From: Commander Task Force NINETY  
To: Chief of Naval Operations  
Subj: War Diary  
Ref: (a) NWIP 10-1  
Encl: (1) War Diary for 28 July - 30 September 1954

1. In accordance with reference (a), enclosure (1) is forwarded herewith.

L. S. SADIN.

Copy to: (with encl (1))  
CINC PACFLT  
COMNAVFE  
COMPHIBPAC  
PACFLT Evaluation Group  
Care of COMNAVFE  
PACFLT Evaluation Group  
Care of CINC PACFLT

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RAIM L. S. SABIN, USN, COMPHIBGRU 1 and CTU 53.1.8 in ESTES (AGC 12) departed SAN DIEGO 6 July 1954 enroute to YOKOSUKA, JAPAN in accordance with COMPHIBPAC ser 3-6177 of 16 June 1954, delaying 48 hours at PEARL HARBOR, T. R. where GARDINER BAY (AVP 39) joined for in-company sailing to YOKOSUKA.

Arrived YOKOSUKA 26 July 1954, at which time TU 53.1.8 was dissolved. Began conferences with RADM J. M. WILL, COMPHIBGRU 3 in preparation for relieving as CTF 90.

This is the first entry in the COMPHIBGRU 1 current War Diary Series.

29 July 1954

At YOKOSUKA, JAPAN.

At 0800 RAIM L. S. SABIN Jr., COMPHIBGRU 1, relieved RADM J. M. WILL, COMPHIBGRU 3, as Commander Task Force 90 and reported to COMNAVFE as CTF 90.

CTF 90 is operating under Commander Naval Forces, Far East, in accordance with COMNAVFE OpOrder 20-54. TF 90 operations are according to CTF 90 OpOrder 20-54.

CTG 92.1 assigned LST 412 to LOOTFRR ISLAND (LPH 17) for investigation of engine overload on full power run.

EPING FORSET (LSD 4) returned LCU 810, 1272 and 1374 to YOKOSUKA from RELE NUMEX 1-55.

For emergency repair of 3 LCVPs and 2 grey marine engines, MOUNTAIL (APA 213) was assigned technical availability YOKOSUKA.

KNISMON (APD 101) departed McCULL for KOBE, carrying UDT 12 and 3rd Platoon Reconnaissance Third Marine Division.

FORT MARION (LSS 22), with COMSUDRON 1 embarked, departed SUBIC BAY for CONUS.

30 July 1954

At YOKOSUKA, JAPAN.

TORTUGA (LSD 26) arrived YOKOSUKA from CONUS and reported to CTF 90 for operational control.
Upon recommendation of HOOPER ISLAND (LST 17), after underway test, CTF 90 granted LST 412 availability at SUSEBO, 12 Aug - 3 Sep., for overhaul of both main engines.

For main lube oil pump repairs, TELFAIR (APA 210) was granted technical availability YOKOSUKA.

CTG 90.6 reported completion of DLT MARILEX 1-55.

21 July 1954

COMLSTDIV 33 embarked LST 516 in company with LST 772 departed TAHAT, JAPAN for SUSEBO.

Nominated upon request of COMAWAS, LSTs 822 and 845 to visit KUJE-KUH 21 August.

Granted LST 855 permission to disable main machinery for progressive maintenance and overhaul during availability YOKOSUKA.

1 August 1954

At YOKOSUKA, JAPAN,

COMPHIBBOONDIV 12 in CAVALLINO (APD 128) departed KOBE for MARILEX 2-55.

Granted COMLSTDIV 33 permission to proceed YOKOSUKA instead of KOBE for upkeep 5-13 Aug., and to direct LST 516 offload pontoon causeways and personnel at Camp McGill enroute.

2 August 1954

At YOKOSUKA, JAPAN,

At 1030 Captain J. G. SPANGLER, USN, relieved Captain O. D. T. LYNCH, USN as Commanding Officer TELFAIR (APA 210).

COMLSTRON 1 and CTG 90.6 in MONTROSE (APA 212) departed CHINHAE, KOREA for KOBE, via TADOTSU, JAPAN, for planning phase of MARILEX 3-55.
3 August 1954

At YOKOSUKA, JAPAN.

TELFair (APA 210) left YOKOSUKA for HIROSHIMA Upkeep.

With Nan Detachment AOB 1 embarked, and carrying LCU 1421, COM-STOCK (LSD 19) departed BUCKNIR BAY, OKINAWA, to participate in RLT MARLEX 3-55.

4 August 1954

At YOKOSUKA, JAPAN

At 0800 CTF 90 became SOPA YOKOSUKA, JAPAN.

LCDR L. GOLIAN, USN, relieved CDR J. W. HIGGINS, USN as CMD., COMPHIBGRU WESTPAC.

Directed COMCURRON 3 to furnish 2 additional LCUs for outloading Shore Party Group from Camp McGill on 5 September in order to support 5th Cavalry RCT JUNX.

COMLSTDIV 32 in LST 412, accompanied by LST 536, left BUCKNER BAY, OKINAWA, to participate in RLT MARLEX 3-55.

MANCHESTER (CL 83) reported to CTF 90 operational control for RLT MARLEX 2-55.

5 August 1954

At YOKOSUKA, JAPAN.

COMLSTDIV 33 embarked in LST 516 and LST 772 departed SASEBO for YOKOSUKA via PUSAN.

CTU 951.9, RADM G. U. GLISTONE, USN, embarked in HMS NEWFOUNDLAND (CL) and accompanied by RCS CONSORT (DD) reported CTF 90 operational control for RLT MARLEX 2-55.

6 August 1954

At YOKOSUKA, JAPAN.

Designated SUGIT (AKA 105) and LST 822 to visit KAMAKURA on 21 August upon CONFLICTS request for ship representation on Japanese holiday.

BECKER (APD 127) directed to report CTF 92.5 for voyage repairs upon arrival WESTPAC from CONUS.

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6 August 1954 (Contd)

TORTUGA (LSD 26) ordered to embark 3 LCU's, designated by CTU 90.0.4, for transportation to KOBE 14 August, in support of RLT MARLEX 3-55.

7 August 1954

At YOKOSUKA, JAPAN.

Directed LST 822 to remain YOKOSUKA instead of proceeding NAFOUL, in order to complete availability repairs.

8 August 1954

At Yokosuka, Japan.

CNO informed CINCPACFLT that the U.S. Government intends to participate in the large scale evacuation of Vietnamese civilians from Communist-held Northern Indo China. Major General O’DANIEL, Chief of the Military Assistance Advisory Group in Indo China has been designated over-all military coordinator for shore activities under the direction of Ambassador HEATH. Planning contemplates the use of elements of Western Pacific Amphibious Forces, augmenting them as necessary with MSTS ships. CTF 90 has been assigned command of all sea operations. French request an evacuation rate of 100,000 per month, but increased rate anticipated when the civilians realize evacuation is actually being carried out.

In response to a CINCPACFLT directive, CUNNAVFE ordered CTF 90 to assume command of sea operations under the control of CINCPACFLT and to confer with GENERAL O’DANIEL and other officials as soon as possible. After CUNNAVFE cancelled RLT MARLEX 3-55, all TF 90 ships were alerted by CTF 90 to prepare for extended operations in the Indo China area.

CTF 90 then chopped to CINCPACFLT and requested the following ships from CUNNAVFE for the evacuation: 1 AGC, 8 APA, 4 AKA, 4 LSL, 4 APD, 2 ARL, 18 LST, 12 LCU, including unit commanders, TAGRON 1, UDT 12, and NAVBEACH GRU 1.

CTF 90 asked CTF 92 for maximum assistance in readying these ships for sea. RADM SABIN, at 2000Z on 8 August, left for conferences in Indo China taking five staff members with him as advanced party.

Upon RADM SABIN’s departure at 061800Z, RADM J. S. RUSSEL, USN, COMCARDIV 17, assumed SOPO, Yokosuka, Japan.

CTF 90 administration initiated the following: cancelled the scheduled KAMAKURA visit of 1 AKA and 1 LST; requested CUNNAVFE to relieve TF 90 from

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8 August 1954 (Cont'd)

minesweeper boat tender responsibility and suspend the need for APA and AKA
evacuation ships at Hong Kong; ordered 1 APA, 1 LSMR, 2 AKA, 3 LST, 3 LSD
to YOKOSUKA and 5 APA, 2 AKA, 2 LSMR to SASEBO in preparation for departure
to the Indo China area.

9 August 1954

At YOKOSUKA, JAPAN

RADM SABIN conferred with COMNAVFIL and COMFIRSTFLT at SANGLEY POINT
in advance of conference with GENERAL O'DANIEL, and thereafter with CINCOPAC-
FLT's approval, ordered CTF 90 ADMIN to initiate immediate departure of
3 APA, 2 AKA, 2 LSD, 4 LST, and 2 APD for objective areas and other PHIBGRU-
WESTPAC ships as soon as they are ready for sea. CTF 90 ADMIN informed
CINCOPACFLT that backloading and return of TF 90 ships from HLT MARLEX 2-55
was in progress and that completion earlier than the scheduled date of 15
August would be attempted.

To implement evacuation, CTF 90 ADMIN requested the Naval Supply Depot,
YOKOSUKA, to locate and be ready to supply as many as 85,000 life jackets,
85,000 rice mats, 700,000 chop sticks, and 17,000 four-quart buckets for the
entire lift. CINCOPACFLT expressed the desire to phase-out Amphibious Force
ships from the evacuation as soon as practicable, in order to maintain a
high degree of training in the Western Pacific and support combatant ship
and landing team operations. RADM Sabin answered that a phase-out schedule
would be planned with the object of substituting MSTS vessels for amphibious
ships after the operation is coordinated and effective.

CTF 90 ADMIN ordered all TF 90 ships to transfer ROK Navy personnel
ashore and suspend such shipboard training until the present operation is
completed. Ship movements included 2 APD, 1 LSD, 1 APA sailing for YOKOSUKA
replenishment and 1 AKA and 1 APD departing HONG KONG for SUBIC BAY logis-
tics.

