•	1155	1230
12	UCHL		To Tare.		
	•		Wan 10 minutes, Tare 10	1138	1301
IJ	TO 7.1		man 10 minutes, land and look over B	RAVO site.	
~					

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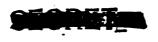


PRIVACY ACT MATERIAL REMOVED Conter Missions - 6 Parch - 154 (contid)

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Conter	Marions -	6 FAI CH 2//4 X	· · · · · · · · · · · · · · · · · · ·	TIDES DEPARTED	TIME RETURNED
MISSION 14	PROJECT TU-13 6.2 TU-13 HAN	PEOPLE INVOLVED	To Tare and drop off, to return by boat.	1403	1446
15	J-1 TG 7.2 TG 7.5		Charlie Sta. 1200. To be picked up at 1730.	1319 171 5	1355 1748
16	10 (0)		Tare Pad to pick up 2 men	1446	1515

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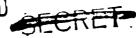
PRIVACY ACT MATERIAL REMOVED - 6 Farch 1954

	101 1101 111111		O I LD			
MISSION	TYPE BOAT	PROJECT	PECPLE INVOLVED	DESTINATION	TIME DEPARTED	TIMB PETURNED
1	CANCELLED.			•		•
2	LCY. #33	1.6		To Nan.	0859	1230
	DUKW	Han		. •		
,	LCH #37	1,6	' 2 men	To lagoon.	0900	1730
4	ICU 1348	3 .2 H&N	5 men 2 men	To Tare, pick up mooring gear. To Nan, pick up trailer.	0830	1630
5	1.CM #35	2.58	•	To Zebra, meets 2 men from Copter Mission & proceeds to Filliam, Uncle, Tare		1645
6	ICK #43	2,5a		To lagoon	0915	1715
7	ICH #38	2.58		To lagoon,	0905	1645
8	ICH #36	16.1	1 man	I man with samples for BELLE GROVE. Samples from Copter Mission 17	1600	1650
9	LCN #42			BELLE GROVE passenger pick up.	1615	
10	LCU DUKW DUKW w/Mond	14 H&N orail	2 men	To Able.	1030 EAIROKO	1930 Ka 20 30
11	LCH #4 7	DC&O		To Nam	1030	1700
		. Tu-7 R&N	•			
12	LCH #209	2.56		To Tare and drop off.	0900	1230

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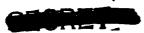
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Rost Fiers - 6 March 1954 (Cont'd)

<u>~;-</u>				D.	TIME EPARTED	T DIE RETURNED
MISSION	TYPE BOAT	PROJECT	PEOPLE INVOLVED	<u>DESTINATION</u> D		1715
13	ICH #209	Hen		To Tare	1100	
				٠,		
	i	1. '				•
					٠.	•
	ich #38	Han			0835	1615
14	DR 170			•	•	
) -			•	
		TU-7			0930	1730
15	icu	r&n	8 people	To Han, pick up trailers to go to Tare, and tak there.		
2.6	LCH #20 7	H&N	12 men	Lagoon for cable.	0915	1530
16		•			1030	1830
17	LCH	H&N		To Tare, Charlie and return.		.'
	LCU	flan	15 men	To Charlie and return	1230	1815 .
18 19	10H #41	J-4	-	To Nan and Tare.	1315	1555
- 7					_	

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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.

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PRIVACY ACT MATERIAL REMOVED	191018 - 7 Funch 1954
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PHIVAU	Y AUT MAI	ERIAL REMOVED	· P.TV.P	F DØ			
AIDSION	Taiveq	DEOUTE INVOLVED	DEPART	TIME Beturn	DESTINATION -		
1 .	TC 7.3 HEN 1.6	•	0905	0930	Rad-Safe Survey.		
2	TG 7.3		1025	1055	Sea Drone Survey.		
3	неп		0757	0828	To Tare at Marine Pier, return by boat.		
4	TU-12		093 0 1712	1005 1800	Charlie, Station 1200, drop off and pick up et 1730.		
5e,	TG 7.2		0815	0852	Tare and drop off, to be picked up.		
	AEC		•				
<i>5</i> ъ	TU-7		1700	1725	Pick up from Tare to BAIRCKO, pur- rose of also picking up 5a people		
6	HAN		0847	1015	Complete circuit of atoll, orbiting Tare camp, Nan & Fox tamps for aerial survey.		
7	Prog 23		0914	0947	To Tare Sta. 2300, pick up for ret		
			1625	1650	at 1630. Return pick up of Mission #7.		
8a	1.24		0910	0945	To Tare, pick up for return 1530.		
රිර්	TU-7 TU-12		1530	1600	To Tare dropping off these 3 men and picking up people from &a for return to BAIRCEO.		
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 :	0955	To Tare, Sta. 50 and return 1600.		
			1600	1620	Fick up of party plus from Tare.		

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	PROJUCT F	FOFLE DIVOLVED	TIME Depart	RITURE	DESTINATION
11	TU-13 TU-8 1.2b		0955	1128	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. Copter to circle structure each time before landing for phogo pure
		·	·		poses. along for aerial inspection of 1.2b Charlie Static
12	3.2 6.2	-	1002	1145 (Refuel)	How 30 minutes, Oboe, 15 minute How 30 minutes.
	CANCELLED		1220	1313	
13 14	TU-15	and 50#	1322	1455	To How - 30 minutes, to George - 1 minutes, film recovery.
		each way.		•	
15	TG 7.3	•	1240	1325	USS CURTISS charmel Survey.
16	TG 7.3 TU-7 TU-12		1055	1159	Water sampling mission, dropping off at Nan for pick up of equipment, then to Tare to drop off and
·	TG 7.2			·	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 mer to BAIROKO.
	•			-	

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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 hasardous 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.

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PRIVACY ACT MATERIAL REMONATE Pierione - 8 Parch 1954

		TILLING TENER			
Wlesi(H	PROLLU T	TTOPLE INVOLVED	DET ALT	אַ װערניאַ	DESTINATION
1	TG 7.3 J-1 TU-7	•	0820	0920	Rad-Safe #toll Survey.
2	AEC TG 7.2		0817	0906	To Tare, return by boat.
3	UCRL		0901	0928	To Tare, return by bost.
4	UCRL		0825	0900	To Charlie, to return by boat.
5	UCRL		0932 r	0955	To Tare, return by boat.
	H&N				
. 6	TU-9 J-3		D. 1307	. 1413	Aerial photography of arrival and positioning Sta. 90 is crater and Sta. 1550 George. Drdp of Charlie copter barge.
7	1.2a		0849	0943	To Tare and drop 6 men, to return by copter later in day.
ŧ	Hin		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		083 \$	0923	To make 2 passes over Victor thru Rebra areas then land at Villiam stay 12 hours.
10	13.4		0919	1017	To Sta. 1741 Able, Drop off at Nan on way, to return by boat.
	TU-8 TG 7.1	-			Nam on way, to receive by course
11	Prog 18 TG 7.1		1344 :	144,5	To Nan and drop these 2 men and plump and ta to How, wait 30 minutes and return and to return by boa
12	1.2a NYCO	50∄	1403	1510	To YCV to pick up take to Sta. 101 George, circle area beforelending, pick up 15 minutes after drop and return to YCV, to return PATROKO.
(<i>D</i>)	COPIED/ LANL RO	DOE	-1-		120

	PROJECT	PERFLE PLYOLVED	DFIRT	RTHIFK	DESTRICTION
13	15.1 Frog 18		1500	1555	To George Sta. 1550, drop. Circle before landing. Pick up Bu'fir at Tare. Prop Christensen off a ICV.
14	TO 7.3	•	1420	1435	Water Sampling mission.
15	нү00		1043	1145	Fick up at Hilliam, make passes ov Yoke at 50°, 100°, 200°, 400°, 700°, 1000° and return.
16	1.2a		1505	1550	Fick up 6 men at Str. 102 Cbce, fr Copter Fission #7 and take to YC
17	TU-12		1011	1036	To Tare, return by boat.
18	TG 7.3	•	1439	1610	Guard mail, OM', U. S. Mail to copter barge to be mot by CURTIS guards.
19	ctg 7.3		1603	• 1645	To USS CURTISS (copter parge) to to up RADM Eruton and take to ESTRE
20			1630	1700	To Nan copter ped to pick up rentimen.
21			1530	1620	To Tare, pick up 2 men then to How start generator and freturn BAIR!
22			1815	1845	To copter barge Charlie, exchange film badges and laundry.

