

010774

PART IIISTATISTICAL SUMMARY

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1. Total personnel and material evacuated by U. S. shipping from 15 November 1954 through 18 May 1955:

	15-30 Nov	Dec	Jan	Feb	Mar	Apr	1-18 May	Totals
Military Passengers	0	432	659	89	0	627	2382	4189
Civilian Passengers	13983	7437	24028	21260	31711	35036	5740	139195
TOTAL Passengers	13983	7869	24687	21349	31711	35663	8122	143384
Vehicles	39	558	724	250	86	466	221	2344
Short Tons Cargo	5558	16703	10841	2374	1857	2263	1184	40780
Barges	0	0	22	14	0	0	0	36
Births	8	11	18	18	19	16	2	92
Deaths	0	6	6	1	0	5	0	18

2. Daily averages of personnel and material evacuated during period 15 November 1954 through 18 May 1955:

	15-30 Nov	Dec	Jan	Feb	Mar	Apr	1-18 May	Overall Average
Military Passengers	0	14	21	3	0	20	132	23
Civilian Passengers	932	240	775	759	1022	1168	319	757
TOTAL Passengers	932	254	796	762	1022	1188	451	780
Vehicles	2	18	23	8	2	15	12	13
Short Tons Cargo	370	539	349	85	59	75	79	235
Barges	0	0	.7	.5	0	0	0	.2
Births	.5	.3	.5	.5	.6	.5	.1	.5
Deaths	0	.2	.2	.03	0	.16	0	.1

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3. Total personnel and material evacuated by U. S. shipping from 17 August 1954 through 18 May 1955:

	17 Aug-15 Nov 54	15 Nov 54-18 May 55	Overall Totals
Military Passengers	13,657	4,189	17,846
Civilian Passengers	153,807	139,195	293,002
TOTAL Passengers	177,464	143,384	310,848
Vehicles	5,791	2,344	8,135
Short Tons Cargo	27,977	40,780	68,757
Births	92	92	184
Deaths	43	13	66

4. Complete Tabular Data of Ship Employment, Task Group 90.8, period 15 November 1954 through 18 May 1955:

<u>Sailing Date</u>	<u>Ship Name</u>	<u>Loading Date</u>	<u>Destination</u>	<u>Cargo</u>
11/16	MARINE LYNX (TAP 194)	15 Nov	Saigon	5,847 Civ Pax
11/17	FENTRESS (TAK 180)	15-16 Nov	Tourane	630 S/T/15 Veh
11/21	GEN HOWZE (TAP 134)	12-20 Nov	Saigon	3,109 Civ Pax
11/27	PEMBINA (TAK 200)	17-27 Nov	Saigon	2,452 S/T/24 Veh
11/30	GEN HOWZE (TAP 134)	30 Nov	Saigon	5,027 Civ Pax
12/6	HENNEPIN (TAK 187)	26 Nov-6 Dec	Saigon	2,526 S/T/10 Veh
12/7	HERKIMER (TAK 188)	28 Nov-6 Dec	Saigon	3,967 S/T
12/8	GEN HOWZE (TAP 134)	8 Dec	Saigon	2,888 Civ Pax
12/14	FENTRESS (TAK 180)	7-14 Dec	Saigon	2,297 S/T/20 Veh
12/18	LST 176	17 Dec	Saigon	51 Mil Pax/58 Veh
12/18	LST 546	17 Dec	Tourane	39 Mil Pax/67 Veh
12/18	LST 520	17 Dec	Tourane	45 Mil Pax/68 Veh
12/19	LST 47	18 Dec	Tourane	60 Mil Pax/72 Veh
12/19	ARLO OLSON (TAK 245)	14-19 Dec	Saigon	3,749 S/T/7 Veh
12/23	LST 546	21 Dec	Saigon	50 Mil Pax/68 Veh
12/23	LST 47	23 Dec	Saigon	61 Mil Pax/72 Veh
12/23	LST 520	23 Dec	Saigon	61 Mil Pax/71 Veh
12/29	GEN HOWZE (TAP 134)	29 Dec	Saigon	4,549 Civ Pax
12/31	LST 176	30 Dec	Tourane	65 Mil Pax/45 Veh /1 Hcptr
1/2	LST 546	2 Jan	Tourane	100 Mil Pax/59 Veh
1/2	MS CODINGTON	28-31 Dec	Saigon	3,139 S/T
1/3	LST 47	3 Jan	Saigon	47 Mil Pax/58 Veh
1/4	GEN HOWZE (TAP 134)	4 Jan	Saigon	4,401 Civ Pax
1/4	SS SWORD KNOT	28 Dec-4 Jan	Saigon	3,009 S/T
1/4	LST 176	4 Jan	Saigon	83 Mil Pax/52 Veh
1/6	LST 520	6 Jan	Saigon	90 Mil Pax/38 Veh

<u>Sailing</u> <u>Date</u>	<u>Ship Name</u>	<u>Loading</u> <u>Date</u>	<u>Destination</u>	<u>Cargo</u>
- 1/9	SS DIDDO	26 Dec-9 Jan	Saigon	4,171 S/T
1/11	LST 546	11 Jan	Saigon	70 Mil Pax/68 Veh
1/11	HERKIMER (TAK 188)	5-10 Jan	Saigon	2,608 S/T
- 1/12	GUNSTON HALL (LSD 5)	11 Jan	Saigon	8 Barges
1/14	GEN HOWZE (TAP 134)	13 Jan	Saigon	4,947 Civ Pax
1/21	GEN HOWZE (TAP 134)	20 Jan	Saigon	4,468 Civ Pax
- 1/21	MARINE SERPENT (TAP 202)	21 Jan	Saigon	3,625 Civ Pax
1/22	GUNSTON HALL (LSD 5)	22 Jan	Saigon	7 Barges
1/23	SS SWORD KNOT	19-22 Jan	Saigon	80 Veh/2,272 S/T
1/24	LST 520	24 Jan	Tourane	71 Mil Pax/88 Veh
1/24	LST 546	24 Jan	Saigon	58 Mil Pax/63 Veh
1/28	LST 47	27 Jan	Saigon	65 Mil Pax/70 Veh
1/28	LST 520	28 Jan	Saigon	60 Mil Pax/54 Veh
1/29	LST 176	28 Jan	Saigon	15 Mil Pax/94 Veh
1/29	GEN HOWZE (TAP 134)	29 Jan	Saigon	4,253 Civ Pax
1/30	GUNSTON HALL (LSD 5)	30 Jan	Saigon	7 Barges
2/1	MARINE SERPENT (TAP 202)	30-31 Jan	Saigon	2,334 Civ Pax
2/2	ARLO OLSON (TAK 245)	22 Jan-2 Feb	Saigon	1,520 S/T/31 Veh
2/5	MS CODINGTON	28 Jan-4 Feb	Saigon	2,208 S/T/36 Veh
2/5	LST 546	5 Feb	Tourane	70 Mil Pax/69 Veh
2/8	MARINE SERPENT (TAP 202)	5-8 Feb	Saigon	5,266 Civ Pax
2/10	SS SWORD KNOT	9-10 Feb	Saigon	19 Mil Pax/114 Veh /725 S/T
2/14	GUNSTON HALL (LSD 5)	14 Feb	Saigon	7 Barges
2/16	MARINE SERPENT (TAP 202)	15 Feb	Saigon	5,170 Civ Pax
2/22	GUNSTON HALL (LSD 5)	21 Feb	Saigon	7 Barges
2/23	MARINE SERPENT (TAP 202)	22 Feb	Saigon	5,514 Civ Pax
- 2/26	MARINE ADDER (TAP 193)	26 Feb	Saigon	5310 Civ Pax
3/3	MARINE SERPENT (TAP 202)	3 Mar	Saigon	3,797 Civ Pax
3/6	MARINE ADDER (TAP 193)	6 Mar	Saigon	5,980 Civ Pax
3/10	SS SWORD KNOT	28 Feb-9 Mar	Saigon	53 Veh/2,042 S/T
3/11	MARINE SERPENT (TAP 202)	9-11 Mar	Saigon	5,660 Civ Pax
3/15	MARINE ADDER (TAP 193)	14-15 Mar	Saigon	3,066 Civ Pax
3/20	MARINE SERPENT (TAP 202)	19 Mar	Saigon	5,078 Civ Pax
3/23	MARINE ADDER (TAP 193)	23 Mar	Saigon	2,163 Civ Pax
3/25	SS SWORD KNOT	23-25 Mar	Saigon	33 Veh/18 S/T
3/28	MARINE SERPENT (TAP 202)	27 Mar	Saigon	3,976 Civ Pax
3/31	MARINE ADDER (TAP 193)	30-31 Mar	Saigon	1,991 Civ Pax
4/5	MARINE SERPENT (TAP 202)	4 Apr	Saigon	5,721 Civ Pax
4/5	SS SWORD KNOT	3-4 Apr	Saigon	118 Veh/67 S/T
4/8	MARINE ADDER (TAP 193)	7 Apr	Saigon	4,006 Civ Pax
4/13	MARINE SERPENT (TAP 202)	12 Apr	Saigon	6,289 Civ Pax
4/16	MARINE ADDER (TAP 193)	15 Apr	Saigon	4,966 Civ Pax
4/16	SS SWORD KNOT	13-16 Apr	Saigon	84 Veh/31 Mil Pax /870 S/T
4/21	MARINE SERPENT (TAP 202)	20-21 Apr	Saigon	6,120 Civ Pax
4/23	MARINE ADDER (TAP 193)	23 Apr	Saigon	2,636 Civ Pax
- 4/26	GEN BREWSTER (TAP 155)	26 Apr	Saigon	2,526 Civ Pax
- 4/27	T-LST 548	27 Apr	Saigon	71 Veh/100 Mil Pax
- 4/27	T-LST 535	27 Apr	Saigon	60 Veh/100 Mil Pax
- 4/29	T-LST 578	28 Apr	Saigon	78 Veh/196 Mil Pax

<u>Sailing</u> <u>Date</u>	<u>Ship Name</u>	<u>Loading</u> <u>Date</u>	<u>Destination</u>	<u>Cargo</u>
4/29	T-LST 629	28 Apr	Saigon	55 Veh/200 Mil Pax
4/29	MARINE SERPENT (TAP 202)	28-29 Apr	Saigon	2,772 Civ Pax
5/1	MARINE ADDER (TAP 193)	1 May	Saigon	1,941 Civ Pax
5/6	GEN BREWSTER (TAP 155)	4-5 May	Saigon	1,549 Civ Pax
5/7	SS SWORD KNOT	28 Apr-7 May	Saigon	8 Veh/2,510 S/T
5/10	MARINE SERPENT (TAP 202)	10 May	Saigon	1,778 Civ Pax
5/13	T-LST 548	13 May	Saigon	69 Veh/126 Mil Pax
5/14	T-LST 629	14 May	Saigon	75 Veh/134 Mil Pax
5/14	T-LST 578	14 May	Saigon	69 Veh/189 Mil Pax
5/15	GEN BREWSTER (TAP 155)	12-15 May	Saigon	472 Civ Pax/1,933 Mil Pax

5. Utilization of Shipping: Utilization of U. S. shipping approached 100% of statistical expectations subject to the following limitations:

a. Extended employment of LST types required a number of availabilities for the accomplishment of emergency repairs. It is considered that in ships of this type such breakdowns are normal and should be anticipated in computing shipping requirements.

b. CIMAVI type vessels were delayed on the average 1 day per month per ship in obtaining an offloading berth in SAIGON.

c. Heavy weather during the northeast monsoon season increased turn around time significantly on several occasions.

COMMENTS AND RECOMMENDATIONS

LOGISTICS

1. General comments.

a. After the departure of CTG 92.3 with the mobile logistic support force on 15 November 1954, and USS ASKARI (ARL 30) on 17 November, the nearest U.S. logistics and repair activity was at Subic Bay, Philippine Islands, about 960 miles from Haiphong. From this time on, Task Group 90.8/TU 50.1.1 was in most respects logistically self-supporting. Almost all ships attached to the task group at the time, and those subsequently reporting, were capable of extended periods of operation without logistic support or repair facilities. The two principal exceptions were the APD flagship stationed at Haiphong and the T-LST. The limited fuel and refrigerator capacity of the forces made frequent replenishment necessary. It was expected the T-LST would require frequent repair after several weeks of operation. These expectations were amply fulfilled. No trouble was experienced with the 4 T-LST which reported for the final phaseout operations in April and May.