BEGOR (APD 127) arrived YOKOSUKA from CONUS, reported to CTF 90 for
operational control, and entered voyage repair availability.

10 August 1954

At YOKOSUKA, JAPAN.

In message to CINCOPACFLT, RADM SABIN, with Ambassador HEATH and GENERAL
O'DANIEL concurring, suggested that full press coverage be given to operation
thereby encouraging Vietnamese civilians to accept evacuation, and effecting
favorable world comment on the U.S. Government's humanitarian aid.

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to the Indo Chinese people. CINCPACFLT implemented his agreement by ordering the Assistant PACFLT Public Information Officer, three journalists and a Combat Camera Crew fully equipped to CTF 90's staff, approved press conferences aboard CTF 90's flagship, and began planning for expeditious handling of movies, photographs, and news stories through Navy channels.

CTF 90 ADMIN made the following requests: That SRF, YOKOSUKA, install temporary head facilities topside on 6 LST; that COMNAVFE assign 3 helicopters to LSTs for casualty evacuation and provide mobile surgical teams for 4 LSTs all prior their departure for Indo China.

Upon receipt of COMNWESTPAC's list of ships available in WESTPAC, CTF 90 ADMIN began work on tentative phase-out schedule of amphibious ships.

The following ships left the OKINAWA area after completion of their MARLEX 2-55 duty for immediate fitting out and replenishment at YOKOSUKA and SASEBO: 5 LST, 3 APA, 1 AKA, and 1 LSD.

When ready for sea, 2 APA from SASEBO and 2 APA from YOKOSUKA were ordered to sail for the objective area.

BEGOR (APD 127), carrying COMTRANSDIV 14 and a detachment from UDT 12 was ordered to SUBIC BAY for replenishment and thence to TURANE BAY, Indo China.

At 1018001, ESTES (AGC 12), on order of CTF 90, got underway for OKINAWA to embark RAD\N SABIN for further movement to the area of current operations. COMNAVBEACHGRU 1, TACRON 1, a combat camera crew, and interpreters were embarked in the flagship.

RAD\N SABIN conferred at HAIPHONG with GENERAL O'DANIEL, VADM AUBOYNEAU, Senior French Naval Officer, RADM CHERVILLE, in command Naval Facilities at HAIPHONG, MAJOR GENERAL FRANCHY, Army Commander at HAIPHONG PERIMETER, Mr. STRAUSS of STEM, and the Vietnam Mayor of HAIPHONG. With concurrency of GENERAL O'DANIEL, RAD\N SABIN released to the French press the news that U.S. Amphibious ships were sailing to the evacuation area.

Enroute OKINAWA.

In response to RAD\N SABIN's request that a logistic support force be established at TURANE BAY, CINCPACFLT ordered compliance by COMNAVFE, who in turn directed CONSERVRON 3 to activate to 92.3 for such duty and initiate the departure of service ships required.

NAVY

Naval Historical Center - Operational Archives
Command File, Post 1 January 1946
Box 141 - PHIBGRP1, Ser 0252, 8 November 1954

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11 August 1954 (Cont'd)

From the flagship, CAPT COFFIN, COMNAVAIRCHOGU 1, sent a message to his staff in which he initiated planning for beach equipment needed at HAIPHONG.

COMNAVFE requested assistance from all Armed Service Forces in WESTPAC area in obtaining interpreters for use in the operation.

RADM SABIN ordered CTF 90 ADMIN to send CONTRANSDIV 14 in the BEGOR to HAIPHONG and take over initial command of loading at that port.

CTF 92 requested COMNAVFE make available vaccines, biologicals, and antibiotics in sufficient quantity to meet the initial medical requirements of the current operation.

CNO authorized CINCPACFLT to take HAVEN (AH 12) into consideration for medical planning, especially if French require a hospital ship to lift wounded and sick when they are released from Communist prison camps.

Ships now enroute to objective area are: 1 AGC, 2 APA, 1 AKA, 1 LSD with 3 LCU embarked, and 6 LST, all ordered to stay 100 miles clear of HAINAN ISLAND, held by Communists.

MEHARD (APA 201) has already arrived in the vicinity of TOURANE BAY, Indo China.

Enroute OKINAWA.

RADM SABIN discussed with Ambassador HENRY and GENERAL O'DANIEL the use of shore parties for communications, liaison, technical advice, and beach supervision. French agreed to 15-20 unarmed personnel at HAIPHONG, to which CINCPACFLT agreed.

CTF 92 activated TG 92.3 to consist initially of AJAX (AR 6), MISPELLION (AO 105), KARIN (AF 33), MUSSEX (AK 213), and SHARPS (AK 10) for logistics at TOURANE and TU 92.3.1 of HAVEN (AH 12) and RECLAIMER (ARS 42) at HAIPHONG.

COMNAVFE informed CTF 90 that current Hunter-Killer exercises will be held in those areas which will enhance the protection of sea lanes used in the Indo China operation.

COMNAVFE has arranged with USAFFE to obtain 1500 tons of rice, life jackets, and other indigenous Japanese materials after 14 August.

COMNAVFE requested 2 water tankers from COMSTSWESTPAC for use in Indo China; when ready for sea these ships should chow to CTF 92.

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WAR DIARY

12 August 1954 (Cont'd)

Ships now enroute to objective area are: 1 AGC, 4 APA, 3 AKA, 2 LSD with 3 LCU embarked in each, 2 APD, and 6 LST.

COMTRANSDIV 14 in BEGOR (APD 127) will rendezvous with 3 APA, 2 AKA, and 1 APD at TOURANE BAY and proceed in company to DO SON anchorage, HAIPHONG.

13 August 1954

Enroute OKINAWA.

Due to inclement weather, RADM SABIN was unable to fly to OKINAWA and embark in his flagship. Therefore, the ESTES departed OKINAWA immediately for SANGLEY POINT, where the Admiral will continue conferences until the ship's arrival.

CTF 90 requested COMSTSWESTPAC make available 4 MSTS troop ships as soon as possible in order to meet the 100,000 persons per month evacuation rate, assuming an amphibious force capacity near 35,000.

CINCPACFLT directed CTF 90 to chop 1 APA and 4 LST to COMNAVAF for the lift of Japanese Self Defense Units from KYUSHU and HONSHU to HOKKAIDO, which had been scheduled earlier.

COMNAVBEACHGRU 1 indicated he has a beachmaster unit enroute which is capable of embarking personnel along 1000 yards of dock space at HAIPHONG and over 2 beaches in the DO SON area on a 24 hour basis; the following equipment is also enroute: 8 pontoon causeway sections, 3 bulldozers, 3 DUKWS, and 2 LCM salvage boats.

CTF 90 reported the following ships will be ordered to the objective area via SUBIO BAY: 1 AF and 1 AK on 13 August; 1 AKR on 14 August; 1 AR and 1 AKL on 15 August; 1 AO, 1 AKA, and 1 AH on 17 August.

CTF 90 informed CINCPACFLT that the following provisions have been tentatively set up for HAIPHONG lift: French will search refugees and baggage before boarding ships, the maximum baggage set at 60 pounds per person; French will provide 5 interpreters for each APA and 1 for each LST; rice, fish, water cans, and other rations provided by French; straw mats provided by refugees; French will provide cookies and disinfectants for cleaning ships upon debarkation; small pox and cholera inoculations will be given by French.

COMNAVAFE warned all ships to proceed with caution and take evasive action necessary to avoid typhoons GRACE and HELEN both heading NW toward the area of OKINAWA.

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13 August 1954 (Cont'd)

Ships enroute to the objective area are: 1 AGC, 4 APA, 3 AKA, 3 LSD with 3 LCU embarked in each, 3 APD, and 6 LST.

WANTUCK (APD 125) has joined MENARD at TOURANE BAY.

14 August 1954

Enroute SUBIC BAY.

COMNAVFE announced that HLT MARLEX 2-55 has been officially completed.

In order to accelerate phase-out of amphibious shipping, CNO told CINCPACFLT that ultimate plans should include the use of small amphibious types for shuttle work in conjunction with MSTS troopers as they become available from the West Coast and with cargo ships as may be required.

Ships enroute to the objective area are: 1 AGC, 6 APA, 2 AKA, 4 LSD with 3 LCU embarked in each, 3 APD, and 9 LST.

Ships at TOURANE BAY now are 1 APA, 1 AKA, and 1 APD.

Moving independently to evade typhoon GRACE, which is in the track of TF 90 ships heading south, are 1 APA, 1 LSD, and 4 LST.

Ships now destined for TOURANE will be diverted to HAI PHONG at which port the evacuation will commence.

15 August 1954

Enroute SUBIC BAY.

CH MAAG, SAIGON, informed the State Department that no interference is anticipated in the use of U.S. ships for refugee evacuation during the period in which the armistice permits French Union Forces to remain in Northern Indo China.

COMNAVFE has chopped 3 LSMRs, recently under the operational control of CTF 90, to CTF 95.

CTF 90 requested that COMSTSWESTPAC assign an experienced MSTS officer to his staff in order to facilitate the phasing in of MSTS ships.

MENARD arrived at HAI PHONG as directed and 2 APA, 2 AKA, and 1 APD joined COMTRANSDIV 14 in the BESCOR at TOURANE.

Ships enroute to objective area are: 1 AGC, 5 APA, 1 AKA, 4 LSD with 3 LCU embarked in each, 3 APD, 9 LST, and 2 ARL of TF 92.

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15 August 1954 (Cont'd)

RADM SABIN held press conference at MANILA in accordance with directive from CINCPACFLT. Conference was held at the American Embassy. RADM SABIN made an opening statement outlining purposes of U. S. Navy assistance and background of decision of U.S. Government to tender assistance after which he answered questions from news media present.

RADM SABIN embarked in the ESTES at SUBIC BAY and left immediately for HAIPHONG.

