

JOINT TASK FORCE 7  
TASK GROUP 7.3  
WASHINGTON 25. D. C.

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RCS: JTF 7 - H1  
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From: Commander Task Group 7.3  
To: Commander Joint Task Force SEVEN  
Subj: Historical Installment Number 12 for Operation REDWING; submission of  
Ref: (a) CJTF SEVEN SOP 172-701 of 5 May 1955  
Encl: (1) Copy Number 1 of Historical Installment No. 12  
1. In accordance with reference (a), Historical Installment Number 12 is forwarded herewith.

*J. H. Wellings*  
J. H. WELLINGS

HR3-0840

HQ JTF SEVEN LOG NR: 1

4-1309-56W



CHM 026 1000



JOINT TASK FORCE SEVEN  
 COMMANDER TASK GROUP 7.3  
 HISTORY OF OPERATION REDWING  
 INSTALLMENT NUMBER 12  
 Period ending 31 July 1956  
 (RCS: JTF 7 - H1)

Submitted:

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CLASSIFICATION (CANCELLED) (CHANGED TO) \_\_\_\_\_  
 BY AUTHORITY OF OPNAVI 5513.10N \_\_\_\_\_  
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 DEPT OF NAVY \_\_\_\_\_  
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BQ JTF SEVEN LOG NR:

S-1309-56W-1



OUTLINE

- I. Scope
- II. Major action of the Staff Sections
  - a. Administration and Personnel
  - b. Security and Intelligence
  - c. Plans and Operations
  - d. Logistics
  - e. Communications

SHOW ANSWERS

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240723Z SIOUX with YFNB-994 in tow departed Bikini for San Diego via Pearl Harbor

242100Z KYES with COMDESRON THREE embarked departed Eniwetok for Long Beach via Pearl Harbor

242200Z CURTISS departed Bikini for San Diego via Pearl Harbor

250617Z ESTES with CTG 7.3 and TG 7.3 Boat Pool embarked departed Bikini for San Diego via Pearl Harbor

260030Z CROOK COUNTY departed Eniwetok for San Francisco via Pearl Harbor

260600Z MC GINTY and SILVERSTEIN departed Eniwetok for Pearl Harbor

TEST OPERATIONS

a. Shot "MOHAWK" was detonated 021806Z on a barge at RUBY (Eniwetok). This was a medium kilaton range device and produced no significant effect on naval units present.

b. Shot "APACHE" was detonated 061806Z on a barge at GENE (Eniwetok). This was a megaton range device and produced no significant effects on naval units present.

c. Shot "NAVAJO" was detonated 101751Z on a barge at DOG (Bikini). This was a megaton range device which produced no significant effects on naval units present.

d. Shot "TEWA" was detonated 201746Z on a barge at DOG (Bikini). This was a megaton range device. Only very slight fall-out was experienced on ships at Bikini but moderate fall-out (up to 100 mr/hr intensities) was experienced at Eniwetok and on naval units enroute to Eniwetok to support evacuation of personnel. No evacuation was required and decontamination of ships reduced intensities to about 10 mr/hr on TEWA plus 1 day.

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e. Shot "HURON" was the final detonation of the REDWING series at 211816Z on a barge at FLORA (Eniwetok). This was a medium kilaton range device which produced no additional effects on naval units present.

NAVIGATIONAL AIDS

a. All buoys in the northern part of Bikini Lagoon were checked by ABNAKI and CATAMOUNT on 16 July. Several buoys were believed to be out of position and night operations in these waters was considered to be hazardous.

b. Bikini East Channel Buoys 3, 4, and 6 were extinguished after shot NAVAJO and were relighted by personnel from the FOURTEENTH Coast Guard District.<sup>1</sup>

AIR OPERATIONS

a. A request to COMAIRPAC was cancelled on 1 July for a replacement helicopter for the one damaged in salvage operations on 11 May. Reduction in helicopter lift requirements indicated that fourteen helicopters would be adequate for the remainder of the operation.

b. A special P2V survey search for background information was conducted in the area immediately south of the southern boundary of the danger area on 1 July. This area is enclosed within coordinate 06-30N, 116-30E; 06-30N, 158-00E; 10-15N, 158-00E; and 10-15N, 166-30E. The purpose of this survey was to secure information on the amount of surface shipping and

I. CTG 7.3 message 112029Z

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native activity within the area. Many shot delays were experienced because the wind pattern was blowing generally in this direction and fall-out would probably occur in this area.

c. During this month a total of six ships were detected by P2V search in the danger area and had to be diverted from their courses to clear the area. These ships were: USS HANNA, USS KISHWAUKEE, USS GENERAL D. E. AULTMAN, SS FLYING DRAGON (Panamanian or American registry), and two British merchant vessels - the BRIGHTON and BARON MURRAY.

d. Upon the completion of Operation REDWING, COMAIRPAC directed that all HRS-3 helicopters be returned to Pearl Harbor and the HRS-1 helicopters originally assigned to HMR-363 be returned to Santa Ana with the squadron. This will be accomplished by BADOENG STRAIT.

e. On 6 and 16 July, P2V flights were conducted in the area north of Bikini Atoll to locate and determine whether Scripps' fall-out skiffs were riding normally at anchor. A search sector between bearing 250 and 270 degrees true was designated for any missing skiffs since drift in this general direction at a rate of nine miles per day was predicted.

f. On 18 July PATRON ONE aircraft investigated a reported sighting of a possible underseas craft off Darrit Island, Majuro Atoll. Search results were negative and the sighting was not officially determined to be a submarine.