2. Specific problems encountered.

a. Efforts were made at every opportunity to refuel and replenish the APD stationed at Haiphong. Ample fuel was considered mandatory because of the ever present possibility that a civil or military disturbance would require emergency evacuation of U. S. personnel by the APD. Between tanker trips the APD was replenished and refueled from a Task Group TAP. The TAPs were most cooperative and effective in supplying interim needs.

b. After the departure of the mobile logistic support forces it was decided that the one TAP then present, the USNS General Howze, should after discharging at Saigon be diverted periodically to Subic. At Subic it was planned that the Howze would expeditiously replenish and load limited supplies for other ships of the Task Group. Refugee influx was carefully analyzed and a period in mid-December was selected for the diversion. This method of replenishment would probably have worked satisfactorily had it not been for a delay in arrival of a necessary supply ship in Subic. This delay coupled with an unexpectedly large influx of refugees resulted in such employment of the TAP being unacceptable. Other replenishment possibilities were examined. In a conference with Mobile Logistics Force representatives it was decided to send an AO to Haiphong monthly and an AF occasionally when one could be spared.

c. The CLMAV1 vessels presented little difficulty with logistics. They were relieved at frequent intervals by ships from the Japan/Korea area in order to preclude serious supply shortages. Special attention was given to the question of Japanese food for the Japanese crewmen.

Where necessary, relieving MST'S CIMAVI vessels brought such food into the area for all similarly operated ships. Replenishment of the two General Agency Agreement vessels (MS CODINGTON and MS SWORDKNOT) from the TALUGA (AO 62) presented only the difficulty of obtaining adequate accounting procedures. On request the necessary data was promptly furnished by COMSTSWESTPAC. Two machinery casualties listed in Table I occurred in General Agency Agreement vessels.

On April 1955, depleted stewards supplies were reported to the Operating Agency in Tokyo by SWORDKNOT. These were replenished from REGULUS (AF 57) 11-14 April 1955.

d. T-LST logistics problems. The principle logistics problems of the T-LST assigned from the middle of December to the last of January were breakdowns and emergency repairs. Three of the four ships assigned suffered hull damage in mid-January as a result of heavy seas. Each was expeditiously repaired by the French Naval forces either in Saigon or Haiphong. In one case dry-docking was required. Miscellaneous material difficulties included radio and gyro compass equipment casualties. APD personnel were helpful in effecting several of these repairs. French Naval forces accomplished repairs beyond the capacity of U. S. personnel. It was desired to hold the T-LST beyond the original 6 week period. The replenishment of Japanese type food for the Japanese crews, however, was a problem. This contributed to the decision to release the 4 T-LST. The 4 T-LST assigned during the closing phase of the operation created no logistical problems because of the short period that they were employed.

e. Refugee food. The Vietnamese refugee organizations continued supplying food for refugees embarked on U. S. ships. This was supplemented by supplies carried in TAP. No logistical problems arose in this respect.

f. Charges for repairs to U. S. ships. On 24 February, 1955, CTU 90.8.2 reported that the French Navy presented eight bills for repairs to TF 90 ships accomplished at Saigon by the Naval Arsenal from September to December, 1954, in the amount of \$1,968. It was directed, with concurrence of CINCPACFLT, that these bills be turned over to the American Embassy for payment and to be charged to FOA funds. This procedure was to be followed in any future billing.

g. Medical supplies. In general, medical supplies for use of the Medical team operating in Haiphong were obtained from TAP assigned to the Task Group. Materials not available aboard the TAP were obtained from sources in or through replenishment channels from Subic Bay.

h. Mail. Mail service for U. S. personnel afloat was poor throughout the operation. During one period of 11 weeks there were only four deliveries of first class mail. CTG 90.8 took an active

interest in improving this situation. Several messages were sent inviting the attention of COMNAVPHIL and COMSERVPAC to the situation. Apparently the difficulty was due to the remote location of the task group. Despite the efforts of these commands and the fact that there was at least one regularly scheduled Philippine/Saigon flight per week, the situation was never wholly satisfactory.

3. Pilotage, tug and wharfage fees. The Chief, Military Assistance and Advisory Group had primary cognizance of such matters. CTF 90 had been officially informed by French authorities that U. S. sources were not responsible for the payment of these fees. Apparently, however, the liable agency was never satisfactorily determined between the French and Vietnamese Governments.

4. Overall solution to logistics problems.

a. AO monthly and an AF occasionally provided adequate logistical support. Sufficient advance notice was given of replenishment ship schedules to enable the Task Group ships to requisition needed supplies. AO supplied, in addition to fuel, limited quantities of fresh and dry provisions and ship's store stock, and brought fleet freight from Subic Bay. The following replenishment trips were made:

<u>Ship</u>	<u>Date</u>
TALUGA (AO 62)	19-23 Jan 1955
ASHTABULA (AO 51)	11-13 Feb 1955
PICTOR (AF 54)	22-23 Feb 1955
CACAPON (AO 52)	9-12 Mar 1955
CHIKASKIA (AO 54)	3-8 Apr 1955
REGULUS (AF 57)	11-14 Apr 1955
GUADALUPE (AO 32)	26-27 Apr 1955

b. Material casualties suffered by ships of the Task Group for the period of this report are listed in Table I.

5. Overall recommendations.

a. That accounting and supply instructions for MSTs ships be promulgated, by the cognizant MSTs Commander, to the Commander with operational control prior to deployment of such ships from their usual command channels.

b. That where a task group is relatively small in size and operating at a considerable distance from normal supply bases, replenishment be effected at regular intervals by means of U. S. Navy tankers carrying a maximum of supply items in addition to fuel. The fleet replenishment type tanker (AOR) would be ideal for this type operation.

c. That T-LST not be employed out of their primary area of operations for periods in excess of one month.

d. That no LST be regularly employed for periods longer than six weeks at distances greater than 500 miles from adequate repair facilities.

e. That a definite mail delivery schedule be established and maintained for operations-of this type. Because of the high morale factor of personal mail this is recommended even if it is necessary to reduce schedules to other areas.

TABLE I
LIST OF MATERIAL CASUALTIES

SHIP	CASUALTY	DATE OCCURRED	DATE REPAIR COMPLETED	WORKDAYS LOST	REMARKS
LST 1159	Screw fouled with line.	16 Nov	17 Nov	1	Cleared with assistance from ASKARI (ARL 30).
GENERAL HOWZE	Engine room ventset burned out.	17 Dec	23 Dec	0	Repaired at Subic. Ship delayed by late arrival of supply ship.
LST 546	Crack in main deck. Radio. Gyro compass.	8 Jan			Repaired by French Naval Forces at Haiphong and APD personnel.
LST 47	Hull crack in engine room.	10 Jan	19 Jan	9	Drydocked in Naval Arsenal at Saigon.
LST 176	Hull crack.	15 Jan	22 Jan	7	Repaired by Naval Arsenal at Saigon.
GUNSTON HALL (LSD 5)	Starboard main engine.	17 Jan	21 Jan	4	Repaired by ship's force.
LST 520	Bow door hinges.	31 Jan	4 Feb	0	Repaired by Naval Arsenal at Saigon.
LST 176	Leak in ballast tank.	31 Jan	6 Feb	0	Repaired by Naval Arsenal at Saigon.
SWORDKNOT	No. 1 SS generator bearing.	8 Feb	22 Feb		Repaired by private concern at Saigon after authorization by operating company and CTG 90.8.

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TABLE I
LIST OF MATERIAL CASUALTIES

SHIP	CASUALTY	DATE OCCURRED	DATE REPAIR COMPLETED	WORKDAYS LOST	REMARKS
CODINGTON	Main engine main bearing	20 Feb	26 Feb	2	Main engine disabled. Ship towed into Tourane by PICTOR (AF 54). While ship unloaded cargo, temporary repairs made by ship's force with spare parts from SWORDKNOT and assistance of MAC from COCK (APD 130). No. 5 piston disconnected and blocked up in cylinder. Permanent repairs could not be made in IndoChina. It was planned to send ship to Subic Bay for permanent repairs. However, services of ship were no longer required and she was released to COMSTWESTPAC. Ship proceeded to Yokohama for permanent repairs.
MARINE ADDER	Stbd gangway damaged by French LCT.	20 Feb	20 Mar	0	French Navy at Haiphong manufactured new gangway and delivered to ship at no cost to U. S. Navy.

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APPENDIX I TO ENCLOSURE 4

MATERIAL CASUALTIES DURING INDOCHINA OPERATIONS

<u>SHIP</u>	<u>CASUALTY</u>	<u>DATE</u>	<u>REMARKS</u>
1. CALVERT (APA 32)	Anchor windlass motor, magnetic brake control panel, shorted out and inoperative.	20 Aug 1954	Damage caused by typhoon "Grace". Ship jury rigged anchor windlass and continued to operate with no lost time. Repairs were effected by ShipRepFac SUBIC during restricted avlbty 22 Sep-8 Oct.
2. ANDROMEDA (AKA 15)	Number two spring bearing partially wiped.	21 Aug 1954	Speed reduced to 14 knots. Ship diverted to TOURANE where she and AJAX (AR 6) arrived at same time. Repairs completed by AJAX (AR 6) in three days.
3. ALGOL (AKA 54)	Forced draft blower inoperative.	30 Aug 1954	Maximum speed 12 knots. Ships force repaired in 6 hours. Did not effect operations.
4. TELFAIR (APA 210)	Tube failure in economizer of number one boiler.	2 Sep 1954	Maximum speed 12 knots. Ships force repaired in one day.
5. LCU 1236	Anchor engine inoperative. Radiator damaged beyond repair, chain case assembly and drive shaft out of alignment.	3 Sep 1954	French repaired chain case assembly and drive shaft. Replacement radiator shipped by COMLCURON 3 in HAIPHONG to EPPING FOREST in SAIGON who installed. Ship out of operation 6 days.
6. LST 516	Stbd main engine camshaft drive gear carried away. Reduced to port engine only.	6 Sep 1954	Ship proceeded to SAIGON on one engine. Parts were located in SAIGON. Ships force accomplished repair. Ship RFS 10 September.

<u>SHIP</u>	<u>CASUALTY</u>	<u>DATE</u>	<u>REMARKS</u>
7. LCU 1374	Anchor engine inoperative. Radiator fan, fan holding and adjusting bracket damaged beyond repair. Chain case assembly and drive shaft out of alignment.	7 Sep 1954	Craft returned to YOKOSUKA in TORTUGA. Avlbty granted on arrival about 5 October. Recomp basis to repair.
8. LST 825	Cracked water jacket, 22 Sep port main engine.	22 Sep 1954	Temporary repairs made by SPHINX. Ship was phased out 11 days early from INDOCHINA to permit avlbty YOKOSUKA prior departure for CONUS.
9. LST 845	Port reduction gear misalignment. Did not actually prevent ship from carrying out all commitments but caused concern for continued reliability.	5 Aug 1954	Required repair on 5 August but because of length of time required decision was made to delay repair to later date.
10. LST 845	Cracked water jacket 26 Sep port main engine. While enroute YOKOSUKA speed had to be reduced to five knots at times to effect temporary repairs.	26 Sep 1954	Avlbty established ShipRepFac, YOKOSUKA, 18-31 October for repair. Ship phased out 11 days early from INDOCHINA to permit repair prior to departure CONUS.
11. LST 772	Collision damage to stbd wellin davit.	27 Sep 1954	Avlbty granted 4-15 October at ShipRepFac, SUBIC to repair. Ship could have operated indefinitely with one boat and one wellin davit. However, decision was made to repair immediately.

