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U. S. S. CREE (ATF-84)
% FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

ATF 84/AJP:tjp

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12 June 1958

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From: Commanding Officer, U.S.S. CREE (ATF 84)

To: Commander, Task Group 7.3

Via: CTU 7.3.1 Technical Coordinating Unit

Subj: Final report of Operation Hardtack

Station

Approved

Distribution

Ref: (a) CTG 7.3 Instruction 03401.1A

(b) CTG 7.3 Message 162218Z of April 1958

(c) CTG 7.3 Operation Plan No. 1-58

Encl: (1) Final Radiological Safety Report

1. In compliance with references (a) and (b) the final report of Operation Hardtack for period 15 March 1958 to 10 June 1958 is herewith submitted.

(1) PLANNING

Planning information received was adequate. With the exception of wash-down system, no ship modifications were necessary. Installation of wash-down system was slow due to late arrival of material, and thus had to be installed while enroute EPG. No other special equipment was necessary, except a radio transmitter and receiver, which were delivered to CREE upon arrival Eniwetok. This involved no installation problems.

(2) TRAINING

Training programs were adequate. Only special programs were required in Rad-Safe and Security training. 60% of crew attended Rad-Safe schools before leaving CONUS. Security lectures were given prior to leaving for EPG and while enroute. No outside lectures or instructions were received upon arrival Eniwetok.

(3) MOVEMENT TO FORWARD AREA

Problems encountered on movement to forward area were due primarily to inclement weather. Between CONUS and Hawaii, sea action on Squaw 29 caused opening of flooding ports on vent valves resulting in partial flooding. It is also believed that improper design of the bullnose contributed to the parting of bridle chain on Squaw. A delay of approximately 8 days was thus required in Pearl Harbor where redesign of the bullnose and other necessary repairs were made. No other problems were encountered while enroute. CHOP date to CTG 7.3 was 17 April 1958.

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(4) OPERATIONS

-2-

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(a) Navigation

No problems were encountered, available charts were adequate. Holding ability was good in all anchorages. Aero Beacon on FRED was found to be out of position on all charts.

(b) Track charts

None were used.

(c) Surface water transportation

Adequacy of inter - atoll surface transportation for freight and personnel was considered to be good. Boat pool personnel were found to be friendly and courteous at all times.

(d) Operational area

No unauthorized craft were encountered in the danger area.

(e) Search and rescue

No SAR missions were performed.

(f) Radiological safety

(Enclosure one (1))

(5) LOGISTICS

No problems were encountered in replenishment of provisions, stores and fuel. It was felt the problem of obtaining spare parts was kept to a minimum due to the fine cooperation of all ships present in the immediate area. SOPA administrative functions were adequate. Recreation facilities were as good as could be expected. TV was good and helped moral. The three (3) day tender availability was of great value and felt to be adequate in most cases. The time for ships' force maintenance was very limited, although no major problems occurred.

(6) ADMINISTRATION AND PERSONNEL

(a) No problems occurred in Personnel stabilization. One man was lost due to emergency leave just prior to leaving CONUS. A second man was lost due to necessary hospitalization while in EPG.

(b) Personnel allowance was adequate.

(c) No changes in discipline were noted.

(d) Mail service was satisfactory, although many delays were noted due to operating schedule. Guard mail was also adequate.

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(e) Berthing and messing. No problems encountered.

(7) COMMUNICATIONS

- (a) Evaluation of message traffic. Message traffic was very heavy at all times, although the Communication personnel were able to efficiently handle the heavy load. No problems occurred concerning procedure, precedence or security in message handling.
- (b) Facilities. Extra equipment obtained was very valuable and sufficient. Choice of channels for this type of vessel were good. The guarding of Hotel Romeo broadcast by SOPA was also very beneficial. Space for the extra equipment proved to be a minor problem.
- (c) Personnel. This vessel's communication personnel consists of:
- | | |
|----------|---------|
| One QMC | One RMI |
| One QM3 | Two RM3 |
| One QMSN | |

Long hours were required by these personnel but no major problems occurred. Outside technicians were required once, otherwise the ships' ET3 was able to keep all equipment in a satisfactory working condition.

