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*for Chief / SEM / DWA*  
*5/11/58*

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Ser: 08-58

13 JUN 1958

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From: Commanding Officer  
To: Commander Task Group 7.3  
Via: Commander Task Element 7.3.1.3

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Subj: Operation Hardtack; submission of final report

Ref: (a) CTG 7.3 INST 03401.1A

Encl: (1) Abstract of Activities  
(2) Final Radiological Safety Report

1. Navigation. During operations in the Eniwetok area, several inadequacies were noted concerning navigation aids and charts. H.O. Field Chart 2009 was utilized primarily for all piloting and anchoring inside Eniwetok Lagoon. Several discrepancies were noted on this chart from time to time. A revision of the chart was delivered to this command approximately two weeks after arrival in area. This chart was corrected through Notice to Mariners #9 of March 1958. Inadequacies were also noted on this chart. For example, rotating aero-beacon light on Fred Island appears to be out of position on all FC 2009 charts issued. The aero-beacon fixed light on same island is also out of position. This aid appears to be approximately 200 yards WNW of charted position. At different periods buoys were noted missing that were still listed as in position on FC 2009. Also buoys were sighted that were not noted on aforementioned chart. Buoy "CR" seems to be out of position on existing charts. Most dependable navigational aids for piloting and anchoring purposes are as follows: Lighted wreck SW of Jieroru Island, 70 foot tower north end of Parry Island, Beacon Charlie on Parry Island (this aid not plotted in latest edition FC 2009), 100 foot tower on Igurin Island. All soundings listed on FC-2009 appeared to be accurate. All entrance buoys in wide passage are approximately 100 yards out of position as is Beacon "Y" N.W. of Fred Island. Bottom characteristics were found to be as listed on charts. Holding ability was good and no dragging of anchor was noticed. A definite navigational hazard appears at coordinates 11° 23' 20" N and 162° 20' 0" W. A one and one half fathom shoal area appears here on FC 2009 with an obstruction buoy. The buoy was noted as missing and was reported by this command. There is an obstruction buoy located at approximately coordinates 11° 22' 15" N and 162° 19' 10" W which has no apparent significance whatsoever. After becoming familiar with Lagoon area navigation problems were simplified. But to a navigator arriving in this area for the first time definite problems are presented by existing charts.

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2. Track Charts. No track charts were plotted by this command.
3. Surface Water Transportation. Upon arrival in Eniwetok area boat pool schedules were inadequate. However after a few weeks a satisfactory taxi schedule was set up. Inter atoll surface transportation was not encountered. Boat pool personnel were of an above average caliber during the entire operation.
4. Operational Area. No unauthorized craft were encountered by this command in the danger area. Also no employment was made on any type of SAR mission.
5. Logistics. General replenishment support was adequate. Fresh produce received had excessive degree of spoilage. Spare parts availability was always a problem. Success of upkeep of machinery was due to excellent cooperation between vessels in area. The repair ship arriving late in the area had an adverse effect on job orders and repair requests. Also it appears many commands submitted unimportant job orders, thus limiting facilities on tender for completing more important jobs. Preshot and emergency evacuation procedures seemed adequate. SOPA administrative functions at Eniwetok at times left much to be desired. A better liason between administrative units on the shore and operating units should be established. Recreation facilities at Eniwetok were satisfactory, but improvements could be made. A large amount of time is apparently wasted in transit to recreational sites. A better system for movie exchange apparently could be instituted also. A shore based activity would be much more advantageous than the APA's that were used. Also movies issued were not late prints at all, but films that were 3 - 5 years old.
6. Administration of personnel. **BEST AVAILABLE COPY**
  - a. Stabilization of personnel was highly static. No personnel losses were encountered due to hospitalization, casualty or security risks. One officer was transferred and one officer received due to normal transfer orders. Two enlisted men were granted emergency leave during operation. One returned after thirty four days emergency leave, the other is still in CONUS. It is recommended that a medical examining board be set up on Elmer Island for promotional physicals etc. At the present time it is very difficult to arrange for any type of physical examinations.
  - b. Personnel Allowance. Was adequate for operation.
  - c. Discipline. No courts-martial or non-judicial punishment cases during operation. Discipline was above average at all times.