APPENDIX I TO ENCLOSURE 4

MATERIAL CASUALTIES DURING INDOCHINA OPERATIONS

<u>SHIP</u>	<u>CASUALTY</u>	<u>DATE</u>	<u>REMARKS</u>
1. CALVERT (APA 32)	Anchor windlass motor, magnetic brake control panel, shorted out and inoperative.	20 Aug 1954	Damage caused by typhoon "Grace". Ship jury rigged anchor windlass and continued to operate with no lost time. Repairs were effected by ShipRepFac SUBIC during restricted avlby 22 Sep-8 Oct.
2. ANDROMEDA (AKA 15)	Number two spring bearing partially wiped.	21 Aug 1954	Speed reduced to 14 knots. Ship diverted to TOURANE where she and AJAX (AR 6) arrived at same time. Repairs completed by AJAX (AR 6) in three days.
3. ALGOL (AKA 54)	Forced draft blower inoperative.	30 Aug 1954	Maximum speed 12 knots. Ships force repaired in 6 hours. Did not effect operations.
4. TELFAIR (APA 210)	Tube failure in economizer of number one boiler.	2 Sep 1954	Maximum speed 12 knots. Ships force repaired in one day.
5. LCU 1236	Anchor engine inoperative. Radiator damaged beyond repair, chain case assembly and drive shaft out of alignment.	3 Sep 1954	French repaired chain case assembly and drive shaft. Replacement radiator shipped by COMLCURON 3 in HAIPHONG to EPPING FOREST in SAIGON who installed. Ship out of operation 6 days.
6. LST 516	Stbd main engine camshaft drive gear carried away. Reduced to port engine only.	6 Sep 1954	Ship proceeded to SAIGON on one engine. Parts were located in SAIGON. Ships force accomplished repair. Ship RFS 10 September.

<u>SHIP</u>	<u>CASUALTY</u>	<u>DATE</u>	<u>REMARKS</u>
7. LCU 1374	Anchor engine inoperative. Radiator fan, fan holding and adjusting bracket damaged beyond repair. Chain case assembly and drive shaft out of alignment.	7 Sep 1954	Craft returned to YOKOSUKA in TOKUGA. Avlbty granted on arrival about 5 October. Recomp basis to repair.
8. LST 825	Cracked water jacket, 22 Sep port main engine.	22 Sep 1954	Temporary repairs made by SPHINX. Ship was phased out 11 days early from INDOCHINA to permit avlbty YOKOSUKA prior departure for CONUS.
9. LST 845	Port reduction gear misalignment. Did not actually prevent ship from carrying out all commitments but caused concern for continued reliability.	5 Aug 1954	Required repair on 5 August but because of length of time required decision was made to delay repair to later date.
10. LST 845	Cracked water jacket 26 Sep port main engine. While enroute YOKOSUKA speed had to be reduced to five knots at times to effect temporary repairs.	26 Sep 1954	Avlbty established ShipRepFac, YOKOSUKA, 18-31 October for repair. Ship phased out 11 days early from INDOCHINA to permit repair prior to departure CONUS.
11. LST 772	Collision damage to stbd welin davit.	27 Sep 1954	Avlbty granted 4-15 October at ShipRepFac, SUBIC to repair. Ship could have operated indefinitely with one boat and one welin davit. However, decision was made to repair immediately.

<u>SHIP</u>	<u>CASUALTY</u>	<u>DATE</u>	<u>REMARKS</u>
12. EPPING FOREST (LSD 4)	Three inch hole in skin of ship penetrating into fuel tank.	27 Sep 1954	Operational capability not reduced. Arrangements made to repair during avlbty ShipRep-Fac, YOKOSUKA, 5-20 October.
13. LST 822	SPHINX reported temporary repairs to exhaust manifold header stbd main engine not considered reliable.	1 Oct 1954	Ship requisitioned new exhaust manifold. Avlbty established 27-31 October at ShipRep-Fac, YOKOSUKA for installation. Due to this difficulty LST 822 was phased out four days ahead of scheduled release date.
14. KNUDSON (APD 101)	Water wall tube of number 2 boiler ruptured.	1 Oct 1954	Damage to boiler consisted of ruptured tube with overhead and sidewall brickwork sagging. Diverted ship to SUBIC for restricted avlbty commencing 4 October on recomp basis. Appointed CO, CALVERT (APA 32) as senior member of a board of investigation to investigate the casualty.
15. WHETSTONE (LSD 27)	Stern gate damaged.	5 Oct 1954	French LCT while attempting to marry to WHETSTONE stern gate rode over stern gate parting two mooring lines, chafing stern gate running wire beyond safe operating limits, parted stern gate hoisting pendant and tore out stbd gate preventer padeye. Ships force completed repairs in 24 hours.

<u>SHIP</u>	<u>CASUALTY</u>	<u>DATE</u>	<u>REMARKS</u>
16. LST 516	Leaking exhaust manifold header, port main engine.	8 Oct 1954	SPHINX made temporary repairs. Ship requisitioned replacement exhaust manifold for installation at a later date.
17. LST 1096	Left hand scavenger air blower, stbd main engine, sustained casualty. Reduced to port engine only.	11 Oct 1954	Parts obtained from the French. Ships force accomplished repair. Ship requisitioned replacement parts for repayment to French. No loss of operating time.
18. LST 845	Ship discovered leaks in voids while enroute YOKOSUKA.	14 Oct 1954	Ship drydocked in avlby already established at ShipRepFac, YOKOSUKA.
19. LST 1096	Inboard scavenger air blower, stbd main engine failed. Reduced to port engine only.	26 Oct 1954	Same blower that failed 11 October. History of failure this blower. Discovered loose lube oil connection which may have been causing loss lube oil pressure with subsequent bearing failure. Ships force repaired with ASKARI assistance. Loading schedule delayed two days to accomplish repairs.
20. LST 692	Cracks in ballast tank.	28 Oct 1954	Discovered by soundings while enroute YOKOSUKA. Scheduled for drydocking at ShipRepFac, YOKOSUKA.
21. LST 822	Cracked water jacket both main engines. Speed reduced to five knots while enroute YOKOSUKA due to this casualty.	31 Oct 1954	Parts obtained locally and ships force repaired. Ship requisitioned replacement parts for those obtained from French. Effect of casualty was to delay arrival

<u>SHIP</u>	<u>CASUALTY</u>	<u>DATE</u>	<u>REMARKS</u>
			SAIGON one day and departure from SAIGON by two days.
23. LST 1096	Port main engine inoperative. Accessory drive gear, governor drive gear, scavenging oil pump drive gear, two water pump drive gears damaged.	8 Nov 1954	Casualty resulted from failure of the harmonic balancer. Ship was loaded with vehicles and drivers and ready to depart HAIPHONG when casualty occurred. Ship was directed to moor alongside ASKARI AHL 30 in HENRIETTE PASSE. Parts were furnished by LST 855. ASKARI and LST 1096 repaired engine in two days and LST 1096 was RFS at noon 10 NOV.
24. ESTES (AGC 12)	Propeller fouled with 1 1/2" mooring wires.	11 Nov 1954	Wire removed by French Navy divers in three days work. Two blades of propeller feathered on tips and one piece broken out of fairwater. No operational time lost.
25. LST 1159	8" hawser fouled propeller	13 Nov 1954	Propeller fouled by 8" hawser from French Navy tug. Ship unable to completely remove. Ship proceeded to HENRIETTE PASS where ASKARI completed removal by cutting away a part of rope guard. Two days operating time lost.

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PART III

CHRONOLOGY

14 November 1954

CTF 90 turned over local command of the sea phase of the INDOCHINA evacuation to CTG 90.8 but retained overall command of the sea operations under CINCPACFLT. Additional organizational changes were as follows: All ships and units engaged in INDOCHINA evacuation were assigned to the operational control of CTG 90.8; CTU 90.8.1 designated Commander Embarkation Unit, HAIPHONG; CTU 90.8.2 designated Commander Debarkation Unit, SAIGON. All other task designations and functions were abolished. The Command structure was established as follows: CTF 90, RADM L. S. SABIN in ESTES. CTG 90.8, CAPT N. J. FRANK, Jr., in USS BALDUCK. CTU 90.8.1, CDR J. H. DAVIS, on temporary additional duty from the staff of COMSTS, Pacific Area. CTU 90.8.2, LCDR W. MURRAY, Commanding Officer, MSTTS Office, SAIGON, VIETNAM.

Composition, Task Group 90.8 as of this date:

USS BALDUCK (APD 132)	USNS MARINE LYNX (TAP 194)
USS LST 855	USNS MARINE ADDER (TAP 195)
USS LST 772	USNS FENTRESS (TAK 180)
USS LST 840	USNS PEMBINA (TAK 200)
USS LST 1159	USNS HENEFIN (TAK 187)
USNS GENERAL HOWZE (TAP 134)	

Summary of evacuation totals as of this date: (U.S. shipping only)

13,657 Military passengers
153,807 Civilian passengers
5,791 Vehicles
27,977 Short tons cargo
43 Deaths
92 Births

Total refugees, HAIPHONG Camps: 11,127

15 November 1954

CTF 90 in ESTES departed INDOCHINA area. CTG 92.3 (Logistic Support Group) released by CTF 90 and disestablished.

LST 855 embarked remaining beachmaster and boat unit personnel attached to COMNAVBECHGRU 1, and was released. Departed HAIPHONG with these personnel plus helicopters and crews from Marine Air Group 16. MARINE ADDER was released and departed area. BEGOR (APD 127), former flagship of CTG 90.9, departed SAIGON for SINGAPORE.

16 November 1954

LST 772 was released and departed INDOCHINA area. First refugees from group, congregated at PHAT DIEM, arrived in HAIPHONG after circuitous journey

ENCLOSURE (1)

in VIET MINH boat and truck. The total refugee influx was very small with only 61 persons in this group. USMS HERKIMER (TAK 188) arrived in INDOCHINA waters and reported to CTG 90.8. HERKIMER commenced re-provisioning of other JAPANESE manned TAK in Task Group 90.8 with fresh provisions from JAPAN.

17 November 1954

CGT 90.8, after conference with FRENCH and MAAG representatives, recommended release of MARINE LYNX and FENTRESS. Three CIMAVI and one TAP were considered sufficient. Only one loading berth was available for the CIMAVI and the influx of refugees was less than anticipated because of VIET MINH interference.

CTF 90 concurred in release of MARINE LYNX, but not FENTRESS until reevaluation.

LST 1159 enroute TOURANE after clearing fouled line from screw with assistance of USS ASKARI (ARL 30) former member Logistic Support Group. ASKARI departed INDOCHINA area.

18 November 1954

200 PHAT DIEM refugees embarked at PHAT DIEM for transport to HAIPHONG via a circuitous inland water route. LST 840 was released. Population of camps SHELLE and PAGODE is 5,000 with only 1,700 willing to go.

19 November 1954

LST 1159 released. 430 PHAT DIEM refugees arrived HAIPHONG. Each refugee paid 250 VIETNAM piasters for transportation to HAIPHONG via VIET MINH facilities.

20 November 1954

Two FRENCH fishing contractors, acting as spokesmen for fishermen in the BAIE D'ALONG area, arrived HAIPHONG seeking AMERICAN assistance in the emigration of approximately 100 fishing families, with their boats, to the south. They were placed in contact with MAAG and USCM personnel. This was the first notice U.S. authorities had of any desire on the part of the fishermen of BAIE D'ALONG, almost all of whom were CHINESE, to move to the south. They conditioned their desire to move on being allowed to bring their boats with them.

Initial plans were discussed by FRENCH Navy and local CATHOLIC authorities to effect coastal refugee pick-up in the vicinity of VINH, similar to the BUI CHU operation. VINH operation was scheduled to be last major effort of CATHOLIC authorities who, as of this date, regarded PHAT DIEM incapable, because of VIET MINH restraints, of producing more than a token number of refugees. VINH operation scheduled to begin about 30 November 1954, expected to produce less than 6,000 refugees. Refugees report constant propaganda and intimidation along the circuitous VIET MINH route. Also difficulty in obtaining VIET MINH passports and

having to pay 7,000 piastres for transportation, which allegedly is free, has effectively hamstrung the effort.

21 November 1954

USS BALDUCK proceeded to HENRIETTE PASSE for recreation of the crew and to await logistics from the MARINE LYNX.