-



Tuesday - 9 March 1954 DAILY DIARY - USS BAIRORD

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.

the national defense.

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Copter Missione - 9 March 1954

1.

		Copter Mi	SEICHE -	y Faren 1	724
KISSICN	FHOJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
1	TG 7.3 TU-7		0830	0944	Rad-Safe Survey of Atoll.
 2	1.24	9 men / 150# (2 trips)	084 7 0925	090 0 094 5	From ICV to Obos Sta. 102, return by boat.
3	eco G		08 47	090 5 091 5	To Nan and drop. (2 trips required
4	Prog 16		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		08 58	0932	To YCV and drop, and pick up 1.2a, take to Oboe Sta. 102 and drop, then return THUNBTACK.
e	UCHL		0915	0940	Prom ICV to THUMBTACK.
9	J-4		1015	1030	From Nan to ICV and drop with 100; gear.
10	TG 7.1		0959	1036	To ICY.
11	TU-9 1.6		0959	1112	To Nan and drop off then TU-9 party serial photo of Sta. from 50° and 100°, maximum time area of Sta. 90 is 30 minutes, r landings and return to THUMBTACH
12	15.1		1300	1320	Land at Sand pit at south end of George to take from Georg to THUEBTACK.
13	Prog 18		1345	1415	To Nan and drop.
	TG 7.4		-		
14	Prog 11		1353	1420	To Zebra and drop.
15	J-4 TG 7.1		1430	1445	From YCV to THUMBTACK.
				and the second s	

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copter Fissions - 9 March 1954 (Cont'd)

	•			
MISSION	PROJECT PROPLE INVOLVED	DEP RT	RETURN	DESTINATION
*!	TG 7.3 TU-7 Prog 18	1446	1542	Mail run THUMBTACK to ICV, drop off at ICV, then to Geor pick up and return THUMBT
17	Prog 11	1501 cans	1540	From Zebra to THUMBTACK.
18	Prog 18	1610	1645	From Nam to THUMBTACK.
	TG 7.4			
19	Prog 18	1650	1720	From Nan to THUMBTACK.
	TG 7.4		,	
20	Prog 15	1235	1250	From ICV to George Sta. 1550.
21	EC40	1225	1325	To Tare Pad to pick up 3 EGG men,
	TG 7.3	:		then to ICV and drop, plicking up 2 TG 7.3 men take to BOUNDARY TARS and return copter THUMDIACK
22	TG 7.3	1300	1415	Water Sampling.
23	FD4G	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 firstrip on Tare, repairir strip.
26	3 men	1525	1620	To George Sta. 1550, stay 15 minut pick up and return to THURBTACK
27	ECAG	1637	1705	From Nam to THUMBTACK.
		. 1710:	1745	From Nan to THUMBTACK.

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PRIVACY ACT MATERIAL REMOVED

Copter Missions - 10 March 2 54

_		<u> </u>	TDBIONE		29
MISSION,	PROJET :	R INACTAED	DEPART	RETURN	DESTINATION
1	TG 7.3 TU-7 1,6		0830	0948	Rad-Safe Survey of Atoll. Drop at Tare.
2	EG40		08 50 , 0920	0920 0950	To Han. (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, Man, Love, Man, Zebra, Yoke, Zebra, William, Yoke, Uncle, William, Uncle and return THUMBTACK.
5	TO 7.3		0851.	0927	Mail flight to TCV, pick up and on TCV and return THUMBTACK,
6	Prog 23 1.2a		0904 0920 0950	0920 0950 1020	To TCV and drop. Picking up 9 1.2a men and take to Sta. 102 on Obos and drop. (Two trips required from TCV to Sta. 102
7	Prog 15 Prog 18 1.4 EG&G 1		0940	1035	To George, sand spit, drop Pick up at George and take to ICV dropping off and at ICV.
8	Prog 18		0950	1017	To Wan.
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 TCV and take to BOUNDARY TARE.
n	Prog 15		1450 [:]	1527	Pick up and at TCV take to George and drop then take to THUMBTACK.
12	2.5a HAN		1250	1320	Pick up at Hilliam, take to Zebr and drop.

Copte- Missions - 10 March 1954 (Cont'd)

Copte-	Piesione	- 10 FATCE	1 1954 (Cont	<u>a)</u>		
WISSIC!	PRO'ECT	PEOPLE	INACTAED	DIPART	RETURN	DESTINATION
13	TU-12		•	1254	1315	To YCV.
14	Prog 18			1352	1423	To Nan. (3 Prog 18 people to stay over night)
	70 7.1 EG&G	•		•		
15	2,1			1352	1440	To Bravo thru Uncle (210 stations estimated time 2 hours, return.
16	DC&O			1515	1542	From George to THURBTACK.
17	1.2a EG&G TU-8			1537 Lio	1730	To Sta. 102 on Obos pick up 9 1.2 men and take to YCV (2 trips required), Pick up
18	TU-8 TU-12			1225	1305	Take and 4 TU-12 men to YCV and drop. Pick up Blossom and Spore and
	Peog 23			•		return to THUMDTACK dappping off at Tare on return.
	1,4					
19	CTG 7.3			1100	1227	Pick up at BOUNDARY TARE take to
20			1 man	1308	1445	To Tare to pick up plus 1 man then to Dog, lagoon side and pic up in 1 hour and return.
21	2.2	•	≠ 100#	1352	1647	To Alpha thru William and return.
22	Prog 18			1435	1520	Mail run to ICV dropping a off at ICV, pick up 3
	TG 7.3 Yarines	3 men 3 men				Merines and return THUMBTACK.
23	Prog 18 Yarines	2 men	f 2 men	1540	1646	Pick up 6 men at YCV, drop at George, then to Tare drop \$\neq 1\$ then return with 2 Marines "
24	Prog 18			1540 :	1615	From Nan to THURBTACK.
25	TU-6 TG 7.1 15			1614	1657	From Nan to THUKBTACE.
26	2.5a H&N			1645	1725	From Zebra to Tare.
COPIED/DOE	ECAO, F.			1645	1720	From Nan to THUMBTACK. (2 plane: involved)
LANL RG	Prog 18			· · .		Take to Nan (stay overn

to Nan (stay overn /.26

Copter	11 esions	- 11	March	1954
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		Copter 13	esions - 1	1 March 1	954
•		PEOPLE I VOLVED		RETURN	DESTRIATION
HISSICH	<u>FROJECT</u>	PEOPLE 11.0	0821	0940	Rad-Safe Survey of Atoll.
1	J-1		0821	0850	To ICY.
2	EC&C			4	Take all FG's men to Wan, pick
3	EC# 6		0821	0918	Take all FIPS men and return up 4 Prog 18 men and return them to THUNBTACK.
			-	(UCRL)	
	Prog 18			0903	Take nick up
4	FC&C		0821	0703	to George and drop, pick up and on George take to YCV and drop.
5	13.4 Prog 18		0900	1000	Take to YCV and pick up 1.2a personnel at YCV and take to YCV and drop.
	Prog 16		0840 :	0915	Mail run. Fick up 7.3 man on YCV and return.
7		3 men plus 2 men and 30	09 30	1220	Pick up at YCV, then to Stal22.07 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 as 300 take to Sta. 122.05 Charlie drop 2 men, then aerial reconnais ance of S.a. 122.08, then pick up 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
	TU-4 8 3.2 TU-7	2 men / 250#	1017	1202	Tare and drop 3.2 men and return
	9 2.5	a contra and 1	0917	1120	From Tare to Dog Sta. 252.03, the Fasy, to Fox, and to George and return.
	10 Pro	g 18	093		material from Nan to 1
• ••	n G	CLECIADE COLEDIDOS	110	0 117 -1-	127.