(8) SECURITY

Security Program - the ships security and indoctrination program was satisfactory. Although it is felt that added effectiveness would be obtained if outside personnel from CTG 7.3 would stress the importance of security upon ships arrival to EPG. Sufficient and proper personnel were issued access badges.

(9) CHRONOLOGICAL RECORD OF EVENTS FROM 1 MARCH 1958 TO 10 JUNE 1958

March 1 - 5	In port, San Diego, California
6	Change of command, LT J. M. REID USN relieved LCDR E. L. COLLEY, USN
7 - 10	Moored San Diego Marine Shipyard while repairing towing engine.
11 - 24	Enroute Pearl Harbor towing YFNB 12 and SQUAW 29
24-26	In port, Pearl Harbor. Deballasted and made repairs on SQUAW 29
27	Underway enroute Eniwetok
28	Bridle chain on SQUAW 29 parted
29 - 30	Steamed in area of adrift SQUAW 29
31	Arrived Pearl Harbor towing YFNB 12
April 1 - 8	Necessary repairs were made to SQUAW 29 and YFNB 12
9 - 23	Enroute Pearl Harbor to Eniwetok towing SQUAW 29 and YFNB 12
26	Enroute Bikini towing Army barges BC 6528 and BC 6529.

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April 27 Released BC 6529 due to apparent sinking condition
April 28 Arrived Bikini and released BC 6528, returned to
area of BC 6529.

29 - 4 May Enroute Eniwetok towing barge BC 6529.
5 Refueled from USS CACAPON (AO 52).
12 - 16 Towed EC - 2 to target array and remained in vicinity.
17 Towed EC - 2 from target array to anchorage.
20 - 21 Recovered mooring buoys from array.
22 Assisted USS ARIKARA and USS GRASP in salvage of YC 1345.
23 - 26 Laid two mooring buoys in target array.
27 Recovered two mooring buoys from WAHOO site.
28 Commenced three (3) day availability alongside USS HOOPER
ISLAND. Also took on fuel from HOOPER ISLAND.

31 - 1 JUNE Remained alongside YFNB 12 in target array.
2 - 3 Towed EC - 2 to target array.
5 Proceeded to assigned anchorage for rehearsal.
6 - 7 Remained alongside YFNB 12 in target array.
9 Proceeded to target array. Towed USS BONITA to anchorage
near ELMEE.
10 Recovered 3 anchors and towed barge YC 1415 to anchorage.

J. M. Reid
J. M. REID, LT, USN

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ENCLOSURE ONE (1)

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From: Commanding Officer, U.S.S. CREE (ATF 84)
To: Commander, Task Group 7.3
Subj: Final Radiological Safety Report; submission of
Ref: (a) CTG 7.3 INST 03401.1A
(b) CTG 7.3 Operation Plan No. 1-58

1. In accordance with references (a) and (b) the final Radiological Safety Report is hereby submitted as enclosure (1) to the final Report of Operation Hardtack.

(1) Evaluation of performance and efficiency of water washdown system. Actual use of the system was only necessary once, and in this case was found to be 95% effective. Performance was good.

(2) Radiac Equipment performance. The only equipment used by this vessel was the 27F. No operational difficulties occurred and the training methods were satisfactory. Reading requirements were felt to be a little high (while in port) thus battery supply was a problem.

(3) Effectiveness of decontamination materials, equipment and procedures. Necessary decontamination was almost non existent. Materials, equipment and procedures were all found to be adequate.

(4) Evaluation of radiological safety training. At least 60% of this vessels crew attended shore based Rad-Safe schools prior to leaving CONUS. Lectures were also given by ships personnel while enroute EPG, but no training was received from CTG 7.3 upon arrival Eniwetok. Training was found to be adequate for all phases of the operation.

J. M. REID, LT, USN