CTG 90.9 departed HAIPHONG for SIAGON via FRENCH military aircraft on 3 days temporary additional duty for conferences with FRENCH and U.S. authorities, and to supervise special operational planning directed by CINCPACFLT.

22 November 1954

Workers at a HAIPHONG acetylene plant struck when FRENCH tried to remove equipment. Workers claimed removal of equipment would destroy their jobs. RED inspired strikes are expected wherever FRENCH attempt to remove machinery from HAIPHONG plants.

USS BALDUCK remained in HENRIETTE PASSE. Only ship loading in HAIPHONG was the USNS PEMBINA.

23 November 1954

USNS MARINE LYNX arrived HENRIETTE PASSE, fueled and replenished BALDUCK.

24 November 1954

USNS MARINE LYNX released from INDOCHINA operations and sailed for JAPAN. BALDUCK returned to HAIPHONG from HENRIETTE PASSE.

CTG 90.8 returned from 3 days temporary additional duty in SAIGON, in company with Chief MAAG, INDOCHINA.

Long expected influx of large number refugees from PHAT DIEM commenced with arrival of 800 via VIET MINH boat transport to boundary line at BAC CUU on SONG VAN UC. Temporary refugee camp established at KIEN AN church, 7 miles southwest of HAIPHONG.

Fishing colony representative stated that solution to fishing boat problem proposed by FRENCH Navy, which was to sail boats south in company and under escort in April, was unsatisfactory in view of growing VIET MINH infiltration of fishing communities. CTU 90.8.1 was directed to ascertain state of junks and feasibility of loading them on CIMAVI type vessels.

Chief MAAG, INDOCHINA, in conference, expressed desire for the following: (1) Maximum effort to move fishing community; (2) Reduction to three CIMAVI type vessels. At the same conferences, FRENCH representatives gave first indication that they will request employment of 4 U.S. LST for use commencing about 15 December on the HAIPHONG-TOURANE run. Request will be

based on a recent directive from General ELY that 1500 more vehicles than originally planned must be moved out of the perimeter by 31 January, and on marked FRENCH preference, especially when TOURANE is offloading point, for LST as opposed to cargo types for vehicle movement.

Recent refugee arrivals from PHAT DIEM related VIET MINH tactics to the CONTROL COMMISSION. They said they received RED lectures on the horrors of HAIPHONG refugee camps and were told that the young men would be forced into the VIETNAM Army and sent to MOROCCO.

A refugee CATHOLIC priest told of his torture and degradation in which CHINESE Army officers jammed chop sticks in his ears and beat him with bamboo poles after accusing him of telling lies to the people.

HERKIMER completed transfer of JAPANESE provisions to all TAK with reprovisioning of PEMBINA at HAIPHONG.

25 November 1954

Conversations with late arrived refugees disclose they want to leave RED-dominated TONKIN DELTA less for religious reasons than because of hard work without pay, higher taxes, constant marauding and lawlessness, and intense indoctrination in communist philosophy.

Many refugees now in HAIPHONG camps gave reasons for not wanting to leave as "they are waiting for families and to exchange VIET MINH money for VIETNAM". CHMAAG believes there may be many other significant reasons.

26 November 1954

FRENCH cargo-liner, ST MICHEL, outloaded 700 refugees in conformance to FRENCH policy of placing refugees on shipping capable of carrying them after conclusion of cargo or troop loading.

Refugee arrivals at KIEN AN church from PHAT DIEM reached 1,000 mark for one day on this date.

A DOMINICAN priest at HAIPHONG has been ordered by his superior to depart the city permanently along with all other DOMINICANS in the area. DOMINICANS have played a major role in the evacuation, being especially helpful in refugee camps.

27 November 1954

PEMBINA completed loading and sailed to SAIGON with cargo containing miscellaneous equipment of CATHOLIC church authorities in HAIPHONG. CTG 90.8 protested the character of the cargo to senior MAAG representative HAIPHONG. Material was mostly junk and did not make for good stowage.

CHMAAG recommended all U.S. shipping now in IC area remain and that 4 MST3 LST be made available from 15 December to 31 January or possibly later.

FRENCH are losing some of their shipping to redeployment of troops to FRANCE, and General ELY has ordered an acceleration of rolling stock

and depot stock lifts.

28 November 1954

CTG 90.8 concurred with CIMAAG's recommendation to retain 4 CIMAVI providing FRENCH assign berths in HAIPHONG without unnecessary delays.

CTG 90.8 stated the increase in influx of refugees warrants retention of GENERAL HOWZE.

Slowdown by long shoremen offloading FENTRESS at TOURANE required utilization of FRENCH Army personnel. This proved very satisfactory, however, the 14 days required to offload this ship is excessive.

FRENCH promised that HENNEPIN, next scheduled to offload TOURANE, would be the last CIMAVI to use TOURANE as offloading port.

CTU 90.8.1 visited villages of BAIE DE ALONG fishermen to discuss the problem of moving their fishing boats south. After survey, he concluded it was impossible to lift boats by CIMAVI, but that the fishermen must be evacuated soon, as they fear retribution after May if they do not trade now with the VIET MINH. Construction and size of boats precludes hoisting or profitable deck or hold stowage. LSD regarded only vessel capable of making lift. CTG 90.8 recommended LSD not be employed because he did not consider the situation warranted the use of such critical type shipping.

29 November 1954

Typhoon TILDA passed TOURANE without damage and continued toward NHA TRANG.

Sanitary conditions in HAIPHONG camps now rated good, due in part to LINDANE spraying and DDT dusting by U.S. Navy medical unit.

Among yesterday's arrivals at HAIPHONG was a patriarch of 102 years who traveled 2½ months on foot to bring his family from THANH HOA home to PHAT DIEM and then to freedom. His family numbered 42 and consisted of 5 generations, the 5th represented by a 2 day old infant.

An attempt by VIETNAMESE officials to remove government owned dental and X-ray equipment from the dental clinic of the HAIPHONG city hospital had to be abandoned. City police broke up a gathering of nurses, technicians, other employees, and hundreds of friends demonstrating against the loss of jobs. This is second known incident of demonstration protesting removal of "capital" goods from area. No question but what VIET MINH sympathizers are attempting to induce as many demonstrations as possible.

COMSTSWESTPAC approved the request by CTF 90 to sail 4 HSTS LST to HAIPHONG to report to CTG 90.8 at earliest date. COMSTSWESTPAC also approved the request for JAPANESE interpreters for HAIPHONG, TOURANE and any other offloading port.

30 November 1954

Emergency refugee camp set up in Kindergarten in center of HAIPHONG, and used intermittently past several weeks, are now being abandoned by VIETNAMESE officials on strong recommendation of U.S. Navy medical officer, MAAG and USOM representative HAIPHONG. Refugees are moving to new camp situated in ideal location near the cement plant on outskirts of HAIPHONG.

CTG 90.8 reported that the problem of moving the VIETNAM fishing fleet to the south could be practically solved by either or both of two methods listed below:

1. A FRENCH fishing contractor had expressed a desire to arrange transportation for about thirty to TOURANE where he would establish a badly needed fishing fleet.
2. The FRENCH have refused to transport any but have agreed to escort the seaworthy fishing boats south between the monsoons. This would leave an indeterminate number to be lifted. In any event CTG 90.8 recommended the U.S. not transport them because it would set a precedent not hitherto afforded others. He recommended the entire matter be left up to the FRENCH and that MAAG carefully follow the negotiations.

1 December 1954

General COGNY announced via press, radio and bulletin boards that FRENCH government will not be responsible for the military security or orderly evacuation of FRENCH nationals who choose to remain within HAIPHONG perimeter after 1 February 1955.

Evacuation atmosphere is beginning to permeate HAIPHONG with the closing of many shops.

General COGNY assumed all functions of FRENCH civil government (except consular functions) from M. COMPAIGN, delegate to NORTH VIETNAM. COMPAIGN expected to depart shortly.

At present the population in camps at HAIPHONG is 10,123. Of these only 3,550 are willing to leave.

CTG 90.8 reported that many young men entering the VIETNAMESE Army and others being assimilated into the HAIPHONG population have caused somewhat of a decrease in camp population.

2 December 1954

Monsieur COMPAIGN, former FRENCH delegate to NORTH VIETNAM, informed MAAG officers of negotiations then in progress between VIET MINH and FRENCH businessmen and officials. M. COMPAIGN stated purpose of negotiations was to attempt to reach a financial settlement that would allow FRENCH to salvage some value from business properties falling under VIET MINH control.

3 December 1954

Refugee influx steadied at 150 per day as backlog of refugees who had congregated at PHAT DIEM became exhausted. INTERNATIONAL CONTROL COMMISSION published figures of 10,800 refugees that had been brought from PHAT DIEM last 10 days through COMMISSION efforts.

4 December 1954

Only ships loading in HAIPHONG are HENNEPIN and HERKIMER.

Refugees in very small numbers continue to arrive from PHAT DIEM.

5 December 1954

HERKIMER completed loading cement, the first ship during the period to carry this type load. Cement had been purchased by FRENCH Army for delivery in SAIGON.

6 December 1954

CTG 90.8 reported that the FRENCH have only 3 LST loads ready for the 4 MSTs LSTs scheduled to arrive the middle of the month. Majority of FRENCH LST are reported to be in overhaul status.

No loading this date.

7 December 1954

CTG 90.8 departed HAIPHONG by air for 3 days temporary additional duty in SAIGON.

BALDUCK refueled and replenished from GENERAL HOWZE at HENRIETTA PASSE.

8 December 1954

BALDUCK enroute SAIGON.

9 December 1954

PEMBINA released. To be replaced by ARLO OLSON arriving HAIPHONG 13 December.

The problem of fishing boats came up again. CHMAAG, SAIGON informed CINCPAC that the owners of about 180 registered vessels at APCWAN will not be ready to leave until the end of the April monsoon. He further stated that transporting them aboard ship was not practicable.

10 December 1954

BALDUCK arrived SAIGON and reembarked CTG 90.8.

11 December 1954

GENERAL HOWZE arrived SAIGON, offloaded refugees, and sailed for SUBIC

BAY for logistics. Scheduled refueling of BALDUCK from GENERAL HOWZE cancelled because of delay in arrival of GENERAL HOWZE in SAIGON.

12 December 1954

The scheduled pick-up of refugees off VINH again failed to produce results, due primarily to rough weather along coast which precluded lift by sampans to anchored vessels and prevented beaching of landing ship types.

13 December 1954

No loading this date.

Air evacuation from HAIPHONG has slowed, the intention is to use TAP as primary means of evacuation.

14 December 1954

CTG 90.8 departed SAIGON by air for HAIPHONG in order to be present when MSTs LST arrive from JAPAN.

HENNEPIN finally received dockside off-loading berth after 3 days delay in SAIGON. Reason for delay was short-lived strike of stevedores against one shipping company partially tying up SAIGON docks, including one scheduled for HENNEPIN.

LST 47, 176, 546 arrived HAIPHONG, reported to CTG 90.8 for operational control.

After conferences with FRENCH Army and Navy, CTG 90.8 recommended that the U.S. furnish 1 LSD from 10 January to 1 March and have 1 LSD available about 1 May if required. Also there was a possible requirement for not more than 1 AKA about 1 May.

15 December 1954

LST 520 arrived HAIPHONG, reported to CTG 90.8 for operational control.

Recommendation for LSD and AKA approved both by CTF 90 and CINCPACFLT.

16 December 1954

BALDUCK underway for HAIPHONG from SAIGON.

GENERAL HOWZE departure from SUBIC BAY delayed until 23 December 1954 because of delay in the arrival of the provision ship until that date.

CTG 90.8 reported that if agreements are reached between private VIET-NAMESE and FRENCH companies and the VIET MINH Government, there will be a considerable reduction in the amount of civilian equipment to be evacuated.

17 December 1954

MSTs LST 176 completed first MSTs LST evacuation loading, destination

SAIGON. LST 546 and 520 loaded for TOURANE.

As a result of the reduction in refugees reaching HAIPHONG only 800 are ready to depart.

18 December 1954

MSTS LST 147 loaded and sailed for TOURANE.

Refugee arrivals averaging 500 per day. VINH operation again postponed because of heavy seas. Most arrivals this period utilizing false and re-used "laissez passer".