PRIVACY ACT MATERIAL REMOVED Coptor Pissions - 11 March 1954 (Cont'd)

225.					•
MIES 10N	PROJECT	PEOPLE THIVOLVED	DEPART	RFTURN	DEST INATION
12	70 7.3	3 men	1125	1210	Mail run to ESTES.
ŋ	• :	plus 75#	1323	1430	To How, drop and pick up in 30 minutes then to Wan and drop, to How pick up and return.
<u> </u>	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 Wan drop 3 Prog 18 men who will remain overnight and then mail reto USS GYPSY and return.
16	1.2a J-1	· ·	1449	1611	Take to ICV and drop, pick w 2 1.2s men and take to Sts, 101 George, pick up in a hour and ret
17	1.2a		1540	1703	From Sta. 102 Oboe to ICE.
-	•		, plus į m	un.	-7
18	TG 7.3 TU-4	3 men	1437	1509	Mail run to YCV. Pick up at YCV and return to THUNGTACK.
19	TG 7.1		1447	1525	Pick up at C-47 Airstrip at Tare at bring to THUMETACK.
20	2.56	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 ICV and drop and pick up 7 men and return. 2 trips requir
22	EG&G		1545	1620	Pick up at George and return to TEURBTACK.
	15	_		-	TICLES (KAR
23	CTG 7.3	-	1609	1658	Pick up at YCV and return 1
24,	1.26		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.
25	2.5a	plus 200#	1609	1720	Pick up at William, take to Zebra drop with 200%, pick up in 1 ho and take to Tare, drop and retu

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PRIVACY ACT MATERIAL REMOVED Couter Mariane - 11 March - 154 (Contid)

<u> 11387 (11</u> 5	PREFLOT	BECATE INAUTAIN	DETART	RETURN	DESTI ATION
26	ED&G		1638	1728	Pick up at ICV and then to Tare and
	Prog 18				drop Yates, then to THUMETACK wit 3 EOLG men.
27	1.24		1715	1800	From YCV to THUMBTACE.
	÷				
 28	eg& g		1643	1745	Pick up at Nan and return to THUEBT.
			•		·
	UCRL JTF 7		•		
29	Y. 1		1705	1736	From THUMETACK to BOUNDARY TARE and drop, return empty.
30			1734	1810	To Sand spit on George and drop.
31	crc 7.3		1733	1830	To BCUNDARY TARE to pick up
32	TG 7.3	1 man	1825.	2015	Take to YCV, and return.

PRIVACY ACT MATERIAL REMOVED ons - 12 March 1954

		2-2-1-1-2-1	AUIIS - IZ	M. U. 272	
MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
	Prog 11 Proj 2.2	and 2	07 52 ?00 ∮	0841	To Tare pick up 2007. Then to Tebra drop and Go to Rafg Sta 251.09. Esturn to THUMBTACK.
2	TU-8 1.2a 15.1		0748	O81 .	Take to IC and drop. Pick up and at ICV. 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 fare and drop Return to IT empty.
4	Prog 18 1.2a		0823	0932	To ICV and drop Yates. To George and drop and pick we and return to ICV. Return to IT.
5	TU-6		0832	1020	Oboe. Leave Oboe at 0845. Arr. Nan 0900. Pilot shuts down as goes with party to Sta. 70. Party (leave Nan 0945, arr ICV 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 anddrop. Pick up in 20 minutes and return to 1
8	1.6		0905	1109	Pick up on Zebra. Take to and drop. Go to How and pick and take
9	TU-\$		0902	1005	Go to YCV and pick up and return to TT.
10			0841	0905	Takes crash crew to Tare and depick up CTG 7.4 plus 9 and to BOUNDART TARE, return to
	non-	- to	•		Tare pick up crash crew and return IT.

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Copter Missions - 12 March 1954 (Cont'd)

	MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETUPN	DESTINATION	
	'n	2.2 Prog 18		0955	1050	Pick up at William. Go to George and pi up Return to TT.	
	12	Prog 18		1329	1400	Take to Man and drop.	
	•	JTF 7	•	•		Pick up Beck, and return to II.	
	IJ	HAN JTF 7	2 men	1550	1630	Pick up atNan and return to TT.	
	14			0905	0955	IAG mntrol, two trips.	
				1337	1410		
	15			1204	1310	To How, 15 minutes, pick up and return to TT.	
	16			1250	1500	Take crash crew to Tare, pick w C-47 flight passengers and tal to BOUNDARY TARE, neturn to T pick up crash crew and return	
	17			1645	1720	To BCUNDARY TARE pick up JTF 7 Staff members and take to TT, return them to BOUNDARY TARE and return to TT.	

Copter Missions - 13 March 1954

•			<u>Vopusi 7.1</u>	. 6610118 - 1) 7	1141 41 1/2	
•	KISSION	PRODET	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
	1	Tu-6 EG&Q		0830	0915	Pick up at BOUNDARY TARE and take to Nan, return to TT with
Marine	2			0700	0830	Take crash crew to Tare, pick up passengers from C-47 flight and return to Tare and pick up crass crew and return to TT.
				1000	1055	Take crash crew to meet C-47 flig and take 5 passengers to catch flight, return crash crew to TI
	·			1330	1500	Take crash crew to meet C-47 flig and return crash crew to TT.
	3	TU -6 EG& G	•	1013	1105	Take firing party to Charlie Farine landing and drop.
	4	TU-6 EG&G J-6		1325	1424	Take to Cherlin 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	1405	Take Perry, to Tare and drop. Pick up and and take to Yoke and return to TT.
	6	Prog 18		1325	1355	To Wan and drop.
	7	DR.G 2.5b	•	1330	1410	To Nan and drop , Pick up and return to TT.
	Ś	2.2	and 300#	1343	1445	Pick up at Tare Pad (1400) take to Pog (1420) and drop. Retur to TT.
	9	Prog 18 1.2a 13.4	2 men	1414	1515	To Charlie Marine Pier, pick up, and 1.2m men. Then to Sta. 101 George and dr. 1.2m men and then to George Son Spit and drop and
•	10	H&N		74 74	1455	Pick up at Yoke and take to William and drop.
	Ìn	1		* *		•

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Copter Missions - 13 -h 1954 (Cont'd)

			-		
MISSION	PROJECT	F_ E INVOLVED	DEPART	RETURN	DESTINATION
11	2.56 E040		1414	1600	To Nan and drop Pick up and take to George for 5 minutes, pick and take to Dog for 10 minutes, pick up and to to Easy for 10 minutes, pick up and take back to George for 5 minutes, pick up and then to lian for 5 minutes, pick up and return to TT.
12	2.2		1451	1536	Pick up at Dog and return to TT.
13	ecec hen		1532	1624	Take to Tare and drop. Then to William and pick up and and take to Tare and return TT empty.
14	EC.4.G	end 75	1 521 .	1605	Pick up at Tare Pad and go to Naz and drop then return to TT with
15	Prog 18		16 01	1643	Go to Nan and pick up then to Tare 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 1.2s men an return to TT.
18	UCRL	18 men	1646	1730	Pick up at Tare Pad and return t
19	20 4.0 .	•	1805	1827	Pick up at Nam and return to TT.
20	EC.C.G	•	1815 '	1845	Pick up at Tare and return to Ti

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PRIVACY ACT MATERIAL REMOVED Copter Missions - 14 March 1954

		Copter File	310115 - 14	March 193	<u>'4</u>
NTSSION	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 of the following locations start from TT to How, Love, Obos, Toucle, Victor, William, Yoke Zebra, Alfa, Bravo, and return to TT.
4	1.2a		0854	0915	To Oboe Sta. 102 and drop (come out by boat).
5	EC&G		0907	094 9	To How and drop Morris, Currier and then to Tare and drop and to Man
			:		and drop
6	EC&G		0913	0955	To George and drop
	Prog 18	. •			• Pick up The to Wan and drop
					to II.
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 to to Tare strip for C-47 flight
9		•	1128	1237	To Tare Strip to pick up passe from C-47 flight.
10	EC&G	•	111 0	1145	Pick up at How and return to 1
n		150 16,	1128	1237	To Tare Strip to catch C-47 flight.
12	HAN	·	1201	1300	Pick up at Geo Sand Spit, take Tare anddrop, wait 10 minute pick up and return to George drop belt in LCU, pick up S and take to Ture and drop. Return to TT.