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d. Mail. Mail delivery was satisfactory. But there were short delays at times. There was one factor that could be remedied; mail boats at times would refuse to receive registered mail for mailing if it did not have registered numbers. On small commands this is a problem as numbering facilities are not available. Therefore registered mail had to be taken ashore by yeomen for registry purposes.

e. Berthing and messing. No problems encountered.

7. Communications.

a. No problem arose as to ships handling of message traffic. Volume and ability to process and control were of no problem. Communication procedure at Communications Station, Elmer Island was poor. Circuit discipline was not followed between ships and shore. Callups were not used at all times, and the most frequent procedural violation was traffic not being accepted according to precedence.

b. Space available for special Hardtack communication equipment was adequate. Procedure, equipment and facilities were satisfactory. The use of special radio equipment for Tug and target ships was an invaluable aid to ships involved in this project.

c. Personnel. Numerous times CW operators were incompetent to man circuits.

8. Security. Security indoctrination program was highly effective. Proper personnel were issued badges. Better instructions could be given concerning making requests for badges. The cards that are issued for security officers information and request for badges were simplified, but ships could not determine what type of entrance requirements to request until arrival EPG.

*H. G. Rollins*  
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### ABSTRACT OF ACTIVITIES

This command was assigned to T.E. 7.3.1.3 to place YC's in moor for WAHOO target array and accomplished this project as follows:

22 MAR 58	Laid leg No. 2 of Zero buoy
29 MAR 58	Laid leg No. 4 of YC-1
4 APR 58	Laid leg No. 3 of YC-2
7 APR 58	Laid leg No. 1 of YC-4
10 APR 58	Laid leg No. 1 of YC-5
21 APR 58	Laid leg No. 1 of YC-6
25 APR 58	Replaced leg No. 1 of YC-6
27 APR 58	Laid leg No. 3 of YC-7
29 APR 58	Laid leg No. 3 of YC-9
3 MAY 58	Replaced leg No. 1 of YC-6
12 MAY 58	Moored YC-8 in position off YC-9 with 4, 1 <sup>st</sup> pennants
13 MAY 58	Replaced leg No. 1 to YC-7
16 MAY 58	On station for WAHOO shot
17 MAY 58	Took DD-592 in tow from target array to Eniwetok Lagoon
19 MAY 58	Retrieved YC-6 from WAHOO array
20 MAY 58	Retrieved two mooring legs from mooring buoy No. 1 in UMBRELLA array
21 MAY 58	Retrieved last leg of mooring buoy and brought buoy aboard
24 MAY 58	Laid Installation No. 17 of UMBRELLA array for Project 1.1
26 MAY 58	Laid Installation No. 27 of UMBRELLA array for Project 1.1
30 MAY 58	Laid mooring Installation No. 55 of UMBRELLA array for Project 1.1
4-7 JUN 58	Tender Availability USS ROOPER ISLAND
9 JUN 58	On station for UMBRELLA shot
10 JUN 58	Retrieved Instrument Gages from UMBRELLA array for Project 1.1

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Comments: Some difficulty was encountered at the start due to weather and sea conditions. Slight damage was sustained to hull, starboard side forward in placing YC-2 in moor. YTB's were used to assist in passing anchor wire to YC's and were of great value to ships involved.

Recommendations: If future arrays of this sort are contemplated recommend investigation of possibility of using AS type vessels in place of ATF due to better ship control and maneuverability factors.

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## FINAL RADIOLOGICAL SAFETY REPORT

1. Efficiency and performance of water washdown system was highly satisfactory. The use of plastic piping and fire hose linkage led to setting up of system in minimum amount of time. At least 98% of ship was effectively washed down by present system.
2. Efficiency of radiax equipment was excellent. Personnel were satisfactorily trained for this operation. No operational difficulties were encountered concerning radiax equipment.
3. No opportunities arose as to necessitate use of decontamination materials.
4. Radiological safety training for the operation was considered satisfactory. A large percent of crew attended ABC and RadSAFE schools before departing CONUS for operation. Several shipboard lectures were given enroute EPG. The shipboard lecture and demonstration given by 7.3 RadSAFE team was of extreme value.

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