CHMAAG, SAIGON recommended that since the FRENCH Government intends charging 400 piastres per square meter to move civilian barges from HAIPHONG to SAIGON, the U.S. should apply similar rates for the use of LSD.

19 December 1954

CTG 90.8 reported evacuation totals to date as: 6125 vehicles, 43,598 tons of cargo and 184,530 passengers.

2900 refugees, of a total of 10,223 in HAIPHONG camps, are ready to leave.

The majority of recent arrivals filtered through the VIET MINH border on their own initiative using false or re-used passports.

FRENCH Army authorities informed MAAG that loading of cargo first 15 days of December averaged 1,527 long tons of depot stocks. Original goal was 2,000 long tons per day; however, FRENCH far exceeded November out-loading goal of 1,500 long tons per day.

ARLO OLSON completed first load and sailed SAIGON. Load was principally cement. This was second TAK load of cement moved by U.S. ships.

20 December 1954

FRENCH Navy had 2 coastal pick-up ships off VINH coast. No pick-up was effected the night of 20 December.

The FRENCH estimate 16,000 permanent residents of the present NORTH VIETNAM perimeter will want to move south before May.

The FRENCH are attempting to persuade all possible to move prior to CHINESE New Year, 25 January.

21 December 1954

CTG 90.8 departed HAIPHONG by air in order to be present during Admiral RADFORD's visit to SAIGON.

First arrivals of refugees from VINH reached HAIPHONG. 525 persons picked up off coast by FRENCH ship night of 19 December.

GENERAL HOWZE reported departure SUBIC may be further delayed due to needed repairs. GENERAL HOWZE directed to employ 24 hour working day to expedite all repairs as camp population this date reached 11,161 persons with 3,050 ready to go.

22 December 1954

FRENCH authorities assured CTU 90.8.1 that LST loads would be available for NSTS LST throughout their prospective period of employment.

23 December 1954

HENNEPIN released from INDOCHINA operations on completion of offloading in SAIGON.

GENERAL HOWZE departed SUBIC BAY for HAIPHONG.

2,350 refugees arrived HAIPHONG from VINH. FRENCH outloading about 300 refugees by air per day to keep camp population down.

About 100 refugees per day are joining the VIETNAMESE Army and another 200 are reentering the VIET MINH zone in search of their families.

Security has noticeably tightened at HAIPHONG military installations due to rumors of possible RED demonstrations.

24 December 1954

After 3 days in SAIGON CTG 90.8 returned to BALDUCK at HAIPHONG with 1,200 pounds Christmas mail for U. S. personnel in HAIPHONG. Mail delivery made possible by special effort COMNAVPHIL and Mr. Leland BARROWS, Chief, USOM, INDOCHINA.

HAIPHONG streets presented appearance of armed camp. Special military policemen patrolled all downtown area in large groups. Personnel CTU 90.8.1 directed to remain near billets ashore; radio jeep made available to other U.S. personnel ashore for emergency communication with flagship during hours of darkness.

25 December 1954

SS DIDDO arrived HAIPHONG for special load, and reported to CTG 90.8 for operational control.

No VIET MINH demonstrations developed 24 or 25 December.

26 December 1954

FRENCH Navy dispatched one frigate to VINH area for possible pick-up but all authorities agreed virtually all refugees from that area have already reached HAIPHONG. Reason was not exhaustion of refugee pool but increased VIET MINH surveillance.

VIETNAMESE authorities delayed loading of GENERAL HOWZE until 29 December despite urging for earlier loading by U.S. and FRENCH authorities. VIET-

CHINESE desire stage special demonstration 28 December for VIET refugees most of whom have lived under Communist rule for 8 years

27 December 1954

GENERAL HOWZE arrived HAIPHONG. BALDUCK fueled and replenished from GENERAL HOWZE.

FRENCH exceeding cargo goals in November, confirms requirement for maximum of 2 CHELVI type vessels. CTG 90.8 commenced overall re-evaluation of shipping needs, including LST, LSD and TAP.

SWORD KNOT and CODINGTON arrived HAIPHONG as relief for HENNEPIN and FENTRESS, and reported to CTG 90.8 for operational control.

28 December 1954

FENTRESS released from INDOCHINA operation.

SWORD KNOT commenced loading drums of asphalt purchased through USOM funds. CODINGTON commenced loading cement.

Totals evacuated to date is as follows: 189,251 passengers, 6,343 vehicles, and 46,703 tons of cargo.

29 December 1954

Refugees loaded on GENERAL HOWZE included about 500 of CHINESE descent from HON GAY region and about 800 permanent HAIPHONG residents. This is first real exodus of these groups whom FRENCH are urging to depart early. Refugees carried numerous large boxes which seriously hampered loading.

FRENCH Army intelligence sources stated on excellent authority that VIET MINH have formulated definite policy toward evacuation of capital enterprises from HAIPHONG enclave. Policy will be to oppose removal, but methods to be used are heavy propaganda, strikes, peaceful demonstrations, however no violence.

MAAG representative, HAIPHONG reported the early January sailing of 4 cargo ships will leave only 16000 tons of depot stocks to be moved the remainder of the month. Also that an estimated influx of 30,000 refugees during the next two months may necessitate two TAP vice one.

30 December 1954

Thorough check of all available FRENCH and VIETNAMESE authorities in HAIPHONG by the Assistant U.S. Army attache indicated that while the potential for civil or military disturbance within the perimeter will continue high, VIET MINH policy of no violence has been so well established that probability of serious incidents are virtually non-existent.

CTG 90.8, representative of MAAG, SAIGON at HAIPHONG, and USOM all discount the optimistic prediction by the VIETNAMESE chairman of the EVACUATION COMMITTEE that 200,000 people will be ready for evacuation by the end of February if the CONTROL COMMISSION can do an effective job of preventing VIET MINH opposition.

31 December 1954

Year's end analysis of total evacuation picture revealed that through 31 December 1954, U.S. shipping had lifted 175,227 civilian passengers, 14,089 military passengers, 6,388 vehicles, and 50,238 short tons of cargo. 54 deaths and 111 births have occurred aboard U.S. ships. As of this date, 1 U.S. Navy and 10 U.S. Navy controlled ships were engaged in the evacuation. U.S. participation had equalled approximately one-third of all civilian personnel, military cargo and military vehicles transported from the TONKIN DELTA. Evacuation of military cargo was virtually complete as of this date. Evacuation of military personnel was proceeding according to schedule. Refugee influx continued an indeterminate factor, a category into which military vehicles were tending to fall. The picture on the HAIPHONG docks was becoming increasingly one of evacuation of civilian cargo.

1 January 1955

DIDDO continued loading despite general stoppage of work over this holiday.

2 January 1955

Last VINH pick-up ship returned HAIPHONG with no refugees aboard. VINH operation considered ended due to effective VIET MINH restraint.

3 January 1955

Refugee arrivals continued to average 500 per day, including about 200 per day from HON GAY region.

CTU 90.8.1 advised by FRENCH Army authorities that CODINGTON load, now enroute SAIGON, was final of three cement loads, and that when HERKIMER and ARLO OLSON complete asphalt loads (second and third of three loads), all asphalt will have been evacuated.

4 January 1955

CTG 90.8 departed HAIPHONG by air for 5 days in SAIGON during visit of Cardinal SPELLMAN to that area.

GENERAL HOWZE loaded refugees this date, completing record 6 day turn around from load to load. 500 of refugees aboard GENERAL HOWZE were members of the VIETNAMESE Confederation of Christian Workers, the largest labor union in VIETNAM. Union officials estimated a total of 25,000 of their members then within the perimeter would desire to move south and were planning special reception for this first contingent of 500.

A FRENCH frigate dispatched to VINH coast on 26 December to embark refugees reported desiring evacuation returned empty to HAIPHONG. FRENCH Navy attributes reason for failure due increased activity of VIET MINH.

6,7 January 1955

Loading continued in DIDDO and HERKIMER.

9 January 1955

CTG 90.3 returned to BALDWIN at HAIPHONG. DIDDO completed loading and sailed to first designated offloading port.

LST 546 suffered crack in main deck due to heavy weather.

The refugees departing the HOWZE on 4 January were an unusually mixed group. In addition to the normal farming families, there were HUNGS, trade union members, and merchants (principally CHINESE).

The trade union members and merchants posed another of the always occurring problems when they made it known they did not feel they should clean their own compartments. The EVACUATION COMMITTEE has been requested, in the future, to insure full understanding on the part of all refugees that cleaning of own compartments is necessary due to large number of refugees carried.

Reports have been received of severe clashes between VIETMINH troops and several hundred VIETNAM peasants in THANH HOA area the past few days. The peasants had congregated in the area to seek CONTROL COMMISSION assistance in traveling to HAIPHONG for evacuation, and when the CONTROL COMMISSION team failed to arrive the peasants determined to escape by force.

10 January 1955

GUNSTON HALL arrived HAIPHONG area and reported to CTG 90.8 for operational control. Intended period of employment is through 28 February 1955.

LST 47 suffered crack in hull (engine room plating). Rough weather forced LST 47 and 176 to return to CAP ST JACQUES, delayed GENERAL HOWZE 1 full day and forced ARLO OLSON to anchor vicinity PAULO CECIR DE MZR. LST 546 required repairs to radio equipment and gyrocompass in addition to hull repairs.

FRENCH estimate 100,000 refugees remain who wish to be evacuated, but President DIEM places the figure at 200,000.

HAIPHONG police have seized some 20 VIET MINH agents posing as BUDDHIST monks and using BUDDHIST pagoda, containing communications equipment, as headquarters.

LST 47 returned to SAIGON for hull repairs.

Ambassador COLLINS arrived HAIPHONG for tour of refugee camps.

Chief Staff Officer and 2 additional officers of the staff of COMTRANSDIV 32 arrived in HAIPHONG and commenced relieving COMPHIBRON 1 staff.

13 January 1955

HOWZE sailing scheduled for today delayed until tomorrow due to CHINESE bringing a great number of large boxes. HOWZE crew working on 24 hour basis in order to secure for sea. Task is difficult due to flimsy construction of boxes of which there are about 200 long tons.

MAAG and USOM have been requested to again ask the REFUGEE COMMITTEE to instruct refugees that HOWZE is not a cargo ship.

Seven large junks that were proceeding up the SONG RIA have been seized by FRENCH and returned to HAIPHONG. Junks were enroute to VIET MINH and were carrying cement, gasoline, and lube oil loaded at HAIPHONG. Event considered important because it implicated large number of CHINESE merchants and some VIETNAMESE government officials.

About 300 nine to fifteen year old children of CHINESE descent departed HAIPHONG for PEKING. CHINESE REDS and VIET MINH arranged transportation and have promised free education in PEKING.

The clash reported 9 January turned out to be between 10,000 peasants and 4000 VIET MINH regulars. The peasants armed only with sticks were dispersed and the CONTROL COMMISSION apparently accepted VIET MINH version that the incident was one of suppression of illegal uprising.

FRENCH resumed their intermittent air lift of refugees.

14,15 January 1955

Continued high winds and heavy seas delayed TG 90.8 ships enroute HAIPHONG from SAIGON. LST 176 became third MSTs LST to suffer crack in hull and was directed to return to SAIGON for repairs by FRENCH Navy. LST 520 anchored in lee of CAP ST JACQUES for 48 hours. SWORD KNOW was delayed 30 hours in reaching HAIPHONG. ARLO OLSON, underway since 9 January had made only 80 miles good after leaving CAP ST JACQUES, and after anchoring for 65 hours in lee of PAULO CECIL DE MER.

16 January 1955

U.S. authorities in HAIPHONG received their first notice of a letter dated 28 December 1954 from CHARBONNAGES du TONKIN Company to Commander FRENCH Naval Forces TONKIN requesting shipment on FRENCH Naval vessels of approximately 100 pieces of very heavy equipment during March, April and May. Director of company has stated that the negotiations which continue in HANOI between FRENCH business and government representatives, and the VIET MINH, carry the stipulation that U.S. funded equipment will be evacuated from the HON GAY and CAMPHA PORT regions without incident. All the equipment for which shipping requests have been made is U.S. purchased, but the total list did not include all U.S. purchased equipment at the mines.