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PRIVACY ACT MATERIAL REMOVED Copter Fireions - 14 Kerch 1954 (Contia)

	Copter Fissions - 14 Farch 1954 (Cont'd)									
	1:15370N	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION				
	13	JTF 7	8 mėn	1147	1222	Pick up at BOUNDARY TARE to cat C-47 and C-54 flight.				
	14	Prog 18		1225	1249	To YCV and drop.				
tinto com Mario e	15	2.5a		1320	1355	Pick up at Tare Pad, take to Villiam and drop.				
	16	2,58		1320	1430	To How, pick up in 20 minutes a return to TT.				
	17	TU-7		1328	1430	Rad-Sefe Survey of Atoll, picki up at Nam.				
	18			1356	1502	Take to BOUNDARY TARE drop, picking up				
		TU -4		•		and procee to fly over Uncle, Tare, How, Nan and return to BOUNDARY TA and drop. Return				
	19	2.56		1430	1610	Pick up at Tare Pad and take to drop and pick up in 30 minutes. 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 to Nan and drop plus 3. Pick up and then to George pick up and return to IT.				
	21	2.5a		1512	1545	Pick up at William and take to Zebra and drop.				
	22	2.5a	l man	1615	1700	Pick up at Zebra go to Tare for minutes and return to TT.				
	23		-	1622 !	1710	Crash cres to Tare Strip, pick passengers from C-54 and tak to BCUNDARY TARE and return				
	24	ec46		1630	1707	Pick up on BOWN RY TARE and to Wan and drop.				
	25			1715	1750	Pick up at BOUNDARY TARE, take Nan and drop.				
	26	HAN .	2 men	1712	1744	Pick up at Tare Pad, take to land drop.				

Copter Missions - 15 March 1954

MICCION	PROJECT	PECPLE INVOLVED	DEPART	RETURN	DESTINATION
ı	EG&G		0845	0917	TT to Nan and drop.
					•
2	EC&C		0828	0849	TT to George and drop.
3	TU 7.3 TU-13 1.2a	3 men	0920 plus 25#	0947	Mail Rumi. 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		0904	0935	TT to Tare for 2 minutes to pick up
	TU-7				150# and drop Then to Uncle for 5 minutes and 6 Evans returns to TT.
6	1.6 EG40		1030	1145	TT to Bravo and drop and Fo. Then to How and drop and Return to Bravo, pick to take to Willi.
		•	:		and drop. Return to TT.
7	JTF 7	4 men	1122	1155	Pick up on BCUNDARY TARE and take to ICV 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 E24G		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		1335 этр bell	1429	TT to BOUNDARY TARE to pick up Then return to TT pick up
	EG-10		;er		Then to Kan and drop these 6 mer Then to How and pick up and return to TT.
n	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=11. 3.2 TU-7		1332	1439	TT to ICV and drop Then to Tare pick up and return to T

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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 I drop plus 3, pick up 4 and take to Tare AIRSTRIP.
E 4	14	TG 7.4 TG 7.3	3 men	1230	1415	Mail Run. TT to TCV 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 b
	16	2.56		1415	1541	TT to George, spend 20 minutes, the pick up and take to Nan, spend 20 minutes, pick up and take back to George, spend 20 minutes at George then pick up and return to TT.
	17	TG 7.3 1.2a	3 men	1439	152 5	Kail run to TCV. Then to George and drop Retu to YCV, pick up 2 men and return
	18	2,2 33&G		1457	1550	TT to Dog and drop Brown and Carp. Then to George Sand Spit and nic up return to TT.
	19	CTG 7.1 FG&G rog 18		1530	1645	Pick up at Nan and return to TT. 2 trips required.
		EC&G Prog 18			• .	-
	20	2.2 1.2a 3.2 TU-14	ا . د ا	1555	1710	To YCV and drop Norton. Pick up I at YCV. Then to Dog and pick up then to George a drop Yates and pick up a Then to YCV drop and Pick up and
						and re
	21		-	1613 '	1632	TT to ECUNDARY TAFE drop , the to Sta. 2300 and pick up and return TT.
	22		1 man	1723	1737	TT to BOUNDARY TARE and drop.
	23	Prog 18		1745	1817	To Wan and drop
		HAN				overnight) and pick up and 3 H&N men and return to TT.

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SCHEDULE OF COPTER MISSIONS - 16 MAPCH 1954

MISSION	PROJECT	PEOPLE INVOLVED	DEPART	RETURN	DESTINATION
ı	TU-?	Home	0826	0957	Rad-Safe Survey of Atoll.
2	EG&G Prog 18		0829	0919	TT to Wan and drop Pick up and return to TT.
3	EGLG 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 ICV, pick up 1 man, then to Tare strip and drop 3 men and return IT.
6	2.58		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	FM: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 Man and drop

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cocier Missions 16 march 1954 (Cont)

MISSION	PROJECT	PECPLE INVOLVED	DEPART	RETURN	DESTINATION
10	2.56 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 T.
=_n	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	IT 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 ICV to TT. Drop at ICV. ICV to TT.
15	2.56 FG&0		1510	155 5	Go to Victor. Pick up Take to Bravo and drop. Then to ICV, 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	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 ICV, pick up and and Go to Bravo and pick up Go to Tare Pad and drop Then return to TT.
18	D40	• •	1555	1627	Go to Nan and pick up 8 men and return to TT.
	Prog 18	-	1555	1640	Boundry Tare.



SCHEDULE OF COPTER MISSIONS - 17 March 1954

					, , , , ,
MISS1	CH DEPART	RETURN	PROJECT	PEOPLE INVOLVED	DESTINATION
1	0337	1005	2.50		TT to Tare Pad (0840). Drop and plus 50 lbs. Pick up
		:	TU-7		olus 100 lbs. Then to George approx 0900. Drop
					Spit and pick up Then to George Sand 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	EC&G	, .	TT to Nan and drop 12 men plus 30 lbs. (2 helicopters)
	0351	0922			
					•
			J-1		**************************************
3	0 3 50	0932	TU-13 TG 7.3 EX&G	4 men	Mail run. TT to Boundry Tare, pick up and return TT. Fick 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.
5	094 5	1110	2.56		TT to Nan, drop one. Go to How (1005) and pickhup and and take to Nan. Orbit for
	-				20 minutes, pick up _ a
			J-1	:	Take to Tare P2d and drop and Copter back to TT with
7	1000	1035	5343	and one	TT to Boundry Tare, pick up and o and take to Nan.