16 August 1954

Enroute HAIPHONG.

CONTRANSDIV 14 was ordered by CTF 90 to assume command of the HAIPHONG embarkation as CTG 90.8, maintain liaison with MAJOR COYLE, USMC, the representative of CTF 90 ashore, and French and Vietnamese officials. Ships arriving at HAIPHONG have been advised to chop to CTG 90.8.

MENARD began loading refugees today at HAIPHONG, by using 2 French LCTs which carry about 1,000 passengers each.

CNO ordered COMSTSWESTPAC to activate the PASIG (TAW 3) and sail it for HAIPHONG, as requested by CTF 90. CNO also directed CINCPACFLT to hold the HAVEN at YOKOSUKA until after CINCPACFLT visits SAIGON and appraises the need for such employment.

All TF 90 ships assigned to the HAIPHONG lift have departed JAPAN, except 4 LST loaded with pontoon causeways, which have been delayed by high seas, and 1 LST still undergoing repairs at YOKOSUKA. Because of typhoon GRACE, 4 APA, 1 AKA, 4 LSD, 2 APD, and 9 LST will be delayed as much as three days in arriving at HAIPHONG.

17 August 1954

Enroute HAIPHONG.

As recommended by CINCPACFLT, CTF 90 ordered CTG 90.8 not to load equipment and passengers together, nor to load equipment at all in APAs, and also to use AKAs for the passenger lift when equipment is not ready for loading.

CH MAAG, SAIGON advised RADM SABIN that an embarkation center is being installed at HAIPHONG. Currently makeshift but workable, the center will be improved by the arrival of 500 tents about 18 August. A detachment of UDT 12 is surveying DO SON beaches for possible use as an evacuation point, although no vehicles are yet available to transport evacuees to DO SON.

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17 August 1954 (Cont'd)

CTG 90.8 informed CTF 90 that the MENARD loaded 1924 refugees and sailed for SAIGON as the first U.S. ship to participate in the Indo China Evacuation.

MENARD reported upon RADM SABIN'S request the following results of the first day with Indo Chinese refugees: A Catholic priest helped greatly to allay the fears of the passengers, which suggests the practicability of carrying priests on each ship for this purpose. Two meals of rice seemed sufficient and, in fact, produced unusual increase in the vitality of the refugees. However, natives should be used to supervise the preparation of meals in order to make them suitable to the Oriental palate. Malnutrition is prevalent, as indicated by the death of a child en route to MENARD and of an undernourished infant soon after departure. Accommodation ladders to the LCTs worked effectively as a means of embarking passengers on the ship.

CTF 90 informed COMSTSWESTPAC that a troop capacity of 3500 will be used in initial planning for MSTS austerity troopers and requested further loading information.

Typhoon HELEN detained 4 LSTs from departing YOKOSUKA. Other ships, which had met with typhoon GRICE, are making better progress toward the objective area, according to recent position reports.

WANTUCK (APD 125) was ordered by CTG 90.8 to assume the duties of station ship at DO SON anchorage.

18 August 1954

Enroute HAIPHONG.

CTF 90 requested of CINCFCFLIT ADMIN that East Coast and Mediterranean TAPs be readied and sailed for HAIPHONG as soon as possible. This request followed on the completion of a plan to phase-out amphibious ships now engaged in the Indo China evacuation. In order to implement the plan, 10 TAPs will be required during October, since no provision is made for retaining TF 90 ships beyond their scheduled sailing dates for CONUS. With only 7 APA, 4 AKA, and 13 LST available now, CTF 90 estimates a monthly evacuation rate of 50,000 persons and 40,000 tons of equipment. The assignment of 12 TAK would increase the personnel and equipment capacity to 100,000 and 72,000, respectively. To increase the lift rate after the first two months to 150,000 persons, an additional 5 TAPs will be required. In order to meet the expected requirement of 4 million refugees and 200,000 tons of equipment by 18 December and 17 November respectively, 10 TAPs and 16 TAKs will be necessary. Phasing out Amphibious Force ships will best be accomplished as each unit becomes eligible for return to CONUS; each relief taking over normal WESTPAC duties in Japan. RADM SABIN recommends that an MSTS officer assume command of sea operations when the phase-out is complete.

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18 August 1954 (Cont'd)

RAIMD SABIN's flagship arrived in the HAI PHONG area this afternoon and anchored in HENRIETTE PASE for the night.

The second U.S. ship to load, MONTROSE (APA 212), left HAI PHONG with 2109 refugees.

Although they received damage from typhoon GRI CE, 4 LSTs are proceeding to the objective area as scheduled. Other ships caught in the typhoon are now clear and have posted firm ETA's, HAI PHONG.

RAIMD SABIN advised CINC PACFLT ADMIN that although the French are cooperative and optimistic about their ability to load efficiently, in his opinion the restrictions of use of U.S. personnel and equipment ashore will hamper and slow the embarkation at HAI PHONG. The Admiral intends to re-open discussions on this problem at his next conferences with American and French officials.

19 August 1954

At HAI PHONG, Indo China

At 0600H, the flagship moved into anchorage off DO SON Peninsula. CMAAG, SAIGON, made the following report to the Army Department about refugee camps: "All around SAIGON tent camps are being constructed. STEM has 2500 tents on hand, 5000 ordered. However, sanitary utilities, mass feeding, and truck transportation are still major problems. In Northern Indo China, camp organisation is as yet non-existent, since neither French nor Vietnamese have assumed responsibility. No registration or inoculations in the makeshift camps. MAAG with the cooperation of the Catholic Church and Vietnamese Government is attempting to allay fears and to educate refugees for inevitable discomforts that Communists might try to turn to their advantage."

RAIMD SABIN advised CINC PACFLT ADMIN that the number of evacuees is still indefinite; only 145,000 have signed up so far for evacuation. CAPTAIN DICKEY, CTF 92 Chief of Staff, is arranging conference with M. COMPAIGNE, French civilian in HANOI who is charged with the responsibility of moving non-military evacuees. RAIMD SABIN believes that when evacuation center is firmly established and with constant pressure put upon French and Vietnamese officials a larger and more orderly flow of evacuees will result.

CTF 92 sent the following ETA report: For TOU RANCE, 1 AR and 1 AO on 23 August; 1 AF and 1 AKA on 24 August; 1 ARS on 25 and 1 ARS on 26 August; 1 AKA on 28 August. For HAI PHONG, 1 ARS on 27 August and 1 AH on 4 September. These TF 92 ships are bringing rice, other indigenous materials, vaccines, recreational supplies, and sea stores from JAPAN. Two water tankers will

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Depart from JAPAN shortly after the completion of tank scaling which is now in progress. CTF 92 has requested from COMNAVPHIL the use of 1 YW in TOURANE to be available after 22 August. RAHM SABIN informed COMSTSWESTPAC that NAVY ships in Indo China will be replenished by the mobile logistic group that also supplies TF 90 ships.

TENNAV (APA 210), third ship to load, departed HAIPHONG with 2080 passengers. MENARD docked at SAIGON where band, honor guard, French, American, and Vietnamese officials welcomed the refugees. Debarkation reported the MENARD, was generally smooth. Priests organized groups for debarking. Excess baggage was hoisted overside to save carrying by hand. Trucks were available to take passengers to a bivouac area. The RED CROSS provided packets of food for the refugees. The French did not get coolies and disinfectants to the dock in time to clean the ship, which, consequently, placed added burden on the MENARD's crew.

ADM F. B. STUMP, CINCPACFLT, left FORMOSA today for SANGLEY POINT. Tomorrow he will hold conferences on the Indo China situation with U.S. Ambassador HILL, GENERAL O'DANIEL, and RAHM SABIN.

20 August 1954

At HAIPHONG, Indo China

ALGOL (AKA 54), with 2140 passengers embarked, got underway for SAIGON and made the following recommendations to CTF 90 about AKA loading. Lumber is needed for the construction of jury-rig ladders, especially valuable in embarking the aged and small children. Ventilation problem, a serious one on AKA type vessels, might be solved by using windsails on all hatches. Since some refugees do not have their own sleeping mats, ALGOL suggests that spares be kept aboard evacuation ships. Acting on ALGOL's recommendation, CTF 90 requested CTF 92 to load damage lumber on the RECLAIMER (ARS 42) at SUBIC BAY for hauling to TOURANE, where AKA ladders can be installed.

COMSTS asked BUPERS to assign extra medical personnel to Troopers detailed to the Indo China lift, thereby bringing total medical staff to two officers and fifteen enlisted men per ship.

MONTROSE sent following comments to CTF 90 after debarking evacuees at SAIGON. Passengers should be decontaminated ashore, tagged ashore, and embarked and debarked numerically. Heavy baggage lifted to and from holds by cargo nets would facilitate ease of refugee loading. Ration cards for meals be issued with special colored ones for infants, sick, and aged who require milk. Recommended the installation of temporary navigational lights at HENRIETTE PASSE, HAIPHONG.

RAHM SABIN departed today, by air, for SAIGON conferences with ADM STUMP.

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At HAIPHONG, Indo China

CTF 90 asked CTG 90.8 to submit overall damage requirements to MAAG representatives, HAIPHONG, whom HADM SABIN considers responsible for the resolution of such matters. The Admiral foresees a continual need for damage in all cargo operations.

COMSM/WESTPAC ordered the first MSTS trooper to HAIPHONG, via YOKOSUKA, and advised CTF 90 of tentative sailing dates for other troopers and cargo ships in WESTPAC and CONUS.

TELFAIR (APA 210) reported two births and two deaths enroute to SAIGON, the deaths due to malaria and general weakness.

ANDROMEDA (AKA 15) has been diverted to TOURNEE and will await the AJAX (AR 6) there for repairs of damage incurred in Typhoon GRACE.

The mayor of HAIPHONG informed CAPTAIN DICKY that one group of refugees had been forced to fight their way through a Vietminh patrol with knives. He also said that many refugees are reluctant to leave because of the loss of so many family possessions.