Proposed schedule for GUNSTON HALL included lift of barges owned by Cement Company at HAIPHONG, which is owned by same interests at CHARBONNAGES du TONKIN.

17 January 1955

LST 47 entered FRENCH Naval dry dock at SAIGON.

GUNSTON HALL reported starboard engine inoperative but that repairs could be effected by ship's force in two days in HAIPHONG.

18 January 1955

Commander FRENCH Naval Forces TONKIN advised CTG 90.8 that the Coment Company at HAIPHONG had received message orders from PARIS to leave barges at HAIPHONG.

19 January 1955

USS TALUGA (AO 62) arrived HENRIETTE PASSE for purposes of replenishing Task Group 90.8.

LST 47 completed repairs. South CHINA Sea gale conditions abating, allowing more regular movement of units returning from SAIGON.

Loading of HOWZE and MARINE SERPENT, scheduled for 20-21 January, will take an extra day due to FRENCH landing craft being committed to training exercises at Island of CACBA.

FRENCH LSM picked up 4 refugees off BA LANG coast and brought them to HAIPHONG. Refugees were participants in the peasant-VIET MINH troop clash reported earlier. VIET MINH now have mortars placed along the shore making further pick ups in that area impossible.

20 January 1955

USS COOK (APD 130) arrived HAIPHONG, reported to CTG 90.8 for operational control as relief of BALDUCK.

GENERAL HOWZE and GUNSTON HALL fueled and provisioned from TALUGA. GENERAL HOWZE loaded refugees from SAIGON.

Captain A. R. ST ANGELO, U. S. Navy, arrived HAIPHONG as prospective relief of Captain N. J. FRANK, Jr., U. S. Navy, COMPHIBRON 1 as CTG 90.8. All staff personnel transferred to COOK. BALDUCK underway for HENRIETTE PASSE and released.

MARINE SERPENT arrived HENRIETTE PASSE and reported to CTG 90.8 for operational control. It was fueled and replenished from TALUGA.

GENERAL HOWZE passenger list included the 200,000th person carried in U.S. ships during operation Passage to Freedom.

21 January 1955

BALDUCK fueled and replenished from TALUGA.

FRENCH stepped up air lift. Almost 10,000 refugees HAIPHONG camps despite air lift and two TAP sailings.

Remainder of staff personnel of COMTRANSDIV 32 arrived HAIPHONG and embarked COOK.

Confirmed reports from several sources indicated an increasing

restlessness among civilian population in the VIET MINH zone. BUDDHISTS are joining CATHOLICS in resistance to new government and desire evacuation.

Sailing of MARINE SERPENT delayed due to refugees continuing to arrive with excessive baggage. Size of bundles has been cut down but quantity has increased accordingly.

GUNSTON HALL completed repairs to engine; reported RFS.

CTG 90.8 informed that FRENCH authorities desire extension of period of employment of MST5 LST to allow completion of all originally planned loads.

22 January 1955

LST 176 completed hull repairs in SAIGON. All units of Task Group 90.8 operationally ready.

HERKIMER released on completion of offloading at SAIGON.

USS ESTES (AGC 12) arrived HENRIETTE PASSE with CTF 90 embarked. COOK proceeded to HENRIETTE PASSE for rendezvous with ESTES.

Planning and evaluation conference held aboard ESTES. CTF 90 and staff, CTG 90.8 and staff, officer in charge MAAG HAIPHONG, prospective CTG 90.8 present. Conference was for purpose of supplying preliminary estimates of future shipping needs to CTF 90, to form basis for conferences between CTF 90 and FRENCH and VIETNAMESE government officials leading to final evaluation of U.S. shipping needs.

COOK fueled and replenished from TALUGA.

FRENCH air lift reached 500 per day.

23 January 1955

TALUGA fueled and replenished LST 520 and 546. Task Group 90.8 replenishment concluded. TALUGA departed HENRIETTE PASSE.

CHINESE New Year holiday commenced throughout VIETNAM. All activities suspended for 4 day period, except offloading of MARINE SERPENT.

Captain A. R. ST ANGELQ, U. S. Navy, relieved Captain N. J. FRANK, JR., U. S. Navy, as CTG 90.8. Captain FRANK and staff enroute KOBE, JAPAN, by air to rejoin flagship.

CTF 90 in ESTES departed HAIPHONG for SAIGON.

Overall evacuation totals as of this date:

14,479 Military passengers
192,668 Civilian passengers
6,743 Vehicles
59,031 Short tons cargo
15 Barges
123 Births
60 Deaths

Composition, Task Group 90.3 as of this date:

USNS MARINE SERPENT (TAP 202)
USNS GENERAL HOWZE (TAP 134)
USNS ARNO OLSON (TAK 245)
MS SHOND KNOT
MS GOODRIGSON
-1- USNS LST 47
USNS LST 580
USNS LST 546
USNS LST 176
USS GUNSTON HALL (LSD 5)
USS COOK (APD 130)

26 January 1955

CTF 90 in ESTES arrived SAIGON. Conference was held with CHMAAG, ALUSNA, SAIGON and FRENCH military representatives.

28 January 1955

Although there are an estimated 10,373 refugees in HAIPHONG camps, only 100 appeared to embark in HOWZE 27 January. Conferences with FRENCH and REFUGEE COMMITTEES indicate holidays as prime reason for non-readiness.

30 January 1955

HOWZE departed HAIPHONG with 4253 passengers, among them the 50,000th carried on board. This represents about one fourth total carried by U.S. ships. This is HOWZE's last trip prior to phase out.

MARINE SERPENT sailing delayed in order to get an acceptable load. Although there are over 7000 refugees in HAIPHONG camps SERPENT is still short about 1500.

CTF 90 in ESTES departed SAIGON for KEELUNG to confer with VAIM PRILEZ in preparation for the TACHENS evacuation.

1 February 1955

Totals evacuated by U.S. ships to date: 14,748 military passengers, 199,255 civilian passengers, 61,456 short tons cargo, 7,112 vehicles.

There have been 129 births and 60 deaths in U.S. ships.

Present total remaining in HAIPHONG camps 7214.

5 February 1955

2000 local refugees have registered at HAIPHONG for evacuation, making a total of 8077 in camps, with 1353 ready to go.

8 February 1955

MARINE SERPENT sailed from HAIPHONG with 5266 refugees, after delay of

24 hours in order to load last 1230 who were in FRENCH LSM unable to re-tract from beach.

10 February 1955

Approximately 100 military and quasi military VIET MINH deserters arrived HAIPHONG. A spontaneous demonstration took place at city hall, high lighted by speeches detailing suffering under VIET MINH and shouts of praise for the evacuation. Several deserters claimed to have fought in the VIET MINH Army since 1945. All had grievances against the VIET MINH regime and decided to leave when they learned escape was possible through HAIPHONG.

General COGNY published in the press an official proclamation stating that FRENCH civilians must evacuate HAIPHONG by 15 April. After that date they will be considered as desirous of staying past 18 May.

16 February 1955

MARINE SERPENT sailed with 5170 refugees.

CDR J. H. DAVIS (CTU 90.8.1) detached and CTG 90.8 assumed additional duty as CTU 90.8.1.

18 February 1955

REFUGEE COMMITTEE officially closed registrations for sea lift until 1 March. President of committee gave reasons as follows: (1) Psychological effect; (2) Afford time to process 17,256 local and camp refugees already registered for sea lift.

20 February 1955

CODINGTON suffered main engine casualty and was towed by PICTOR to safe anchorage in TOURANE BAY.

24 February 1955

MARINE ADDER arrived HAIPHONG for duty with TG 90.8.

PFIZER pharmaceutical company donated 100,000 magnamycin tablets to DR. DOOLEY for use in refugee camps.

28 February 1955

CAMP PAGOLE closed and refugees moved to CAMP CEMENT and city. This is part of REFUGEE COMMITTEE plan to close tent camps and move refugees to vacated city buildings.

FRENCH commenced moving AMERICAN aid machinery and material from HON GAY and CAM PHA coal mines.

CODINGTON departed TOURANE BAY for SUBIC BAY for repairs to main engine.

Totals evacuated to date by U.S. ships: 14,837 military passengers, 220,515 civilian passengers, 63,250 short tons cargo, 7362 vehicles. There have been 147 births and 61 deaths in U.S. ships.

3 March 1955

CODINGTON released and enroute YOKOHAMA to report COMSTENWESTPAC.

7 March 1955

CAMP SHERLL closed. There are three approved camps remaining: (1) CAMP CEMENT (tents); (2) CAMP 173 RUE BONAL (ex-military barracks); (3) CAMP LACH TRAY (ex-military barracks).

Total camp population about 6500.

GOVERNOR LE QUANG LUAT presided yesterday at ceremonies celebrating the 500,000th civilian refugee to be evacuated from NORTH VIETNAM. Official ceremony with full guard and band opened with VIETNAMESE, FRENCH and AMERICAN National Anthems. VIETNAMESE, FRENCH and AMERICAN officials presented gifts to honored family.

15 March 1955

Total refugee camp population now 447 with none ready to go. However, the REFUGEE COMMITTEE reports 25,157 local refugees registered for sea lift, and 24,783 for air lift.

Camp 173 RUE BONAL now closed.

20 March 1955

MARINE SERPENT departed HAIPHONG with 5,078 refugees embarked. Also embarked was Robert S. ELEGANT, AMERICAN accredited DOD correspondent representing AMERICAN NEWSPAPER ALLIANCE, NYC, who is obtaining material for refugee story.

Camp CEMENT closed and all tents dismantled. CAMP LACH TRAY is now the only camp remaining. Camp population is 2,165 with no one ready to leave.

28 March 1955

MARINE SERPENT departed HAIPHONG with 3,976 refugees embarked. Among these was the 100,000th refugee to be evacuated from NORTH VIETNAM in 1955.

Population of CAMP LACH TRAY is 2,626 with none ready to depart.

31 March 1955

MARINE ADDER departed HAIPHONG with 1,981 refugees embarked (poor load).

Population of CAMP LACH TRAY is 2,820 with none ready to depart.

Totals evacuated to date by U.S. ships: 14,837 military passengers, 252,216 civilian passengers, 65,310 short tons cargo, 7,448 vehicles. There have been 166 births and 61 deaths among refugees evacuated in U.S. ships.

1 April 1955

For administrative reasons the task force numeral designator of US naval evacuation forces was changed from TF 90 Commander Sea Operations INDOCHINA to TF 50.1 (Commander INDOCHINA Evacuation Group. CTG 90.8 (Commander Evacuation Group) became CTU 50.1.1 (Commander Evacuation Unit).

3 April 1955

USS CHIKASKIA (AO 54) arrived BAIE DE LANHA to replenish and fuel TU 50.1.1.

Population CAMP LACHTRAY is 5,112 with 2,000 ready to depart.

There are 31,099 and 22,061 refugees registered to depart HAIPHONG by sea and air respectively.

5 April 1955

MARINE SERPENT departed HAIPHONG with 5,721 civilian passengers.

SWORD KNOT departed HAIPHONG with 67 short tons cargo and 118 vehicles.

Population CAMP LACHTRAY is 2,800 with none ready to depart.

8 April 1955

MARINE ADDER departed HAIPHONG with 4,006 civilian passengers.

Population CAMP LACHTRAY is 2,300 with none ready to depart.

There are 24,691 and 20,829 refugees registered to depart HAIPHONG by sea and air respectively.

SWORD KNOT and MARINE ADDER completed replenishment from CHIKASKIA at BAIE DE LANHA.

6 April 1955

CHIKASKIA, having completed replenishment of TU 50.1.1, departed BAIE DE LANHA.

10 April 1955

Population CAMP LACHTRAY is 2,337 with 800 ready to depart.

There are 26,010 and 19,955 refugees registered to depart HAIPHONG by sea and air respectively.

11 April 1955

CAPT W. C. WINN relieved RADM L. S. SABIN as CTF 90, CTG 50.1 and

COMPHUGRU ONE.

USS REGULUS (AF 57) arrived BAYE DE LANHA to reprovision TU 50.1.1.