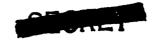
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COPTER SCHEDULE FOR 17 MARCH (CONT)

	-		,		
<u>AISSION</u>	DEPART	RETURN	PROJECT	PEOPLE INVOLVED	DESTINATION
8	1035	1102	TU-13		TT. to YCV and pick up
<u> </u>					at Interne and pick up 30 lbs of contaminated clothing. Return to TT.
9	1128	1215	BC&G		TT to Nan, drop and pick up . Return to
					Tare Pad and drop and Return TI with Long and MP.
10	1245	1330	TU-1		TT to Nam 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 ICV and drop Tates and pick up ' and Return to TT.
12	1330	1440	16.1	plus 2	TT to George Sand Spit and drop
			J-3	and 175 lbs	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	TT to Nan (1420) and return TT.
14	1415	1450	TU-7		TT to Tare Pad and pick up these three men.
			TG 7.3		Return to TT.
15	1445	1525		5 men	TT to ICV 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	•	TT to Nam (1530) and pick up
			EG&G	ť	Return to TT.
18	1600	1650	ecag		Pick up at Nan and bring back to TT.
19	1700	1735	CTG 7.1 UCRL		TT to fare Pad and pick up and . Pick up and take to Boundry Tar and drop. Return to TT.
20	1700	1748	EG&G		II to Nan and pick up. Then return to II

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BX-17-3/51

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 reported the vehicle situation was corrected.

assumed command of all TG 7.1 personnel on 11 January 1954.

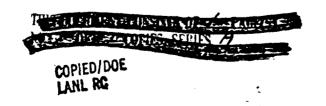
The 24-hour duty roster was initiated.

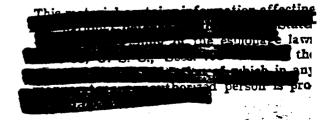
Today marked the beginning of the TG 7.1 population increase. Copter operations increased for a total of 282 passengers.

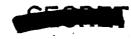
The LST arrived with 11 jeeps, one 4-ton wrecker and five 3/4-tons with "A" frame.

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 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.







Saturday - 27 February 1954 DAILY DIARY - BIKINI ATCLL

J-3/92

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 IST 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 IST 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 ISD and finally to the second IST.

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 Man. Only 3 trailers J-15-2, J-15-3 and UCFL 11 remain to be evacuated E-1.

Arrangements were made to copter immediately after arrival 0920, B-1.

and party of nine to the ESTES

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 UNICH 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.

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263 - J-3 Elmer

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Fridar - 26 February 195A DNIY MARY - PIGN I ATOLL

₹-3/91

The space N-Unit is scheduled to be moved from Charlie to Man at 1530, I-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

- 3-4

- HOST Copter Dispatcher

· 77-13

- Operations Officer Copter Detachment

The Check List is on schodule.

There were 356 passengers airlifted by the copter service 26 February.

The schedule for official observers for ERANC Shot was received tolar. Arrangements have been take with HAN and J-3 to welcome the official observers and to escert them on the tour of Tare Island. Sevell to be the guide..

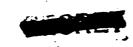
The helicopter schedule for B-1 was published for J-3 distribution. This schedule covers all coptor movements until 1100. After 1100 operational bentrol shifts to the operations inpart ant of the BATICIO.

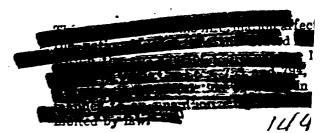
The LST 762 was scheduled to depart Tare late aftermoon 25 February, lowever, she was hard aground and could not retract. Another attempt was made at
1000 high tide this morning with aid of "T" and "N" boats and one tug but still
no retraction. At this point came ashers and directed the operation
in 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 happened MNN operations especially since only light.
Teach operations could be conducted while "T" boats and tugs were working on the
LAT. The 2 UCRL trailers which were due to leave on this LAT may be sent by
"T" boat to the LAD and retransferred to the LAT 551 which is in the lagoon.
Froject 1.4 is effect d since the tug is not available to lay their last can.

At 2000 hours and hound I-3 Thre 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 love. Later he agreed to do this if it was an emergency. assured him it was necessary. The CURTISS completed movement at 2200.

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J-9/50 AK-3

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 roup 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 IU-1, Meadows 12.2, 15.1, 1.2a, 1.3, 1.7, 1 18 and Self J-6 Fox concerning the assignment of vehicles.

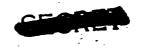
A question arose as to temporary lights in the YCV to align and check optical systems prior to arrival of shot barges. will discuss this with 7.3. YCV is expected at Bikini 15 January.

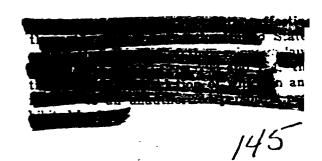
A study of the Charlie-Fox boat situation and future copter requirements to meet the future requirements of the experimenters, is being made.

The new Bikini-Eniwetok airlift schedule and the method for obtaining space on this lift is leing published to representatives on all islands.

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J-3/52 64 A

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.

January. notified that CHARLIE exclusion area will be established about 20 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.

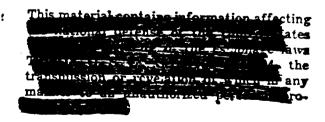
Two new telephone lines established between Tare and Nan.

and party arrive from Eniwetok.

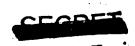
was informed that he can carry cargo by helicopter up to the limit of 100 lbs on a priority bases by contacting the air dispatcher direct. Any conflict with passenger schedules will be resolved by J-3.

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.

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A "delay" plan was drawn up to cover the copter and boat woverents needed in event there is a delay. This plan is for J-3 distribution only.

The last basic UN ION information was received from TV-13 and the final UNION draft evacuation plan is now being drawn up.

A copter "march graph" has been completed to cover all P-1 copter movements. The schedule will be tight.

has sided another man (Ross) to his 1430 E-1 copter flight from Charlie to Yan.

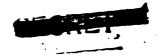
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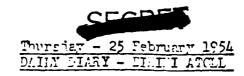
Cory 1 - J-3 Tere

283 - J-3 Elmer

_







J-3/90

consulted with on the question of EF's at S's. 70 on B-1 day. It was agreed that the EF's would be evacuated at the same time the FGEG personnel are evacuated.

There were 472 passengers airlifted by the conters on 25 February.

of J-4, and discussed plans for coordinating the cample return requirements and dispatching the samples on the C-47's on time to neet the departure time of Flyaways 12, 13, 14 and 15.

Tab B to Appendix II to Armex N, OTG 7.1 Operation Flan No. 1-53 (Chances to EMAYO Re-entry and Recovery) was published and distributed.

A TM was received stating that the VIP party which was scheduled for a tour of Bilini Atoll on B-2 is now slated to arrive Tame at 1000 B-1 and depart 1200 B-1. Everyone was alerted as to the change. RADII Brutor immediately dispatched a TM to JTF saying that no coptume upuli be available to the party.

A meeting was held with the IF Detachment 30, ATO Security and to ensure there would be no conflict in copter requirements.

The 4000 gallon tanker belonging to the AF was loved by T boat to Fan.

The third evacuation meeting was held during the evening to ensure all evacuation events were on schedule. Those present were:

J-3 Section

- 3-4

- NF

- Copters

- HET Dispatcher

- TU-13

escorted to Able, Charlie and then to Fox overnight. Tomogrow they will proceed to Han and later to Table.

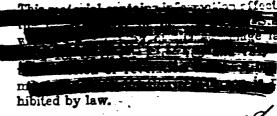
Flans were made for 1954.

who is due to arrive 0945, 26 February

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Teinspier - 24 February 1954

<u>r-3/52</u>

At 1900 and is 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 wards

- 3-4
- Darine Conters
- FGE Corter Dispetcher

Carlos Artis

- T(-13
- J-3 Ther

The I-5 day operations were coupl ted smoothly.

returned to Farry on the 1030 flight.

The copters carried 451 passengers for a new daily record.

All persons returning to Thisetok by ship till be issued tickets by J-1 animpleord on the chir small st. The ticket system will end le J-1 to maintain control of purdonnel at the Tilaini Atoll:

Arrangments have been made to mirlist turnty five 7.2 men to Thirr tok the cital arrays at Third or the USS ALISTAN at 0800 on 25 February.

Serell of UGE arrived Tare at 1/55.