MONTAGUE (AKA 98) loaded 2127 passengers today for SAIGON and encountered numerous difficulties in the process. Evacuees were received from five camp sites, which apparently confused French truck drivers, since a truck convoy got lost and the people were brought to embarkation point in sundry vehicles collected by the Vietnamese. Some grumbling among passengers was heard when a Navy doctor ordered one woman removed from an LSM after a Vietnamese physician had allowed her aboard despite advanced dysentery. Another woman gave birth while in the LSM.

ADM STUMP issued a message of congratulations to TF 90 personnel after his SAIGON visit. The Admiral said that all involved are to be commended for their efforts and patience in carrying out the humanitarian Indo Chinese lift.

HADM SABIN returned via air to his flagship at HAIPHONG, after having conferred with CINCPOPPAT at SAIGON.

22 August 1954

At HAIPHONG, Indo China.

CTF 90 has ordered a banner be placed in plain sight of embarking refugees at HAIPHONG to read in both English and Vietnamese: YOUR PASSAGE TO FREEDOM. CTF 90 has also directed that, when possible, each refugee upon debarkation be given two pounds of rice, two packs of cigarettes, and chop...
WAR DIARY
22 August 1954 (Cont'd)

sticks. These materials will be available to ships when the UVALDE arrives at TOURANE about 28 August.

CTF 90 informed his task force that the logistic support group, CTG 92,3 will be established at TOURANE BAY tomorrow. RADM R. A. GANO, CTF 92, will be embarked in AJAX (AR 6). Fuel, frozen, fresh, and dry provisions for ships and rice, paper cups, sleeping mats, chopsticks, and buckets for evacuees will be available there. TF 90 ships will stop one day at TOURANE for logistics on return trips; voyage repairs will be scheduled as time permits at HAIPHONG, where SPHINX and ATLAS remain under CTF 90.8.

RAJM SABIN advised CTG 90.8 that RADM QUERVILLE may soon desire an increased rate of evacuation, which could necessitate loading 3000 people in APAs.

ANDROMEDA (AKA 15) reported that a Nationalist Chinese fishing boat had been taken in tow because of a broken shaft. CTF 90 requested that CH MAIG, SAIgon, arrange for local authorities at TOURANE to take over the boat upon arrival.

Station ship duties at HAIPHONG were transferred from WANTUCK to CAvALLARO (APD 128) today.

HAIPHONG arrivals today were 3 LSD, 1 APA, and 2 APD.

23 August 1954

At HAIPHONG, Indo China.

To mark the establishment of logistics at TOURANE today, RAJM GANO and RAJM SABIN exchanged the following messages. For RAHM SABIN: GANOS GARAGE GENERAL STORE GAS STATION NOW GOING X GROCERY ANNEX OPENS TWENTY FIFTH X MOVIES AND MAIL ON DEMAND X YOUR PATRONAGE SOLICITED. For RAHM GANO: CUSTOMERS ON THE WAY.

French informed CTF 90 that they are making tentative plans for loading a battalion plus organic equipment on COMSTOCK and WESTBROOK. This subject was referred to CINCPACFLT who stated earlier that the lift is primarily for evacuation of refugees and equipment.

Upon CTF 90's request, CINCPACFLT issued a policy statement on the lift of ammunition; it shall be confined to small arms and fixed ammo, as CTF 90 suggested. COMSTS informed COMSTSWESTPAC that the Coast Guard has waived certified passenger capacities of ships assigned to Indo China.

CONFIDENTIAL
23 August 1954 (Cont'd)

Chaplain FITZPATRICK on the BAYFIELD has suggested that six complete vestments be put at the disposal of Vietnamese priests who desire to hold Mass aboard evacuation ships.

COMNAVPHIL will have wind sails, ladders, and cooking facilities available for installation on NSTS ships at SUBIC BAY upon request. RADM SABIN told CH MAAG, SAIGON, that since personnel and equipment of NAVFACHRU 1 cannot be used ashore at HAIPHONG because of the terms of the "cease fire" agreement, he recommends their use at SAIGON for constructing refugee facilities and debarkation points. Capabilities include 22 officers and 170 enlisted men, self sustaining camp equipment, 1 radio jeep, 1 weapons carrier, 3 tractors, 1 surf crane, and 8 pontoon sections.

CONTRANSDIV 14, CTG 90.8, was directed to sail EPPING FOREST (LSD 4) for TOURANE, offload LCM salvage tugs there for CTG 92.3, and then send the ship to SAIGON. When CONTRANSDIV 14 assumes duties as CTG 90.9, he has been instructed to review the need for 3 LCU permanently at SAIGON.

MOUNTRAIL (APA 213) and MAGOFFIN (APA 199) loaded 2200 and 2029 passengers respectively today and left for SAIGON.

CONFIDENTIAL

24 August 1954

At HAIPHONG, Indo China.

CINCPACFLT clarified Navy policy on the subject of evacuation of French and Vietnamese military units. Such units can be lifted at the discretion of CTF 90 and CH MAAG, SAIGON, provided that the lift of refugees and MDAP equipment is not sacrificed to such employment. Misunderstanding on the movement of military personnel, said ADM STUMP, may have arisen when he stated at his SAIGON conference that LST would be more useful for moving equipment than personnel, although personnel to accompany equipment was acceptable. Apparently the French took this to mean "military units" instead of "truck drivers" and assumed that Navy ships carrying equipment would necessarily carry troops too.

CTF 90 informed the task force that for the duration of stay in Indo China all ships are automatically granted technical availability with CTG 92.3.

CINCPACFLT ordered COMNAVFLE to ready the HAVEN (AH 12) for sailing to Indo China after CNO approved the evacuation of French POW patients from SAIGON.

In recent dispatches RADM SABIN has expressed concern over the morale of men and officers in his task force. To alleviate this problem, liberty will be granted in SAIGON to one-third of crew each trip, expiring not later than 2400. Other recreational facilities will be available at TOURANE.

CONFIDENTIAL.
CONFIDENTIAL

WAR DIARY

24 August 1954 (Cont'd)

COMTRANSDIV 13 relieved COMTRANSDIV 14 as CTG 90.8 at HAIPHONG. Upon arrival at SAIGON in the B'OOOR, COMTRANSDIV 14 will assume duties as CTG 90.9, Debarkation Control Group.

CAPTAIN DICKEY was told today in HANOI by Mr. THANH, Chairman of Vietnamese Evacuation Committee, that 80,000 refugees have been moved South by all means of transportation. Another 140,000 are currently registered for evacuation from the Delta. Mr. THANH also said that Communist propaganda is very effective in holding back refugees, the line being that Americans throw the sick overboard and mistreat refugees. U.S. propaganda is not getting through to the people, according to Mr. THANH; in fact, news of the U.S. Naval lift is non-existent in areas more than 35 miles from HANOI. Evacuation at HAIPHONG is, states CTG 90.8, speeding up considerably, although doctors are having difficulty in screening people unfit for evacuation, so pathetic and prevalent are cases of advanced disease.

MENARD (APA 201) and SKAGIT (AKA 105) loaded 4277 people today, bringing total Navy lift to 21,100. It is the MENARD's second trip. Deaths and birth aboard TF 90 ships balance now at five each.

All TF '90 ships, except 1 AKA, 2 ARL, 14 LST enroute and vessels chopped to COMNAVFE, are now in the objective area.

25 August 1954

At HAIPHONG, Indo China,

ALUSNA, SAIGON, in a report to CNO made the following comments: The U.S. Navy's speedy refugee lift may dislocate plans for accommodations and resettlement of people in the South, some French and Vietnamese sources say, but MAC officers do not share this view now. All sources agree that evacuees must be removed from the TONKIN DELTA promptly or else they will not leave at all. Thus far about 60% of evacuees have been young children and old people, which has led to speculation among some observers in SAIGON that the Vietminh may be ridding themselves of unproductive elements of population at a time when acute rice shortages are forecast for the North. On the other hand, heavy Vietminh propaganda indicates that the Reds are concerned over the effect on world opinion that a large exodus from Communist rule could have.

RADM SABIN told CINCPACFLT that, unless otherwise directed, he will impose the same liberty restrictions on MSTS personnel as on his own; namely, no liberty north of the Seventeenth Parallel and midnight expiration in SAIGON. Since chartered ships do not carry watchmen and must be hired, the Admiral foresees difficulties in locating such specialists, as well as stovedores, at HAIPHONG. The Admiral recommended the establishment of an MSTS office aboard a TF 90 ship at HAIPHONG as soon as the MSTS representative

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arrives in area. When amphibious have been phased out, the office could then
shift to an MSTS ship.

COMNAVFE has cancelled RCTLEX 5 and RCTLEX 7.

To date, 23,214 refugees have been moved by TF 90 ships.

26 August 1954

At HAIPHONG, Indo China.

At 0800C the flagship got underway for TOURANE BAY.

CTF 90 informed CINCPACFLT that the French want U.S. ships to evacuate
40,000 Chinese now living in Northern Vietnam. Earlier the French had told
RAIM SABIN that they could handle such an evacuation. Approval for evacuat­
ing the Chinese was received from CINCPACFLT.

CTG 90,8 reported that embarkation at HAIPHONG is still a problem,
mainly because of bad sanitation. However, conferences are being held with
local French and Vietnamese medical experts about camp health. The French
Army, through U.S. insistence, is cleaning up the embarkation point daily.
A delousing station should be ready for operation by 30 August, which will
reduce shipboard health problems.

MONTLOUIS (AKA 96) recommended that in view of hygienic habits and physi­
cal conditions of refugees and of poor ventilation, APAs should load only
1800 passengers per trip.

COMSERNV PAC proposed to CINCPACFLT the following itinerary for HAVEN:
Departure from SAIGON with approximately 725 French PW patients for
MARSEILLE, FRANCE, via MALACCA STRAITS and SUEZ CANAL; thence CANAL ZONE
and finally LONG BEACH, CALIFORNIA; the voyage lasting about 50 days.