12 April 1955

REGULUS completed provisioning TU 50.1.1 and departed BAYE DE LANHA.

13 April 1955

MARINE SERPENT departed HAIPHONG with 6,289 civilian passengers.

CAMP LACHTRAY closed but being maintained in state of readiness for possible overflow from newly established CAMP MARINE. Population of CAMP MARINE is 1,005 with 500 ready to depart.

There are 22,248 and 18,785 refugees registered to depart HAIPHONG by sea and air respectively.

14 April 1955

Refugee arrivals, including 1,300 escapees from VINH area, made it necessary to place some in recently closed CAMP LACHTRAY.

Total population both camps is 2,490 with 250 ready to depart.

16 April 1955

MARINE ADDER departed HAIPHONG with 4,966 civilian passengers.

SWORD KNOT departed HAIPHONG with 31 military passengers, 84 vehicles and 870 short tons of cargo.

Population of camps is 3,526 with 1,500 ready to depart.

18 April 1955

Population of camps is 4,134 with 2,000 ready to depart.

There are 18,239 and 18,034 refugees registered to depart HAIPHONG by sea and air respectively.

19 April 1955

Population of camps is 4,559 with 3,100 ready to depart.

There are 18,634 and 17,642 refugees registered to depart HAIPHONG by sea and air respectively.

20 April 1955

6,120 refugees loaded in MARINE SERPENT at HAIPHONG.

Camp population is 1,425 with none ready to depart.

There are 13,060 and 17,508 refugees registered to depart HAIPHONG by sea and air respectively.

FRENCH have been air lifting from 150 to 300 daily.

21 April 1955

MARINE SERPENT departed HAIPHONG with 6,120 civilian passengers.

Camp population is 2,100 with 500 ready to depart.

22 April 1955

USNS GENERAL A. W. BREWSTER arrived HAIPHONG and reported for duty in TU 50.1.1.

23 April 1955

MARINE ADDER departed HAIPHONG with 2,636 civilian passengers.

Camp population is 1,556 with none ready to depart.

There are 11,769 and 17,071 refugees registered to depart HAIPHONG by sea and air respectively.

FRENCH continue to air lift an average of about 200 per day.

24 April 1955

T-1ST 535 and 548 arrived HAIPHONG and reported for duty in TU 50.1.1.

CAMP LACHTRAY closed due to unsanitary conditions and population moved to CAMP 9 RUE BONAI.

Population of camps is 2,553 with 1,200 ready to depart.

25 April 1955

T-1ST 578 and 629 arrived HAIPHONG and reported for duty in TU 50.1.1.

GUADALUPE (AO 32) arrived BAIE DE LANHA to fuel and replenish TU 50.1.1.

26 April 1955

GENERAL BREWSTER departed HAIPHONG with 2,526 civilian passengers.

Camp population is 1,573 with none ready to depart.

COOK replenished from GUADALUPE at BAIE DE LANHA and returned to HAIPHONG.

27 April 1955

Departed HAIPHONG for TOURANE - T-LST 548 with 71 vehicles and 100 military passengers and T-LST 535 with 60 vehicles and 100 military passengers.

SWORD KNOT and MARINE SERPENT replenished from GUADALUPE at BAIE DE LANHA.

28 April 1955

MARINE SERPENT departed HAIPHONG with 2,772 civilian passengers.

Camp population is 435 with none ready to depart.

There are 9,187 and 16,109 refugees registered to depart HAIPHONG by sea and air respectively. FRENCH air continues to lift about 200 daily.

GUADALUPE completed replenishment of TU 50.1.1 and departed BAIE DE LANHA.

29 April 1955

T-LST 578 and 629 departed HAIPHONG for TOURANE with 78 vehicles and 116 military passengers, and 55 vehicles and 200 military passengers respectively.

30 April 1955

No departures from HAIPHONG.

Totals evacuated to date: 15,464 military passengers, 237,262 civilian passengers, 66,935 short tons cargo, 7,914 vehicles, 15 barges, 66 deaths and 182 births.

Camp population is 1,200 with 900 ready to depart.

There are 9,569 and 15,941 refugees registered to depart HAIPHONG by sea and air respectively.

1 May 1955

MARINE ADDEP departed HAIPHONG with 1,941 civilian passengers.

Camp population is 992 with none ready to depart.

There are 8,176 and 15,474 refugees registered to depart HAIPHONG by sea and air respectively.

2 May 1955

No departures HAIPHONG.

CAMP MARINE closed leaving CAMP 9 RUE BONAI only camp open. Camp population is 1,750 with 350 ready to depart.

3 May 1955

No departures HAIPHONG.

Among 250 refugee arrivals were 90 escapees from VINH area. All 90 arrived in 2 junks.

DLACHENKO (APD 123) arrived HAIPHONG to relieve COOK (APD 130) as flagship for CTU 50.1.1.

COOK released.

4 May 1955

No departures HAIPHONG

Camp population is 200 with 150 ready to depart.

5 May 1955

No departures HAIPHONG.

Camp population is 448 with 200 ready to depart.

There are 8,078 and 14,180 refugees registered to depart HAIPHONG by sea and air respectively.

FRENCH airlift increased to about 275 daily.

CAPT W. C. WINN, USN, CTG 50.1 and COMPHIBGRU ONE with operational staff departed YOKOSUKA via air to embark in COOK at SANGLY POINT and proceeded HAIPHONG.

6 May 1955

GENERAL BREWSTER departed HAIPHONG with 1,549 civilian passengers.

Camp population is 274 with 100 ready to depart.

There are 8,328 and 13,900 refugees registered to depart HAIPHONG by sea and air respectively.

7 May 1955

SWORD KNOT departed HAIPHONG with 8 vehicles and 2,510 short tons cargo including 3 escapee junks.

Camp population is 429 with 200 ready to depart.

8 May 1955

CAPT W. C. WINN USN, CTG 50.1 and staff arrived HAIPHONG in COOK and assumed on scene command of sea operations. CAPT WINN conferred with RADN QUERVILLE and CAPT ST ANGELO.

Estimate 3,000 to 4,000 refugees remaining desiring evacuation. Additional reluctant to leave because of current unstable situation in South and rumors in circulation of 3,000 refugees returning North via communist shipping.

"Committee of Experts", official VIET MINH vanguard arrived in HAIPHONG for indoctrination in operation of public utilities.

CHINESE still in HAIPHONG indicate they intend to remain.

Local merchants manufacturing and displaying VIET MINH flags.

FRENCH sector is deserted and sanitation conditions are deteriorating.

VIET MINH demonstrations contribute to tension as deadline draws near.

No MDAP or US funded equipment remains on docks or in ware houses.

Local refugee committee terminated formal administrative procedures and most officials departed.

FRENCH naval base is completely stripped and closed.

9 May 1955

CTG 50.1 departed HAIPHONG in COOK for SAIGON.

MARINE SERPENT departed HAIPHONG with 1,778 civilian passengers.

All camp refugees evacuated and camp closed.

10 May 1955

No departures HAIPHONG.

11 May 1955

CTG 50.1 arrived SAIGON in COOK at 1230H.

CTG 50.1 conferred with ALUSNA SAIGON, CHMAAG SAIGON and VADM JOZAN.

No loading, no departures HAIPHONG.

100 refugees arrived via road from BUI CHU all bearing VIET MINH

LAISSEZ-PASSER papers. Refugees reported VIET MINH would allow 2 more groups through, one on 12 and one on 15 May.

12 May 1955

CTG 50.1 conferred with ALUSNA SAIGON, CHMAAG SAIGON and VADM JOZAN.

CTG 50.1 departed SAIGON for DOSON in COOK at 1530H.

LTSG DOOLEY, MC awarded medal "OFFICER DE L'ORDRE NATIONAL DE VIETNAM" by PRESIDENT DIEM, for his outstanding work with the refugees the past 10 months.

13 May 1955

T-LST 548 departed HAIPHONG for SAIGON with 65 vehicles and 126 military passengers.

14 May 1955

CTG 50.1 in COOK arrived DOSON.

Ten refugees, including infant girl, arrived DOSON from HANOI at 1400H. Refugees had no baggage or personal belongings. Mother of infant girl chose to remain under VIET MINH and was deserted by husband. Father and child last official refugees to leave NORTH VIETNAM and were embarked in GENERAL BREWSTER.

FRENCH stated they had shipping to evacuate any later arrivals.

T-LST 578 departed DOSON for SAIGON with 69 vehicles and 189 military passengers. T-LST 629 departed DOSON for SAIGON with 75 vehicles and 134 military passengers.

15 May 1955

CTG 50.1 and CTU 50.1.1 had luncheon conference with RADM QUERVILLE aboard the JULES VERNE at DOSON.

Evacuation of DOSON and NORTH VIETNAM completed with the embarkation by the FRENCH of 707 military passengers and 120 vehicles.

GENERAL BREWSTER departed DOSON for SAIGON with 1,933 military and 472 civilian passengers.

All US and FRENCH ships moved to BAIE DE LANHA from DOSON upon completion of evacuation.

MARINE SERPENT and T-LST 535 released.

16 May 1955

US ships COOK, DIACHENKO, and MARINE ADDER departed BAIE DE LANHA

to assist FRENCH forces in the evacuation of refugees at sea.

17 May 1955

CTU 50.1.1 in DIACHENKO detached and sailed for SANGLEY POINT.

18 May 1955

Special operation terminated, no refugees embarked. CTG 50.1 in COOK departed for SANGLEY POINT. MARINE ADIER sailed to SAIGON.

20 May 1955

TG 50.1 dissolved.

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FILE SUBJ.
DATE SER-CAT

COMMUNICATIONS
COMMENTS AND CONCLUSIONS

1. GENERAL

During the planning phase of the IC operation, desired frequencies were presented to COMNAVPHIL and CHMAAG, INDOCHINA for clearance in the NAVPHIL and INDO CHINA areas. Clearance was received, with exception of three frequencies not cleared by the French; however satisfactory substitutions were made. Arrangements were made for COMNAVPHIL to screen all CTF 90 and Admin CTF 90 traffic and pass to RADM SABIN during his tour of IC area prior to the start of the operation. NAVCOMFACPHIL facilities were used extensively; communications on existing circuits proved reliable, rapid, and secure between CTF 90 (RADM SABIN) and Admin CTF 90.

With the commencement of operations a tremendous increase in traffic load occurred. With limited personnel and equipment in participating units, an immediate request for declassification of messages on embarkation and debarkation and ship movements in IC was initiated by CTF 90 and approved by CINCPACFLT. Time delays were considerably reduced, resulting in better handling of traffic by CTF 90 and subordinate commanders.

A liaison officer working with NAVCOMMFACPHIL set up a Hi-Command Duplex HF Ratt circuit for use between CTF 90 and NAVCOMM FACPHIL. Besides handling the increased traffic load this net also acted as a link between CTF 90 and CHMAAG, INDOCHINA. In the absence of this net, delays in traffic handling would have resulted in poor communications.

Throughout the operation CTF 90 also handled CHMAAG INDOCHINA CHMAAG Det HAIPHONG, Embassy, STEM, FOA, USIS, and press traffic which added to the already over-taxed communication facilities of units of TF 90. It was gratifying to note how the few communication personnel of CTG 90.8, 90.9, and 92.3 employed extremely limited equipment to the utmost of capabilities.

Communications between CTF 90 and CHMAAG were conducted through NAVCOMMFACPHIL and CLARK FIELD, which had a direct circuit to CHMAAG headquarters at SAIGON, CTF 90 tried to establish direct RATT communication with CHMAAG but was unsuccessful because of interference by FRENCH stations in VIETNAM, CW communications were not possible since CHMAAG did not have CW operators. However, when CTF 90 was present in SAIGON, direct telephone and teletype circuits were successfully utilized with AN/TRC-3 equipment.

ENCLOSURE (7)

2. VISUAL COMMUNICATIONS

Used extensively at BAIE D'LONG and HENRIETTE PASSE for inter ship traffic. Also used at TOURANE and SAIGON when units of Task Force 90 were present. When in visual contact with MSTs and Time Chartered vessels, this was the only rapid means of communication.