, TG 7.3, visit d J-3 to brief J-3 on the itineramy of the VII party I-2. The party aurives Tare at 11/5, to Sharlie by ATR, arrive Tharlie 12/5, depart for Tred 1630. will escort. till meet at Charlie.

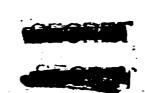
conferred and a return TI was sent supresting on 4 receive of the effect that a loss of 1 content would have on the evacuation. J-3 replied that an H-19 now at There will be rediffed to carry carries from Tred to There. Therefore, the copter will not be needed until UTIFF plus 3 or 4.

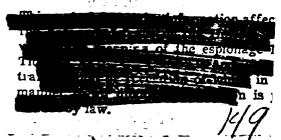
The ATSTRAM arrives 25 Feb. This requires 25 recervations via C-47 to Fred by an 1830 flight. Arrangements were make with J-3 Mover to lay on 4 flights on 25 February.

3-6 Charlie, will arrange to meet (4T) with a vehicle at the Charlie Marine Fier (copter) when the AT lands to proceed to Station 20.

requested (approved) a late 1430 departure from Charlie on R-1 for himself and 3. Arrangements have been laid on.

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3-3/88

The 7.1 teletyre was placed on 24 hours duty except for scheduled shut downs for moals.

(Frog 18), met to resolve program 18 copter schoduling. B-1 Program 18 requirements were changed to allow a more flemible copter schoduling on that day.

One copter was reserved for the use of HELL personnel for the purpose of servicing generators on Able, Charlie, Fox and Uncle.

There were 377 parsengers 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-2 Section those present were:

- J-4
- Copters
- HAN Dispatcher

Tab G (changes to the INAVO Chromological Check List) to Appendix I to Annex M Crematica Flam No. 1-53 was published.

A commission conference was held by the nebeared. The nebeared the releases the research of th

attended the J-3 meeting. He will depart for Charlie early F-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 B-1. Bather, since there will be only a few flights in the afternoon F-1, the copter operation base will be transferred to the EATRONO about 1030 B-1.

had several changes. After a agreement, consulted with to ensure everybody agreed. The changes have been incorporated in the evacuation plan.

A series of energies messages were passed by them. regarding the fictional dirlift of early samples. It was determined by that rapid communications was fearible, although one of nessages was not delivered to him in time to do any good, being ratholed by J-4, according to

arriv d Tare 11/5, consulted with J-3, then to Han and on to the RETES overnight for the rehearsal.

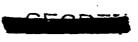
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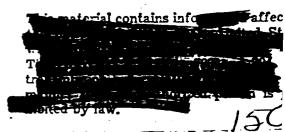
1 - J-3 Tare

2/3 - J-3 Timer

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Monday - 22 February 1954 DAIN DAINY - DINTI ANNL

<u>-</u>3/67

The radio lanthanum source arrived at Tare from Garlie. It was transported to the single plant to be source. The two conviews accompanied the source.

or plet () the first draft of the UNION Chronological Evacuation Thed: List only it is now being ditted for distribution.

J-3 is maintaining a duty officer in J-3 office during the MUNO reheared.

dir cussed the coordination of JTF check lists with 7.1 check lists. Last the J-3 office at 1/45 to go aboard the TSTAS via Nan.

The EMVO Dramation Nuster rehearsal was held at 1800. J-l 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.

The blights were rejorted by the II's off Tare at 2045. Inother white raft was rejected achors by the air detachment.

TO 7.3 slips dianged their position from Charlie and Tare to Fan at 1100. Shall boshe from the Havy bost pool were available for transportation of personnel from Han to the chips.

was sirlifted by coptor to the ISTES 1145. On rais, Now and Tare.

virited Uncle,

(HEI) and liscussed copter requirements for R-1. It present TO 7.1 is whilining 5 copters almost continuously between 0000 and 1100. In addition HEI had a 4 hour requirement for generator refueling and the LF Detachment communism has a requirement for an LF sweep of all uninhabited islands beginning 0900. J-3 Tare is attempting to consolidate all requirements.

(HAN) will run a late "T" boat from Tare to Han for pursons the might be remaining after the last bout to the ships.

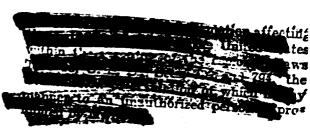
will transfer all copter operations from Tare to Nam at 1030, F-1. This will place the copters closer to the BATHONO and allow TG 7.1 closer control for energencies.

will go to Nam with the copter detachment to coordinate copter neverents. He will evacuate to the BATHONO with the copter detachment.

BO LOF 2 COLLES, SERIES A









As yet TG 7.4 hrs not authorized the movement of the 1900 gallon aviation gas trunk to Pan. This is even note necessary considering the above.

attended a conference on the EATRCHC with the TG 7.3 staff on Sunday. It was learned that 7.3 will run the following but service to ships for ERAWG evacuation:

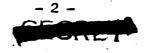
B-2 - Every 1/2 hour.

B-1 - Every 15 minutes.

Froject 1.4 on barge YC 1081 called via DOD not to TU-13 requesting the radio be merned all night because of their precarious position because of high winds. A call was placed with BOURDARY TARE to contact the tug Cocope to keep an eye on the barge.

ATC Security (Elliff) requested J-3 Tare elect him on all copter missions near or over exclusion areas. This will be done.

LANI RO DOG





Saturday - 20 February 1954 DAILY DIARY - BIKINI ATOLL

J-3/86

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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 Device from the LST-762 to the LCU, was completed at 0915. The LCU with an LCH 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 firshed with the Hock Earge 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.

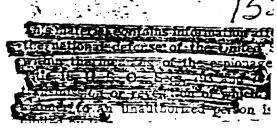
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Friday - 19 February 1954
DAILY DIARY - BIKINI ATOLL

J-3/85

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A TWX was received from to be classified CONFIDENTIAL.

stating both the Evacuation and Recovery Plans were

The LST with the 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 unloading at Tare and installation at Charlie. will confer with 20 February concerning this project.

Copter passengers for 18 February 398 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.

co-pleted 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".

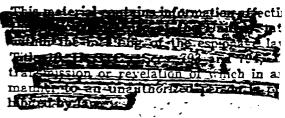
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2&3 - Elner J-3







Thursday - 18 February 1954 DAILY DIARY - BIKINI ATOLL

J-3/84

**e. -- .--

has requested by TWI 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 Surface present no problems.

of L-6 returned to Parry on the 1300 C-47 Flight.

There were 388 passengers airlifted by the copter service.

of L-4 and

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. to consult regarding details on 19 February. directed

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 MF's Air Force Detachment, J-1 etc.

CTU-13 desires receive 10 copies (five with tabs and five without), the Bravo Evacuation Plan for Eikini distribution.

DISTRIBUTION: Copy 1 - J-3 Tare 2&3 - J-3 Elmer THIS DOCUMENT CONTINS OF __ PAGE(S) NO __OF __COI IES, SERIES ____





Saturday - 23 January 1954

3K-12 J-3/62

At 0800 the special cylinders, on three trailers were loaded into a T-Boat.

The loat departed 0900 and by 1315 were stored outside the cab at Charlie. The dimmy 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.

In and party witnessed the unloading at Tare.

In 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.

In 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.

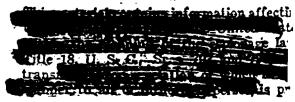
Effective 24 January the TG 7.1 RATT CKT will be in operation as follows, 0730 to 1215. 1215 to 1830 seven days a week.

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.







met with aboard the BAIRCHO 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 inashuch 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 fovement 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-l 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-l 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, arroved the recovery plan.

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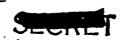
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Tuesday - 16 February 1954 DAILY DIARY - BIKINI ATOLL

J-3/82

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 Statwithin the meaning of the espionage law Title 18, U. S. C., Secs. 793 and 794, the transmission or revelation of which in an manner to an unauthorized person is prhibited 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 rade. It was noted that the schedule set up 0800 departures for the EAIROKO 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.