CTF 90 recommended to CINCPACFLT, that although dissolving ADCOMPHIBGRU-
WESTPAC would not directly affect current operations, orderly transfer of
duties could be best accomplished by delaying until CTF 90 returns to JAPAN.

MDAP equipment is moving slowly, CTF 90 informed CINCPACFLT, because the
French in the North have no firm instructions about its destination. Repre­
sentative of MAAG, SAIGON at HAIPHONG, told CTF 90 that it is almost impossi­
ble to distinguish between MDAP and certain French equipment; therefore,
CTF 90 has decided to lift whatever equipment MAAG recommends.

CTF 92 has asked CH MAAG, SAIGON, to confer with Vietnam authorities
about waiving the import liquor tax which makes the operation of a U.S. Navy

CONFIDENTIAL
26 August 1954 (Cont'd)

Officers Mess at TOURANE almost prohibitive.

CDR LEDERER, PACFLT PIO officer, after riding BAYFIELD (APA 33) on a refugee trip, told CINCPACFLT of the need for three PIO officers in the area to cover news effectively; he suggested TV coverage and articles in popular magazines for future publicity.

CTF 90 established TU 90.8.6, Preventive and Sanitation Unit, to consist initially of three medical officers, one Medical Service Corp Officer, and four hospitalmen. The unit's tasks are to coordinate with French and Vietnamese officials through MAC all medical matters relative to embarkation, to provide medical and sanitation assistance to evacuees ashore, and to assist U.S. military personnel in the area as directed by CTG 90.8.

CTG 92.3 requested southbound TF 90 ships submit their logistics requirements when passing TOURANE so that material will be ready for pick up on the northern leg.

27 August 1954

Enroute TOURANE Bay, Indo China.

CTG 90.9 reported that GENERAL O'DANIEL is anxious to use the Cape St. JACQUES site at the entrance to Saigon River for debarkation. CTG 90.9 estimates about one week's work by Beach Group personnel would be sufficient to layout tent sites, spot latrine locations, and clear away undergrowth and trees. In response, CTF 90 ordered the EPPING FOREST (LSD 4) to offload one LCU at CAPE ST. JACQUES and investigate the camp site preparatory to commencing Cape St. Jacques operations.

The Vietnamese 18th Infantry Battalion of 698 soldiers, their 1495 dependents, 33 vehicles, and baggage, left in 2 LSDs today for debarkation at NHA TRANG in Southern Indo China. The 18th has twice been decorated for gallantry in action and saw almost continuous fighting for three years against the Reds.

CTF 90 ordered CTG 90.8 to initiate a lift of 2500 Chinese in one APA about 2 September, since CINCPACFLT and CNO concur in evacuating any nationality that desires to evade Communist Rule.

ESTES (AGC 12) arrived at TOURANE where RADM SABIN and RADM CANO conferred. RADM SABIN visited a site which, when complete, will provide recreation for about 1,000 sailors at a time. The flagship departed in the evening for SAIGON.

BAYFIELD (APA 33) reported 8 cases of serious diarrhea and another 50 simple cases among the ship's enlisted men; later informed CTF 90 that the

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situation was under control.

CTG 90.8 reported that despite torrential monsoonal rains, 4123 refugees were loaded at HAIPHONG today. As a result of camp sanitation talks, Vietnamese have agreed to provide 40 persons for camp maintenance and two medical teams of one doctor, four nurses, and four midwives each.

Shortage of Vietnamese control teams and cooks is being solved by CTG 90.9 by retaining these people on vessels for ensuing trips. Their families are being housed and cared for in SAIGON.

COMPHIBPAC recommended to CINCPACFLT that ADCOMPHIBGRUWESTPAC be disestablished as planned on 1 October; CTF 90 could handle functions with a small segment of his staff.

28 August 1954

Enroute SAIGON, Indo China.

CTF 90 directed all task force ships to take special care in freeing themselves of insects and rodents prior to arrival in JAPAN when phased out. All spaces used by passengers must be thoroughly disinfected. Fumigation will not be required unless otherwise directed.

EFFING FOREST (LSD 4) reported to CTG 90.9 for work on the CAP ST. JACQUES camp. Present capacity, reports EFFING FOREST, is 3600; completion of planned 15,000 will be about 11 September. Dozer is urgently needed to clear area of trees and undergrowth. No LST beaching sites, but pier and LCU ramp are available. The water supply is adequate and head facilities can be expanded quickly.

CTF 90 warned all subordinate commanders that unless currently unsatisfactory conduct of liberty parties at SAIGON is corrected, curtailment of liberty will result.

CTG 92.3 stated that PASSAGE TO FREEDOM stickers are prepared and will be given to all TF 90 ships for dissemination to passengers. CTG 90.8 reported that display of PASSAGE TO FREEDOM banners in English and Vietnamese on LSTs loading at HAIPHONG brought forth approval from passengers today.

CTF 90 requested that COMSTSWESTPAC provide information on the availability of winchmen on MSTS ships. CTF 90 will attempt to make arrangements for stevedores at SAIGON upon arrival there.

To illustrate the enormity of the health problem in the Indo China lift, ALCOL (ATA 54) reported today the following contagious diseases among its passengers: measles 2 cases, typhoid 2, dysentery 31, conjunctivitis 57,
pneumonia 6, impetigo 5, tuberculosis 10, and influenza 12.

SKAGIT (AKA 105) was ordered to furnish 3 LCM with crews to CTG 92.3 at TOURANE.

RAIM QUERVILLE told CTG 90.8 that upon completion of French POW lift at HAIPHONG, the LCM now employed to shuttle passengers will move south. At that time CTG 90.8 intends to use an LST and French LCT for ferry service.

CTF 90 suggested to CINCPACFLT that COMTRANSRON 1, arriving YOKOSUKA on 2 October, assume duties of ADOMICPHIBWESTPAC until CTF 90's return; alternative could be transfer of one officer and two enlisted men of TF 90 staff to JAPAN.

Typhoon IDA now heading for HONG KONG might hamper Indo China operations during the next few days.

In answer to CTF 90's request for information concerning winchman, COMSTSWESTPAC stated that, although stevedores and winchmen are furnished normally by terminal activities, in emergencies the ships' crews can work one hatch at a time on an overtime basis. COMSTSWESTPAC suggests procuring additional stevedore gangs from MANILA, since Japanese mariners are unavailable because of tight immigration rules.

MAG, HAIPHONG, reported that MONTROSE (APA 212) is scheduled to depart from HAIPHONG on 2 September, carrying 2500 Chinese refugees. Arrangements are being made with the Chinese consul at HAIPHONG. Separate staging areas and control teams will be utilized, but other arrangements are similar to those for the Vietnamese lift.

Two LST loaded elements of the 14th Vietnamese Infantry Battalion at HAIPHONG today, CTG 90.8 reported. Loading operations will be suspended tomorrow because of Typhoon IDA. CTF 90 has ordered Typhoon Condition ONE set there. CTG 90.8 plans to utilize LST 846 as a combination hospital and barracks ship, helicopter landing platform and communication station at DO SON. He also reported that 3427 passengers were loaded today, bringing the TF 90 evacuation total to 44,412 people.

TELFair (APA 210) reported after the second evacuation trip that passengers seemed better schooled to shipboard life and much more relaxed. The ship recommended giving each passenger a cake of soap, since many of them have not bathed for weeks and have a desire to keep clean. CTF 90 agreed and ordered
29 August 1954 (Cont'd)

all task force ships to follow this practice.

WHITSTONE (LSD 27) discharged 2 LCUs at CAP ST. JACQUES for duty at the debarkation site being established there.

CTF 90 ordered LST 1096 to transfer a dozer and small detachment of Scoobies to CTG 92.3 to assist in the construction of a recreation area at TOURNAINE. CTF 90 ordered all task force ships to obtain from CTG 92.3 on their next logistic stops sufficient quantities of rice, candy, chopsticks, mato, paper cups, bags, PASSAGE TO FREEDOM stickers, and buckets to meet requirements for trips remaining prior to phasing out. When phased out, ships will transfer material to vessels still in the lift.

ESTES (AGC 12) arrived at SAIGON this afternoon.

30 August 1954

At SAIGON, Indo China.

CTF 90 directed CTG 90.8 to secure from Typhoon Condition ONE at his discretion. CTG 90.8 intends loading 6,000 passengers tomorrow to allow for the loss of today because of inclement weather. Two LSTs will load vehicles for SAIGON, and 3 APAs will load troops and refugees. CTG 90.8 reported that the use of an LST as communication station has effectively cleared a backlog of messages.

CTG 90.9 advised CTF 90 that ships have been signing certificates for pilotage fees at SAIGON, running about $750 per round trip. CTF 90 then asked MACAG, SAIGON, to determine if, in view of the nature of U.S. assistance, the French intend collecting such fees. CTF 90 reported this situation to CINCPACFLT.

MONTROSE (APA 212) reported that there is evidence of hoarding and selling food among passengers aboard ship; the strong eat, the weak go hungry. Consequently, MONTROSE recommends that passengers be fed topside rather than below decks, that method being faster and cleaner and more equitable. The MONTROSE's last load of passengers looked cleaner than previous ones, but soon demonstrated unsanitary habits and were more trouble to control; in fact, cigarette distribution triggered a black market among them. In response to this report, CTF 90 ordered task force ships to issue gift cigarettes with the package seals cut across the top in order to hamstring black market operations.

COMNAVFE directed HAVEN (AH 12) to transfer FLEET EPIDEMIC DISEASE CONTROL UNIT 2 to CTF 90 upon arrival at SAIGON.

CTF 90 discussed arrangements with CH MAAG, SAIGON, today for the lift of Chinese refugees.
At SAIGON, Indo China.