3. CW COMMUNICATIONS

Task Force 90 CW Common was the most reliable means of passing traffic between CTF 90, CTG 90.8, CTG 90.9 and ships of TF 90. A direct CW link with the logistic support group commander (CTG 92.3) was established. These were in continuous use and provided CTF 90 with reliable communications in the FIC area. (See ANNEX ABLE)

4. RATT COMMUNICATIONS

High Command net between CTF 90 and NAVCOMMFACEPHIL provided essential circuit for clearing and receiving traffic which had increased over 700% from traffic load prior to this operation. (See ANNEX BAKER)

The GUAM RATT fleet broadcast was reliable most of the time. However, smaller ships unable to copy several frequencies simultaneously, had difficulty in maintaining a complete file. As a result, there were frequent requests for repetitions or screening, both to Radio GUAM and to ships in company. Despite these problems, the RATT broadcast was indispensable, because all available CW operators were needed for manual task force nets.

5. MSTS and MERCHANT-SHIP COMMUNICATIONS

Frequencies, call signs, and communication instructions were distributed to all MSTS ships. The largest ship (T-AP) were able to guard the TF Common so that communications with them were reasonably rapid and reliable. Other MSTS ships (T-AK, time-chartered) could not guard the TF Common, although they normally entered the net to pass traffic to CTF 90, CTG 90.8, or CTG 90.9. Outgoing messages to these ships were transmitted via ship-shore or Hi-Comm RATT for broadcast on the GUAM Mercast.

Communications with MSTS ships were satisfactory on the whole.

6. COMMENTS

Units were capable of handling increased communication loads with existing personnel and equipment, and of maintaining communications for prolonged periods of time.

Although reliable during this operation, RATT communications cannot solely and dependably clear high volumes of traffic as were experienced frequently during the evacuation. CW must help clear traffic when back logs occur, and during the not infrequent outages in the RATT net. As usual, RATT proved to be vulnerable to atmospheric and man-made interference.

Continued training of CW operators is necessary, particularly high speed operators for clearing large volumes of traffic. This will insure a ready pool of qualified operators which are required for this kind of operation.

Circuit discipline was excellent and reflects the training of communication personnel. Equipment failures were at a minimum and indicate a high degree of maintenance and upkeep.

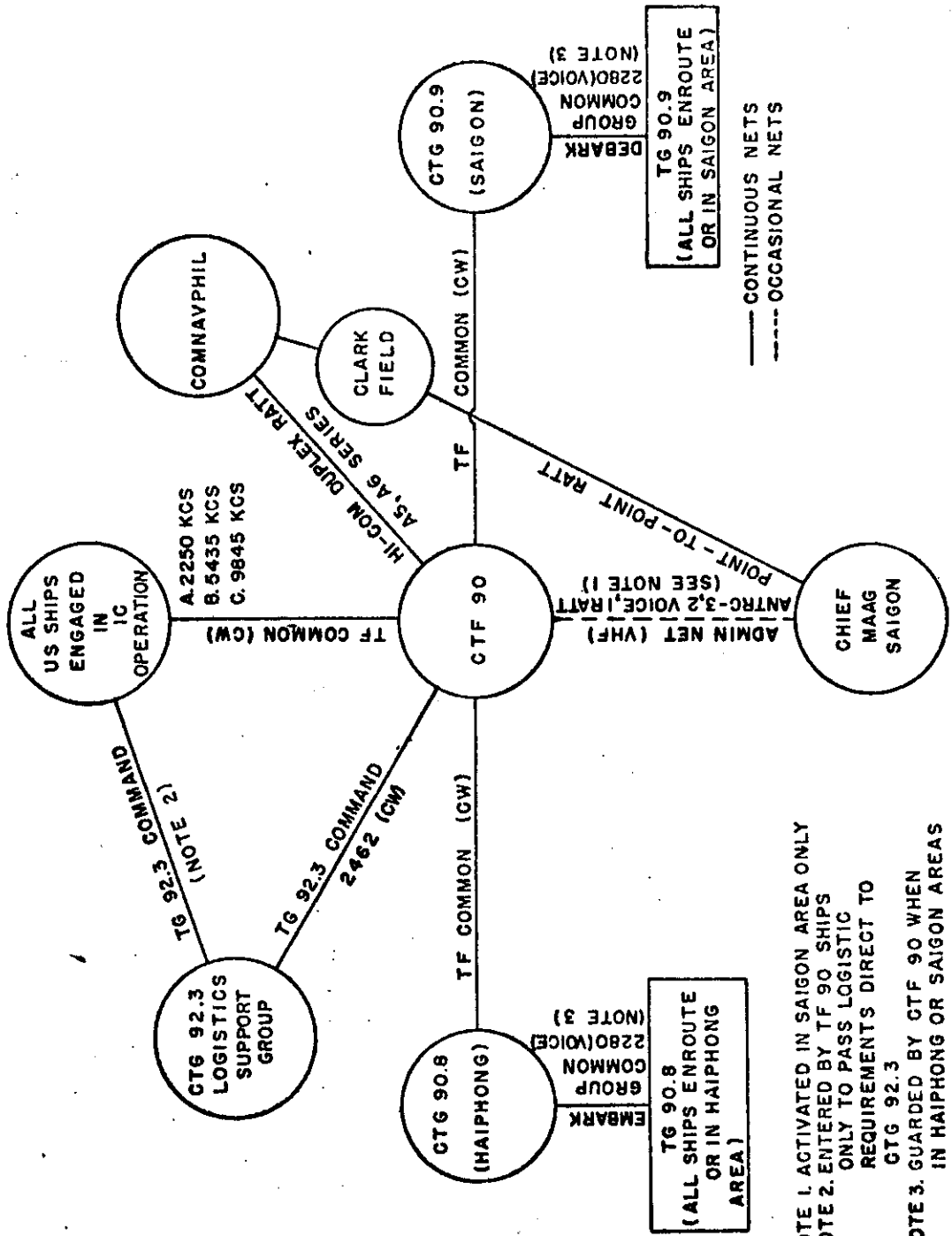
The major radio nets used are shown in diagramatic form in Annex ABLE. Communications throughout the operation were excellent.

Annexes:

ABLE - Major Radio nets used in INDOCHINA operation

BAKER - Traffic Analysis charts.

MAJOR RADIO NETS USED IN IC OPERATION



NOTE 1. ACTIVATED IN SAIGON AREA ONLY
 NOTE 2. ENTERED BY TF 90 SHIPS ONLY TO PASS LOGISTIC REQUIREMENTS DIRECT TO CTG 92.3
 NOTE 3. GUARDED BY CTF 90 WHEN IN HAIPHONG OR SAIGON AREAS

TG 90.9
 (ALL SHIPS ENROUTE OR IN SAIGON AREA)

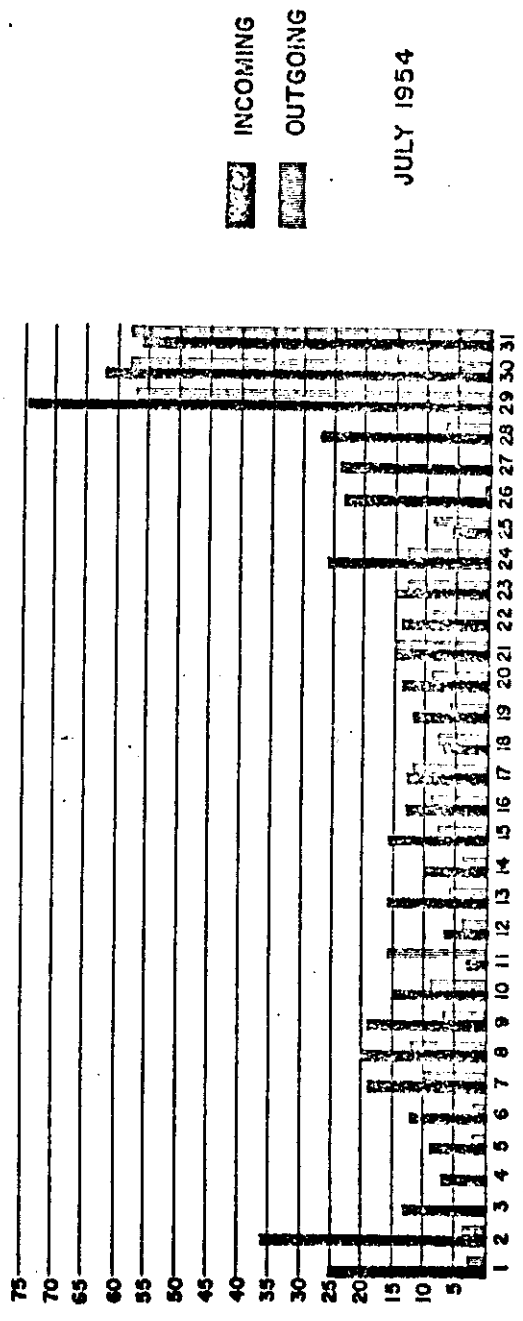
TG 90.8
 (ALL SHIPS ENROUTE OR IN HAIPHONG AREA)

ANNEX ABLE

ENCLOSURE (7)

**TRAFFIC ANALYSIS
OPERATION PASSAGE TO FREEDOM**

999 - TOTAL MSGS. HANDLED
 628 - INCOMING
 371 - OUTGOING
 31+ COMBINED DAILY AVERAGE
 20+ INCOMING DAILY AVERAGE
 11+ OUTGOING DAILY AVERAGE



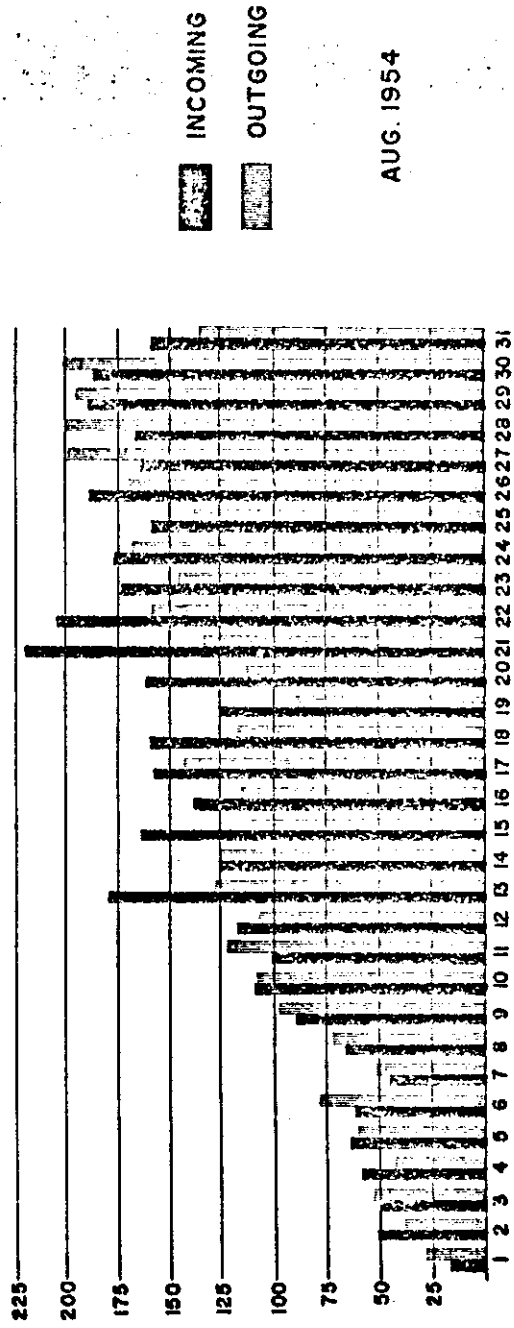
INCOMING
OUTGOING

JULY 1954

ENCLOSURE (7)
 -1-
 ANNEX BAKER

**TRAFFIC ANALYSIS
OPERATION PASSAGE TO FREEDOM**

7720-TOTAL MSGS. HANDLED
 4034-INCOMING
 3686-OUTGOING
 248+ COMBINED DAILY AVERAGE
 130+ INCOMING DAILY AVERAGE
 118+ OUTGOING DAILY AVERAGE



AUG. 1954

INCOMING
 OUTGOING

ANNEX BAKER

ENCLOSURE (7)