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discussed changes in ERAVO Check List with and several others.

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CEONET!

-X-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 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.

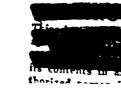
The first weather report was received today. The weather reports will be sent to Program 13 at Able immediately on receipt.

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

In addition the activities of the firing party were discused for each
of these shots. Upon his return to Tare in the afternoon, briefed all certain
Members on the details of the meeting.



pan unau





) 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.

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Saturday - 13 February 1954

J-3/80

A TM 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 came location. Was asked to contact to find a way to resolve the problem.

consulted with regarding storing of C-rations in certain rlaces for and will handle.

consulted on Charlie and Nan reference evacuation. Unile discussing Firing Farty it was discovered that J-3 Tare did not have the latest TU-6 publication.

TX'd for a copy and arranged with to discuss the Firing Farty 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

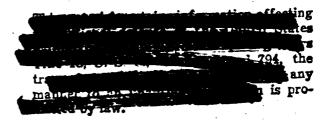
discussed the forthcoming rovement (about 20 Feb) of his radio lanthchum source from Los Alamos to Bikini. A T.X was sent to giving details. I and discussed the Bikini problems. H&N was alerted.

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

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SECKET

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. Buch 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 FEM small bost requirements at Pikini and the other detailed the responsibilities of J-3 Tare in the sample return program.

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Friday - 12 February 1954 DAILY DIARY - BIKINI ATCLL

J-3/79

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 BAIRCKO to operate the copters after the ship takes aboard the F4U's. will send a memo to J-3 Elm-r 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

of Project 1.6.

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 ICU to be used in a practice run Tuesday, 16 February. This was set up by a regular boat requirement to Marine Operation

Tuesday, 16 February. This was set up by a regular boat requirement to Farine Operat thru the Electronics Officer off of the CURTISS, located a 12-volt

vibrator for DISTRIBUTION:

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Thursday - 11 February 1954 DAILY DIARY - BIKE I ATOLL

J-3/**7**8

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 begin about moon and completed about midnight. 44 copies will be distributed 12 February as follows:

Cory 1 - J-l Tare (
2-15 - J-3 Tare (
16-17 - J-4 Tare (
18-21 - J-6 Tare (
22-27 - J-3 Elmer (
26-35 - CTU-13 Elmer (
36-37 - TG 7.5 Elmer (
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 Tedroslay 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 DURUS for HOCH recovery.

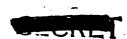
JTF Communications Officer consulted with reference communications.

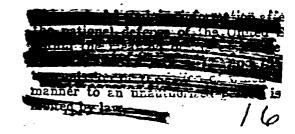
York began on the side walls of Station 50 in preparation to install curtains.

A second 1 day course on Rad-Safe was completed 11 February.

conducted a separate Rad-Safe briefing for all copter pilots.

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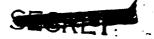
of H&M has agreed to put the 3 Navy F4U's aboard BAIRCKO using a barge. He is now concerned that the loading process will tie up the pier for ½ day at a critical time when boats should be using the area. He desires to back out of the agreement. is obtaining Operations Officer of the BAIROKO to get an answer for

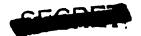
(Project 3.2) has discovered that H&N boat radio frequency is spilling over into his RAYDIST net. The results he describes as "Sheer Bedlam". The RAYDIST apparently homes on the loudest signal and this gives a false location. will pass this info to for further action.

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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.

preparation may be left on Fox. However, no trailers should be there.

As for Tare, those ficles and trailers (if user desires) may remain on Tare for 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.

information on these subjects.

will bring all the latest Bikini

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.

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CECRET



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:

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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 Fritay.

A letter, JF-3555, from CTG 7.1 to CQ 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.

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Monday - 8 February 1954 DAILY DIARY - BIKINI ATOLL

J-3/75

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 (

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 ERAVO 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 or 'ednesday 10 February.

Due to a TeX 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.

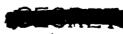
visited Tare J-3.

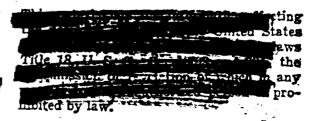
met with and H&N concerning evacuation. One of them will be available Thursday to assist when the first draft of the evacuation check list is being assembled.

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-l'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.

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(6.2) of for the Raydist section.

group visited J-3 to discuss copter requirements

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 corters during the evacuation. Each special corter to have a number card which is identical with the reference number in the chronological check list.

A Tox 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.

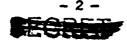
on Fox were each shipped an additional jeep.

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Saturday - 6 February 1954 DAILY DIARY - BIRE: I ATOLL

J-3/74

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.

less 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 OSOO. 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 TMX from dates, 7 February and 10 February.

to reserve an LCU and DUKW for following 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.

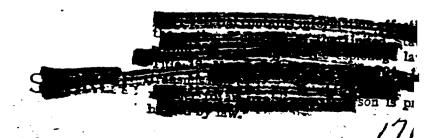
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SECDET

Friday - 5 February 1954
DAILY DIARY - BELIKI ATOLL

J-3/73

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 harpy 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.

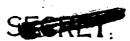
departed for Parry to discuss evacuation problems with

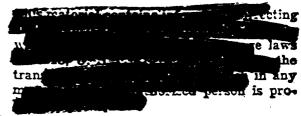
of L-3 departed for Parry this date.

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Thursday - 4 February 1954 DAILY DIARY - BIKINI ATOLL

J-3/72

(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 IST departing 1600 hours 4 February.

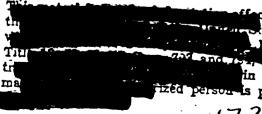
A recapitulation of the copter passengers follows:

18-23	January .				•	•	•	1552
	January .							284
26	January .	•	•	•	•	•	•	2 93
27	January .		•		•		•	272
28	January .	•	:.	•	•	•	•	311
29	January .	•	•	•	•	•	•	272
30	January .	,	•	•	•	•	•	226
25-30	January .		•	•	•	•	·	1758
1	February.	•	•	•	•	•	÷	295
2	February.		•	•	•		•	30 3
3	February.	•	•	•	•	•	•	264

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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.

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Wednesday - 3 February 1954

DAILY DIARY - BIKD! ATOLL

J-3/71

. سبح

On 2 February there were 100 helicopter shuttle flights carrying 303 passengers.

(HAN) agree that all HAN 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 HAN 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 Eziroko is doing the work and the job will be completed in the next few days. In addition the Eziroko is installing a night lighting system.

A TWX was received stating would arrive

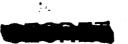
Tare at 1145, 4 February. Since the Bairoko would go to sea prior to the arrival,

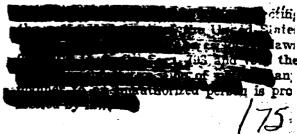
requested J-3 to arrange for No itinerary has been laid
on at the request of Two copters will stand by to carry the party.

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.

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arrives at Bikini about 18 February.

discussed recovery. Most of the basic information for planning purposes has been obtained in the Eikini Area. leparts 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 lll0 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 Farry 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.

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F-20 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.

: : : <u>ج</u> 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.

(J-4) for the delivery of the RAYDIST Van to the Arrangements were made by CURTISS at How.

consulted

of EG&G on recovery plans.

visited Nan and discussed RATT CKT operations with of EG&G. He represent his views at the meeting scheduled at Elmer for 3 Feb. quested

reviewed the remainder of Motorola installations with Cochrane of EGG.

visited Fox and met with and firmed up final radio re- quirements. 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 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 TeX 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 between Fox and Able for the remainder of this week. and 4 members of his project

• - -

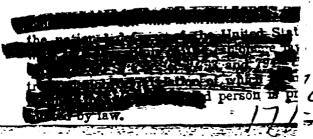
discussed evacuation events with

(Program 15).

(EG&G) and 1

(Program 2).