CTG 90.8 reported that despite high winds and torrential rains, loading proceeded at HAIPHONG today. Two APA with 4152 refugees, another with 2118 Vietnamese militia and their dependents, and one LST with 11 drivers, 56 vehicles and 40 tons of equipment departed for the South. Because of the difficulty in lining up cargo for the first MSTS vessel, which arrives tomorrow, CTG 90.8 will use the ship for passengers.

MAAG, HAIPHONG stated that the typhoon destroyed almost half of the staging areas; however, nearly all the tents were saved. MAAG has sufficient tents now to restore both camps and increase the capacity of the embarkation center from 6,000 to 10,000 people. The approach to the embarkation center was inundated, but the French are hauling in crushed rock and developing an acceptable road approach. MAAG, HAIPHONG, has recently heard that Vietminh in evacuation camps are giving out prepared land titles to refugees who will agree to stay in the North.

CTG 90.9 advised CTF 90 that upon request of Mr. KEARNY, STEM representative at SAIGON, one LCU was ordered to SAIGON to transport supplies needed at CAP ST. JACQUES. He also stated that the French have three bulldozers at SAIGON, but they will not make this equipment available for use at the camp site.

COMPHIBPAC ordered a small segment of COMTRANSRON ONE staff to leave CONUS by air for YOKOSUKA in order to assume functions of COMADCOMPHIBGRU-WESTPAC, when that command is disestablished, until CTF 90 returns to JAPAN.
Task Force, Group and Unit Composition
of Task Force NINFY
1 August 1954

90 Amphibious Group Western Pacific

90.0 Special Task Group

90.0.1 Flagship Unit
ESTES (AGC 12)(FPP)

90.0.2 Tactical Air Control Unit
TACRON 1

90.0.3 Administrative Command
Amphibious Group Western Pacific

90.0.4 LCU Unit

90.0.4.1 LCU Element ABLE
LCU 539
LCU 877
LCU 1236
LCU 1421
LCU 1446
LCU 1451

90.0.4.2 LCU Element BAKER
LCU 531
LCU 810
LCU 1273
LCU 1374
LCU 1387
LCU 1396

RAIM L. S. SABIN, Jr. (77)
(COMPHIBGRU 1)

RAIM L. S. SABIN, Jr. (77)
(COMPHIBGRU 1)

CAPT J. W. WATERHOUSE (1051)
(CO, ESTES)

1 AGC

CDR A. THUSSO (7-1-48)
(CD, TACRON 1)

1 TACRON

CDR J. V. HIGGINS JR. (3203)
(COMADCOMPHIBGRUWESTPAC)

LCDR V. C. THOMAS (7-5-51)
(CO, LCUDIV 31)

LTG H. F. ROBERTS (26858)
(CO, LCUDIV 33)

6 LCU

6 LCU

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90.1 Reconnaissance and Control Group,

90.1.1 Control Unit,

KENNEDY (APD 101)
WANTUCK (APD 125)
(Note 1) BROOK (APD 127)
CAVALLARO (APD 128) (F)

90.1.2 Reconnaissance Unit,

APD as assigned
UDT as assigned

90.2 Transport Group,

90.2.1 Transport Unit ABLE,

CALVERT (APA 32) (F)
MACOFFIN (APA 199)
TENFORD (APA 210)
MONTROSE (APA 212) (COMLSDRON 1 emb) 4 APA
ANDROMEDA (AKA 15)
SKAGIT (AKA 105)

90.2.2 Transport Unit BAKER,

BAYFIELD (APA 33) (F)
MOUNTAINEER (APA 213)
OKANOAGEN (APA 220)
MENARD (APA 201)
ALOOL (AKA 54)
MONTAIGNE (AKA 98)

90.2.3 Landing Ship Dock Unit,

EPPING FOREST (LSD 4)
COMSTOCK (LSD 19)
TORTUGA (LSD 26)
WHITESTONE (LSD 27)

4 LSD

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90.3 Landing Ship Group.

90.3.1 Landing Ship Unit ABLE,

- LST 516 (F)
- LST 758
- LST 772
- LST 803
- LST 854
- LST 855

90.3.2 Landing Ship Unit FAKER,

- LST 692 (F)
- LST 822
- LST 825
- LST 845
- LST 846
- LST 1123

90.3.3 Landing Ship Unit CHARLIE,

- LST 887
- LST 901
- LST 902
- LST 1080
- LST 1096
- LST 1128 (F)

90.3.4 LSR Unit,

- LSMR 412 (F)
- LSMR 527
- LSMR 536

90.3.5 Repair Unit,

- ATLAS (ARL 7)
- SPHINX (ARL 24)
### 90.4 Naval Beach Group

Beachmaster Unit 1  
Boat Unit 1  
Amphibious Construction Battalion No. 1  
Underwater Demolition Team 12

### 90.5 Troop Training Team, Amphibious Group Western Pacific

Troop Training Team, PHIBGRP WESTPAC

### 90.6 Amphibious Task Group APEL

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<td>1 UDT DET</td>
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### 93.6 Amphibious Troops Assigned

Fifth Cavalry Regiment (Reinf)

### 90.7 Amphibious Task Group BAKER

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### 93.7 Amphibious Troops Assigned

Fourth Marine Regiment (Reinf)

### 90.8 Amphibious Task Group CHARLIE

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### 93.8 Amphibious Troops Assigned

Ninth Marine Regiment (Reinf)

### 90.9 (Currently unassigned)

**NOTE:** (1) Upon arrival
WAR DIARY

1 September 1954

At SAIGON, Indo China

CTG 90.8 reported today that camp sites at HAIPHONG have been finally cleared of broken glass and general debris, allowing smooth loading of 4,167 people including a Vietnamese communication unit with vehicles and 30 tons of radio equipment.

CTG 90.8 inspected a 7,000 capacity refugee camp under construction and sites for water purification units. Gas powered DDT dusting machines are ready for use when 6 tons of DDT talc arrive in the SKAGIT. Besides damage to tents caused by storms, there is increasing evidence of refugees using tent stakes for firewood and manila line for parcel wrapping.

After reports of an insurgent possibility of sabotage aboard evacuation ships, CTG 90.8 ordered ships of his task group to establish patrols in refugee compartments and maintain vigilance throughout voyages. If, however, any inspections of personal belongings seem necessary, they should be carried out discreetly with the help of priests and interpreters.

CHMAG, SAIGON, told CTF 90 and CTF 90 in turn informed CINCPACFLT that HMS WARRIOR, British carrier, will arrive at HAIPHONG about 4 September for participation in the Indochina lift. CTF 90 stated that no background information on this agreement had been received by him. However, after conferring with Ambassador Heath, CTF 90 offered the use of U.S. facilities, such as LCUs, to assist the French in loading the WARRIOR. CTF 90 requested information from CINCPACFLT on command relationships and other pertinent matters which will exist with British and other foreign vessels that may participate. ALJUNA, Saigon, later informed CTF 90 how the agreement had been reached. Vietnamese President DIEM asked the British Minister at Saigon for British assistance without also informing the French or U.S. Embassy of his action.

As a result of this request, Brigadier NEUVILLE, representative of the British Chiefs of Staff at the United Nations Command, Far East, asked CINCUNC, General HULL, to release HMS WARRIOR from UN commitments until early October for the purpose of aiding the Vietnamese. General HULL consented, adding that in event of an emergency he desired that the carrier be restored for UN operational service.

The British Naval Attaché advised CHMAG that he did not wish the WARRIOR to operate under CTF 90, but rather coordinate lifts with U.S. shipping and use U.S. facilities for loading and unloading, plus logistics such as fuel, water, and provisions. Upon receipt of this information from CTF 90, CINCPACFLT directed him to cooperate, coordinate as desired, and furnish logistics and facilities as necessary.
WAR DIARY

1 September 1954 (Contd)

CTF 90 ordered Captain COFFIN, COMNAVBCHGRU 1, back to Japan for resumption of his normal duties, because restrictions on placing Naval personnel ashore preclude the use of the majority of NAVBCHGRU men and equipment in Indochina.

ALUSNA, Saigon, told RAID SABIN today that bluejackets in Saigon are showing excellent conduct and occasioning favorable comment from the inhabitants.

CHMAAG, Saigon recommended with concurrence of CTF 90 that foreign male correspondents be permitted to ride evacuation ships. A Reuters correspondent recently told CHMAAG that treatment of refugees aboard U. S. ships is being widely acclaimed in SE Asia. CINCPACFLT authorized such trips, but ordered careful observance of security measures aboard the chosen ships.

CDR DILLON, MSTS representative to CTF 90, conferred with CTF 90 today at Saigon, and will return to CTF 90 staff at Haiphong in a few days.

2 September 1954

At SAIGON, Indo China.

CTF 90 requested of CINCPACFLT that CAPT B. N. RITTENHOUSE, COMTRANSDIV 14, remain as CTF 90.9 beyond his scheduled departure for CONUS in the BAYFIELD. CTF 90 stated he has no other Captain of comparable experience to use as Debarkation Group Commander at Saigon; CAPT RITTENHOUSE has volunteered to remain and will return via air to reembark his flagship upon its arrival in CONUS. CINCPACFLT granted permission for CAPT RITTENHOUSE to remain.

CTG 90.8 reported that 2340 Chinese refugees were loaded in orderly fashion aboard MONTROSE at Haiphong. SS BEAUREGARD, the first MSTS vessel to arrive in area, received passengers today, among them a large number of fishermen with nets. CTG 90.8 has a briefing party aboard the Time Chartered vessel to supply essential information prior to its departure tomorrow. After a conference with GEN FRANCHI, CTG 90.8 considers the outlook more promising for location and moving equipment to Haiphong. Dusting aboard ships has been discontinued and will take place hereafter at the embarkation center before refugees board.

CTF 90 recommended to COMSTSPAC that each T/P and TAK be allocated about $5,000 to pay for coolie clean up crews. They are needed daily aboard ships to maintain healthful, clean conditions in spaces used by passengers. COMSTSPAC concurred and arrangements for such financing will be initiated.