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g. CJTF SEVEN informed COMPACAF, Hickam AFB, T.H., that, during roll-up operations for REDWING, returning aircraft requiring intermediate stops between Eniwetok and Pearl Harbor would not use JOHNSTON ISLAND as a ferry stop but would be routed via WAKE and MIDWAY.

h. The BADOENG STRAIT departed Bikini on TEWA plus 1 day to pick up PATRON ONE personnel and equipment previously transported by the ship to Kwajalein. This consisted of four AUW personnel and the following equipment:

- 2 electronics test vans
- 1 electronics mobile units
- 1 AUW unit with 12 mk 34 torpedoes
- 1 SNB-5 aircraft
- 4 anchors

i. PATRON ONE airlift requirements from Kwajalein to Whidbey Island were submitted to COMHAWSEAFRON. The first request estimated 173 passengers and 10,000 pounds of cargo. This was later amended to 163 passengers and 7,000 pounds of cargo. Surface cargo lift in the amount of 8,500 pounds was requested.

j. PATRON ONE aircraft operations ended 22 July with the exception of Project 2.64 flights. The redeployment of aircraft to Whidbey Island via Barber's Point and Alameda commenced with seven planes leaving on the morning of 25 July and six aircraft on the afternoon of 25 July. Project 2.64 flights ended by noon of 25 July and the two remaining aircraft departed on the morning of 26 July.

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RADIOLOGICAL SAFETY

a. During the month of July, radiological safety training consisted mainly of the training team contacting units to discuss with them the results of training offered during the operation and to obtain ideas on the improvements to be made in future radiological safety training programs. Units contacted stated that they would have liked more radiological safety training given their personnel and earlier in the operation. Officers commented that since much of the equipment required for decontamination work and contamination control had to be obtained in CONUS, that group training of the personnel concerned with radiological safety and the discussion or procurement of equipment should have been started during the planning phase. Ships would have liked more sessions of the radiological safety teams presentation for their personnel, as each ship found it difficult to present the recommended lectures without the training aids used by the training team. Presentation of the radiological safety teams one day briefing was completed during July with the last session being given to personnel of the Naval Station Kwajalein, on 5 and 6 July at the CPO theatre on Kwajalein. During Operation REDWING the radiological safety training team presented the one day briefing session 24 times to 1036 personnel of the task group. In addition various courses and sessions were given to specific units to acquaint them with their individual problems.

b. Contamination of the water in Bikini Lagoon was such that no swimming was permitted during the month of July.

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c. Additional chapters for field notes on radiological safety were distributed. Additional lesson plans for insertion in Field Notes on Radiological Safety were distributed.

d. Decontamination of YFNB's 13 and 29 after shot NAVAJO was accomplished by the USS CHICKASAW (ATF-83) on 12 and 13 July. Both YFNB's were returned to NAN anchorage for maintenance work. The decontamination of the barges was very effective since the surfaces were in a much better state of preservation than on previous detonations. The YFNB's were returned to shot site by the USS CHICKASAW.

After detonation of TEWA on 21 July, the CHICKASAW was again assigned to the job of decontaminating the YFNB's at Bikini. It was necessary for the ship to wait until D plus 2 to begin decontamination of the YFNB-13, at this time the level was 300 mr/hr. The intensity was brought down, by the hosing and scrubbing technique, to an average of 25 mr/hr. The CHICKASAW returned the YFNB-29 to NAN anchorage on D plus 3. The first gross survey on the 29 showed that the average topside level was 1200 mr/hr, with hot spots of 6 r/hr. After decontamination work on the barge the levels were reduced to 30 mr/hr with no hot spots greater than 80 mr/hr. The CHICKASAW was assigned the duty of towing YFNB-13 and 29 from the PPG to San Francisco.

c. Roll-up of all radiological safety equipment, including radiac instruments was accomplished during the month. Movement

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[REDACTED]

of ships after TEWA required modification of CTG 7.3 Radiological Safety Memorandum of 14 July. This was done by CTG 7.3 message 190115Z; 190117Z; 190149Z, 190151Z; 202303Z and 220348Z.

Decontamination clothing was returned to CTG 7.2 supply on FRED. Radiac instruments are being transported to CONUS via the BADOENG STRAIT for return to BuShips.

f. Decontamination of YAG's 39 and 40 and the LST-611 was accomplished in the same manner as outlined in the June history. Personnel from units located at Bikini were transported to Eniwetok via ship. Staff radiological safety personnel there coordinated the decontamination with Project 2.8 and 2.9 personnel. No problems were encountered during the month.

g. No significant contamination was received by ships during the month, with the following exception. After detonating TEWA, it became necessary to order the USS CURTISS, USNS FRED C. AINSWORTH and USS KNUDSON to Eniwetok to standby to evacuate personnel from ELMER and FRED if fall-out made such action necessary. The above listed ships encountered fall-out while enroute from Bikini to Eniwetok. Levels ranged up to 100 mr/hr on board the ships. The levels encountered did not present any operational problems to the ships. Normal countermeasure and decontamination methods were used to effect acceptable levels of radiation on the ships concerned.

h. All ships and units were required to obtain operational

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or final clearances in accordance with NavMed P-1325, prior to departure from the PPG. Results of clearances granted are listed below:

<u>SHIP/UNIT</u>	<u>CLEARANCE GRANTED</u>	<u>REFERENCE: CTG 7.3 MSG</u>
USNS FRED C. AINSWORTH	Operational	230541Z
USS ESTES	Final	242331Z
USS CURTISS	Operational	240319Z
USS JAMES E. KYES	Final	240433Z
USS SHELTON	Final	242329Z
USS MC GINTY	Operational	260701Z
USS KNUDSON	Operational	230145Z
USS SIOUX	Final	240505Z
USS CHICKASAW	Operational	250803Z
USS LIPAN	Final	210415Z