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visit ta. 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.

M-boat service between George and the mock barge. All agreed and a memo is being issued on this.

ieparted 1830. Ogle stated vehicles which will be useful for preparation has 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 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 depart 1035, & February to attend. will bring all the latest Bikini information on these subjects.

discussed the Motorola set-up on the CURTISS. Station 30 has

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.

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SECRET

Saturday - 30 January 1954

Bi-12 J-3/68

- -

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:

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. feet.

Sunday copter capability utilized by of Program 18 to transport men checking gyro mechanisms on barge. Flight departs fare 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.

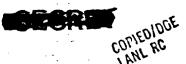
discussed copter pilots' clearances with of AEC. The fact that most pilots have only TS badges will not effect their participation in the recovery program.

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 a 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

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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 pather 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.

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Friday - 29 January 1954

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. surport required for evacuation and recovery.

next week regarding boat

consultel with

on specially fitted DUKW's for

oriented

on evacuation forms.

J-1 Fox and Nam is moving permanently to Fox. will be J-1 Nam.

_ (J-1 Section Tare)

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.

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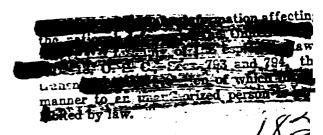
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Thursday - 28 January 1954

14 J- 3/66

Peak load of copter passengers occurred today, 311 passengers.

Meeting held with

helicopters from Tare to Fox to Barge. System reviewed by H&N

and AEC

talked with

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
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 (HAN) who agreed to provide this service. notified of this.

hand carried weather report to . Mormal 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. Farry was notified.

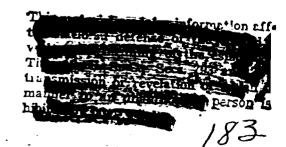
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Wednesday - 27 January 1954

== 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, Fartford 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 N-Boat to Nan.

Sunday copter special flight capability now exists on an on-call basis within one-half hour.

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. Fresent 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.

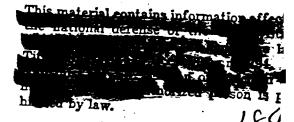
A memo to all concerned concerning methods of obtaining boats through J-3 is being prepared for distribution.

Copter passengers for 26 January totaled 293. Total load for period 18-23 January was 1552.

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at Charlie advised that HE tests would occur at Station 1341 from 1000 Air Operations Officer USAF, and : to 1030 on 28 January. 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.

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T-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 ammediate 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

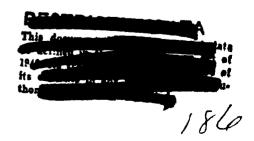
and to discuss the general evacuation plan

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 Staf.

Members on the details of the meeting.

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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 O800 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.

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SECDE Monday - 25 January 1954

PK-13/69

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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.

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 Co. maintenance schedule has been set up on all sites.

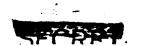
departed Tare for Parry at 1535.

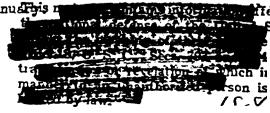
The new copter schedule went into effect today 25 Januaris r

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SECRET

Saturday - 23 January 1954

3K-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
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
Honday 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, DGG, 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.

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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.

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J-3/85

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A TWX was received from Hooper stating both the Evacuation and Recovery Plans were to be classified CONFIDENTIAL.

The LST arrived at Tare and docked about 1745.

A Sunday 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 11 times.

of TU-9 discussed filming of unloading at Tare and installation at Charlie. vill confer will confer wi

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.

co-pleted his tour of all LASL experimenters to obtain basic information for UNICN evacuation.

completed his work at Station 20 with his radio lanthamm 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".

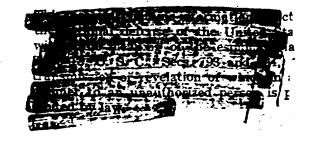
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Saturday - 20 February 1954 DAILY DIARY - BIKINI ATOLL

J-3/86



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 Eravo 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 the Device from the LST-762 to the LCU, was completed at 0915. The LCU with an order in company left immediately for Charlie. By 1300 the lowboy was in station. 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 IST.

The Curium Source was delivered to Charlie at 1320.

met to discuss recovery problems.

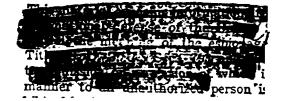
The Navy, Air Force, Marine Detachment, AEC Security Able, Charlie and Fox were reminded of the rocket firing on 23 February at 0645 and 1500.

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SECRET.

Thursday - 21 January 1954

PK-10 J-1/60

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.

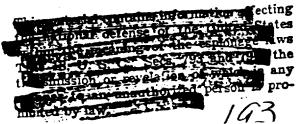
visited on Charlie to ensure all arrangements for the lowboy movement were satisfactory.

after conferring with AEC and the 7.1 staff sections, departed Tare 1035 for Parry.

departed Tare 1035 for Parry.

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___, J-2 JTF SEVEN, arrived. Tare on problems to ensure coordination of effort.

conferred with J-3

and

departed Tare at 1535 for Parry.

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3 ...

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 Rarine 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 Parine 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.

Fox and Nan by special copter during the afternoon.

visited Fox and Nam. 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 Nam. Vehicles for these changes will arrive on next LST from Elmer.

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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.

USAF, will sit on a joint and equal level. Operational control will, of course, rest with the Navy.

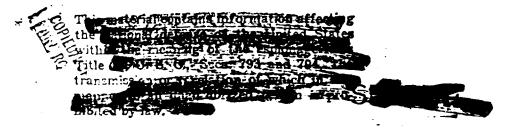
The strength of the two units:

	<u>Pilots</u>	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.



THIS DOCUMENT CONSISTS OF 2 PAGEO NO _ OF 2 COMES, 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.

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LANL RC

Sara!

Monday - 18 January 1954

5-7-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.

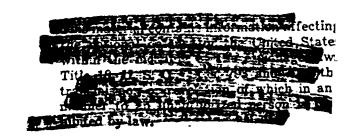
The Chief Air Dispatcher, H&N, reported a total of 1472 passengers used the copters during the previous week (11-16 Jan 1954).

The teletype system Tare-Nan-Farry went into permanent operation at 0800.

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Saturday - 16 January 1954

BK-6 5-256

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.

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.

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J-3/55 BH-5

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:

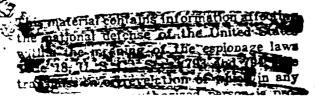
. EG&G

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. ERG, expressed the opinion that he could use more jeeps. Ream is investigating. The transmitters were operating but on a temporary set-up. Fernanent installation will not be effected until 19 January 1954. The teletype machine was running on a room check only.



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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.

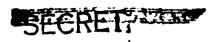
arrived at Tare 1500. He visited J-3 to discuss location of the YCV Copter Barge. He stated the shot and copter barges would have to be at least one half mile apart due to anchoring problems. He was informed that it had been hoped to have the barges closer to reduce travel time and facilitate transfer 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.

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J-3/54 BX-4

Thursday - 14 January 1954

Flare sighted by MP at 0500 ocean side of Fox, reported to
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 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 (Opms) would visit Tare soon to study the situation.

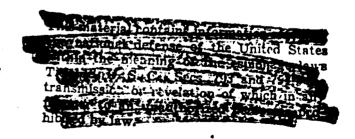
ATF-114 arrived with two barges - YFN (barge which will be a base for 7.3 boat pool) and YCV helicopter platform.

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.

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64-17-3/51

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.

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.

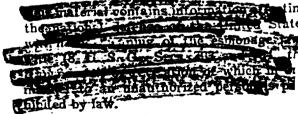
Today marked the beginning of the TG 7.1 population increase. Copter operations increased for a total of 282 passengers.

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 loor Shot Barges until late February, whereas TU-4 has planned a test moor of Barge on 28 January to 22 February.

Arrangements are now being made by N&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.





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