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Command File, Post 1 January 1946
Box 141 - PHIBGRP1, Ser 0252, 8 November 1954
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2 September 1954 (Cont'd)

G. L. V. PERT reported the following incident occurred during its last trip from Haiphong to Saigon, 25 to 26 August. Approximately 60 Hanoi college students, unusually well dressed and healthy, boarded without press gear and few personal belongings. On second day out, the ship's crew held a party for the children. A small group of students told the children and their parents not to accept gifts since it was obviously an American propaganda move. No further demonstration occurred and although undoubtedly there were communists aboard, certain identification was impossible.

2 September 1954

At SAIGON, Indochina

MAAG, Haiphong, reported to CHIAG, Saigon as follows: Through 1 September, approximately 153,000 people were evacuated, 106,000 of these by French air and navy and the rest by USN. A firm minimum of 92,200 people are registered in the Tonkin Delta for evacuation, although, according to reports received by MAAG, many people who will desire evacuation are staying in their villages because of lack of accommodations in Hanoi and Haiphong and for business and other personal reasons. Evacuation numbers may swell after 10 October when the Reds take over Hanoi. The French estimate about 127,000 tons of MAAG equipment still remains in Tonkin. Approximately 19 Vietnamese battalions are still stationed in the Delta, each battalion requiring two or three LST for lifting. Totals of U. S. Navy evacuation to date are: 59,459 passengers, 670 tons of cargo, and 325 vehicles.

CTG 90.8 reported 4,352 refugees embarked on 1 HMA, 1 APA, 1 LST and 1 LSD, with vehicles. The tempo of construction of a road leading to a large camp has increased so that the road should be completed next week. Two dry days have improved very bad conditions in camps, drying up mudholes and allowing time for removing storm debris. CTG 90 order CTG 90.8 to transport Vietnamese military personnel with their families in the same LSTs whenever possible, thus encouraging people to leave the Delta. MAAG, Haiphong, recommended to CHIAG, Saigon, that immediate approval be given to a Catholic request for shipment of 50 tons of equipment from Haiphong to Tourane for a girls school.

CHIAG, Saigon, informed CINCPACFLTS that pilotage fees have been presented to ALBAMA, Saigon. The French do not intend to pay them for us. The bill will be presented now by the U. S. Embassy to the Vietnamese Government; if Vietnam also refuses, CHIAG recommends initiating arrangements for payment through STEM.

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4 September 1954

At SAIGON, Indo China.

CTF 90 established logistic support policy for MSTS ships as follows. Unless for emergencies, Time Chartered ships will not replenish from CTG 92.3 at Tourane but will arrange for fuel, water, and supplies through their owner’s agents under the supervision of Commanding Officer, MSTS at Saigon. Unusual items peculiar to the FIC lift will be obtained from CTG 92.3. USNS TAK and TAP will obtain logistics in the same way as USN vessels but will stop at Tourane only when logistics are required. USNS ships will need and must arrange for stevedores during their Tourane replenishments through Major GOYEUX at the French Army Base there, according to the arrangement made by RADM SARIN with LTGO DE ROSEAU, Chief of Transportation, FIC Theater, at Saigon.

MAAG, Haiphong, informed CHMAAG that a serious shortage of control team personnel, particularly doctors and interpreters, is faced at Haiphong. Although Mr. Ham, Vietnamese director of the evacuation, assured the retention of teams aboard ships, and although ships have been ordered to insure that the teams remain, they are constantly disappearing upon arrival at Saigon. MAAG, Haiphong, requested that all possible measures be taken to return these teams either by ship or by air to Haiphong.

CTG 90.8 stated that TRANSDIV 14 ships are completing their final trips before phasing out. WANTUCK (APD 125) departed for Camp McGill, thus becoming the first TF 90 ship to phase out of the Indo China operation. As soon as the MENARD completes unloading, reports CTG 90.9, it will also be chopper to CTF 90 for phasing out.

MAGOFFIN reported two unexploded hand grenades with pins were discovered in a lower hold, hidden between boxes; the search for more continues. Only complete search of clothing and all personal effects ashore, stated MAGOFFIN, can prevent such occurrences, since it is impractical to conduct a thorough search while loading or after refugees are aboard.

CTF 90 informed CINCPACFLT that he intends to release COMLSTRON 3 for return to CONUS on the MOUNTAIL about 24 September, unless otherwise directed. COMLSDIV 14 will relieve as CTU 90.8.3 and CTG 90.3. CINCPACFLT concurred. CTF 90 also intends to phase out Beachmaster and Sea Bee personnel and equipment still in area as soon as CTG 90.9 and CTG 90.8 can do without them.

5 September 1954

At SAIGON, Indo China.

CTF 90 informed CNO that 3365 passengers and 684 tons of cargo were
loaded today, bringing totals to 60,219 refugees and 1363 tons of equipment. Shortage of control teams continues to be a serious problem. CTF 90 considers any release of shipping at present, other than planned by scheduled phase out of amphibious ship, would be premature, since a refugee upswing could occur when the Reds move into Hanoi on 10 October.

CTG 90.8 intends employing four LST for personnel shuttles to TAPs, since the French have only two or three LSM available due to overhauls, CTG 90.8's latest loading schedule is based on shipping not on number of refugees registered; 4,000 passengers daily seems optimistic, he stated. Many of today's passengers were in poor physical condition. DDT dusting operators are becoming proficient at their jobs at the embarkation point.

CTF 90 told his subordinate commanders that the hand grenades found on an evacuation ship indicates possible planned sabotage. Personnel must be warned of booby traps and all ships must exert extreme vigilance and control the movement of refugees aboard ship.

ESTES left Saigon for Nha Trang this morning.

Enroute NHA TRANG, Indo China,

CTG 90.8 reported that all available information points to a downward revision of September evacuation totals. One Tonkin village of 5,000 Catholics, for example, voted to remain in the North. Poor conditions in the Saigon camps apparently are influencing others to delay their decision. Processing and completion of muster rolls at Haiphong is still slow and inefficient. CTG 90.8 said the French may eliminate fish and rice to encourage refugees who otherwise might remain at Haiphong indefinitely.

CHMAAG, Saigon, recommended to CTF 90 that only one ship with less than 2500 passengers arrive daily in the Saigon-Cap St Jacques area during 11-25 September, because of crowded conditions ashore. He further recommended that cargo ships capable of transporting military equipment be so utilized during this period. CTF 90 replied that although he will comply if necessary, the use of only one ship daily will result in idle shipping buildup and overcrowding of the Haiphong camps, with possible discouragement of refugees and eventual unfavorable publicity for the U.S. Because only two berths are available for U.S. shipping at Haiphong, the equipment flow will fall far short of the ships' capabilities.
CTG 90.9 reported that the first real evacuation trouble has come from the initial MSTS ship used in the operation. SS REMARKABLE said that priests did not assist but slept most of the time; sanitary facilities below decks were non-existent with filth and refuse accumulating in the holds. Vietnamese medical supplies taken on board at Haiphong were negligible. However, the ship said it could handle everything encountered except it could not clean the holds. Since the ship is not authorized to pay overtime, no supervision of passengers was possible. CTG 90.9 considers these officers and men more severe and less sympathetic than Naval personnel and believes therefore that the good will built by the Navy may be damaged. In response to this information, CTF 90 informed CINCPACFLT that if the evacuation rate allows, he will withdraw Time Charterd ships from the passenger lift as soon as possible. If difficulties continue aboard these vessels it may become necessary to place U.S. personnel aboard them, although CTF 90 is reluctant to do so except as a last resort.

CTG 90.8 reported a severe electrical storm accompanied by high winds and rain disrupted loading of COMSTOCK, uprooted trees, and flattened or damaged more tents than were erected in the last three days. BMU detachment labored in mud and rain to load an LCU with tanks and vehicles in order to clear the embarkation point by nightfall. A total of 335t refugees were embarked during the day. HMS WARRIOR's loading of 1200 passengers seemed to proceed smoothly, having been directly arranged between the British consulate and the French. After recent conferences ashore with French officials, CTG 90.8 estimates five days will be required to load 2,000 tons in MSTS Ships, due to lack of berthing space. Since no vehicles are available now for loading, CTG 90.8 plans to utilize LSTs for Vietnamese military units tomorrow.

At 0800H the ESTES arrived at Nha Trang, stayed the afternoon, and departed for Tourane.

7 September 1954

Enroute TOURANE, Indochina,

CTG 90.8 reported loading today proceeded more smoothly than ever before as 4419 civilians and 140 military passengers were dispatched to 1 AP, 2 LSTs, and 1 MSTS ship. Corrected totals through today are 71, 269 civilian refugees, 3476 military personnel, 643 vehicles, and 1403 tons of cargo. CTG 90.8 stated an increase in registrations at Hanoi from 500 to 2,000 may indicate a reversal in recent downward estimates of refugees. He also said that combat camera teams have been filming medical aspects of the operation at Haiphong.
By order of CINC PACFLT, CTF 90 will continue in his capacity as Commander of the Sea Phase of the Indo China evacuation until it is completed, remaining in ESTES with his staff, augmented by such MSTS representatives as agreed upon by CTF 90 and MSTS commands.

CTF 90 informed CHMMAG, Saigon, that he is greatly concerned over proposed drastic reductions in the passenger lift. The upswing in registrations at Hanoi and arrival of 3500 passengers capacity MSTS transports further intensifies the need to keep Saigon debarkation centers open or to establish alternate ports such as Nha Trang and Tourane, to relieve the pressure of congestion. CINC PACFLT Admin concurred and informed CHMMAG that such an interruption of the normal schedule would be highly undesirable.

CTG 90.9 reported that at French insistence the HAVEN will occupy Catinaat Marsh for three days while loading 725 wounded. Other ships will use casual piers downstream for offloading their passengers and vehicles. The large influx of U. S. and foreign shipping has created a shortage of pilots at Saigon, thus necessitating offloading the SEA-DRINE at Cap St. Jacques.

ESTES arrived Tourane, where CTF 90 conferred with LIDM GANO, CTG 92.3.

8 September 1954

At TOURANE, Indochina.

MAAG, Haiphong, told CHMMAG that recent visits to refugee Camps in Haiphong and surrounding areas further blackens the pessimistic estimates of refugees available. Two Catholic militia reportedly are joining the Vietminh with their arms. After trips scheduled through 10 September, said MAAG, U. S. ships will commence loading a maximum of 15,000 civilians from HON GAY.

CTG 90.6 reported 4019 refugees loaded today, plus 2-LSTs with 1287 Vietnamese soldiers and their families, 33 vehicles, and 72 tons of cargo, all of the 52nd Infantry Battalion. Four MSTS ships arrived in Haiphong today. CTG 90.8 agreed in general with the report filed by MAAG, Haiphong, and further stated that of 22,000 refugees awaiting evacuation of HAI DUONG, only 2,000 remain. CTG 90.8 intends loading one ship daily if enough evacuees are available.

After informing CINC PACFLT of these reports on reduction of evacuees in the TONKIN DELTA, CTF 90 stated that conflicting estimates of both
people and material made shipping requirements extremely difficult to determine. CTF 90 will hold conferences with M.A.G, Haiphong, CTG 90.8, and French and Vietnamese officials upon his arrival at Haiphong. Already, however, CTF 90 is of the opinion that the U.S. should not keep a sizable number of ships in Indo China on suppositions, uncertainties, and irregular schedules.

CTG 92.3 told CTF 90 that recreation beach facilities are now essentially completed at Tourane, although the need continues for two LCMs with crews and two pontoon causeways. However, other EM and CB personnel and equipment can be released. CTF 90 will begin phasing them out in the first LST scheduled to depart Indo China.

9 September 1954

At TOURANIE, Indo China.

CTG 90.8 informed CTF 90 there are 21 French ships engaged in the Haiphong cargo lift. The substitution of U.S. ships at Haiphong berths means a corresponding number of idle French ships. Since French are concerned with possible loss of revenue caused by idle shipping and consequently will not relinquish berthing spaces for U.S. ships, CTG 90.8 recommended no other U.S. vessels be loaded at Haiphong than are now present. He also stated that 2,108 civilian passengers were loaded today, making a total of 77,295 civilian evacuees dispatched in U.S. ships during the operation.

The passengers unloaded from M.GOFFIN, reported CTG 90.9, were placed in Army trucks and will be transported to a province about 45 miles from Saigon. Some refugees now in Saigon and Cap St. Jacques camps still refuse to be deported from the area. Attempting to obtain 40 refugees at Cap St. Jacques to act as a ship cleaning detail is difficult, since they get paid more for fishing and refuse to accept the lower pay of clean up coolies.

RADM R. A. GINO, CONSERVATION 3 and CTG 92.3, shifted his flag to the GALVEST (APA 32) from AWX (AR 6) for a trip to Saigon.

10 September 1954

Enroute HAIPHONG, Indo China.

CTF 90 informed CINC PACFLT that at a conference with M.A.G, Haiphong, CTG 90.8, and Mr. Adler of FOA, he stated that he was disturbed by the sudden turn of events which indicate many idle U.S. ships in Indo China.
Although CTF 90's responsibility does not extend to the coordination of shore activities, he felt that the exigencies of the moment impel him to offer any assistance possible to avoid breakdown of the operation. CTF 90 insisted his ships be employed. If after thorough investigation it is still evident that lack of cooperation on the part of French and Vietnamese will result in idle shipping, CTF 90 will recommend to CINCPLCFLT that U. S. shipping be withdrawn or drastically curtailed. At a conference tomorrow, which will be attended by leading French and Vietnamese and MIG officials, RISON SABIN will state the foregoing as his position.

CTG 90.8 reported no loading took place today in U. S. ships, but LMS WARRIOR embarked 1743 passengers. LST 822 left for Tourau with 474 military personnel and their families, 18 vehicles, and 30 tons of cargo of a Vietnamese Battalion. CTG 90.9 reported the MONTRAIL disembarked 2221 passengers at Cap St. Jacques. The CB complement at Jacques, both personnel and equipment, will be loaded on the MONTRAIL for return to Japan.

Flagsips ESTES arrived at Haiphong today, and anchored off Do Son Peninsula.

11 September 1954

At HAIPHONG, Indo China.

CTF 90 informed CINCPLCFLT that, as a result of recent conferences, the following is his estimate of the refugee situation. MIG estimates about 25,000 people are ready for sea lift and another 25,000 available within the next thirty days. Both MIG, Haiphong, and CHINCLG, Saigon, agree the U. S. lift should be reduced immediately to 50,000 a month. Neither French nor Vietnamese made a prediction of effect of the 10 October deadline at Hanoi on possible influx of refugees, but they did not expect a large increase. With five LST, sea lift capacity based on a maximum of 50,000 refugees per month is ample in CTF 90's opinion.

It was estimated that about 344,000 tons of military reserve equipment not already issued remains to be lifted. Of this approximately 200,000 tons are of U. S. origin, but it would be very difficult to segregate this from French material. The French will make only two berths available at Haiphong. Since loading in anchorages by lighterage is not feasible due to French statement that they cannot provide sufficient stevedores, winchmen, and ferry service, four T. K and 2 Time Chartered ships seem adequate to handle the cargo we will be assigned to lift. Upon phase out of amphibious ships CTF 90 will need in addition to his staff in ESTES, supporting units of 2 APA's with unit commanders embarked in each, 4 LSTs, and MSTS representatives as required. This revised
shipping concept will require 36 ships until 28 September, 29 ships until 19 October, and 19 ships thereafter. CTF 90 intends to retain CTG 92.3 for logistics until the middle of October, at which time requirements will be reduced to AC, YO, TAW, and YW, probably stationed at Haiphong, plus short visits by fleet issue ships and AKL shuttles from Subic. CTF 90 intends to release surgical teams and epidemiology personnel as early as possible.

CTF 90 further recommended that 5 TAP and 3 Time Charters scheduled for FIC operations be cancelled, 2 Time Charters currently be diverted to normal duties, and 5 Time Charters already in area be released.

CTF 90 informed CINSIS that through ORMAAG he will ask the French to provide complete cargo stevedoring for Time Chartered vessels both loading and unloading, as already agreed upon for USNS ships. Clean up gangs at debarkation centers are being provided by Vietnam government, but no clean up gangs are available for riding evacuation ships. TF 90, through TF 92.3, will supply fuel, water, and food to both Time Charters and USNS vessels, but with masters' options to procure these items non-reimbursable under their charters' terms.

CTF 90.8 reported 1944 refugees loaded in the Time Chartered ship, HAWAIIAN BEAR. No passenger loading is scheduled for tomorrow because French want to complete a lift of military personnel, which precludes the use of Saigon debarkation where a maximum of 2000 passengers daily is now anticipated. Tomorrow 3 IST will embark Vietnam military equipment and personnel for Tourane.

IST 692 reported that while attempting to swing ship in Haiphong channel, the stern anchor failed to hold because of strong currents and the stern collided with the port bow of a French merchantman, DOCTEUR LAVERN, moored to buoys fore and aft. No damage or personnel casualties on IST, but the French ship sustained minor damage. COMTRANSUV 13 ordered an investigation conducted by Commanding Officer, WHETSTONE (ISP 27).

CTF 90 informed CNO that the rated pier capacity of 4,000 tons per day at Haiphong will never be reached because of inadequate organization and supervision of the port by French, and lack of stevedores. Apparently there is a deliberate slowdown by local stevedores, since the Vietnamese do not want all material and equipment moved, which would leave them with none. Add to these reasons the fact that U. S. is assigned only two of six berths and the best estimate of berth loading is only 250-300 tons a day.
At HAI PHONG, Indo China.

CTF 90 ordered ALGOL and MONTAGUE, which are enroute Yokosuka, to take evasive action if necessary to avoid Typhoon June, now sweeping toward Southern Japan.

CTF 90 informed CINCPACFLT that the sudden decrease in numbers of refugees seems ascribable to the following reasons in order of importance. First, failure to organize reception and relocation centers swiftly and efficiently. Second, Vietminh countermeasures such as propaganda and forcible detention are effective, whereas counter propaganda is not. Third, approach of rice harvesting season has detained Vietnam farmers. Fourth, many remain to transact business during the Tonkinese festival season. An example of Vietnamese feeling is the statement made by a Vietnam army officer to CTF that "original estimate of nearly one million refugees was sound, but the slowness of my government in making arrangements of relocation of refugees in the South created doubt in minds of people in the North, who heard that promises by the government were not being kept." CTF 90 said Vietnamese officials requested a U. S. lift of private industrial material, which CTF 90 refused, pointing out such a lift was the responsibility of the French. KAIG and STEL representatives agreed with CTF 90's stand because that kind of a lift would allow Reds to challenge our humanitarian effort as actually a commercial one. Using Gen O'Daniels' estimate of 50,000 refugees a month rather than the French 25,000, sufficient leeway is maintained to provide for any sudden influx from Hanoi and Hai Duong by the deadline dates of 10 and 30 October respectively.

CTF 90.8 reported 3 LST loaded with 40 medium tanks, 15 half tracks, 3 heavy vehicles, and 205 members of a Vietnamese Tank Regiment for Tourane.

13 September 1954

At HAI PHONG, Indo China.

CINCPACFLT concurred in part with CTF 90's recommendations for phasing out a considerable number of amphibious and LSTS ships in view of the decrease in refugee numbers, but desired that CTF 90 remain prepared to handle an unforeseen increase in refugees over the currently predicted rate.

On this date 266 military and 2317 civilian passengers, and 35 vehicles were loaded, bringing overall totals to 5662 military and their families, 83,651 civilians, 911 vehicles, and 1508 tons of cargo. "All disciplined and healthy, 2124 Chinese were embarked on GENERAL HONZE,"
Five MSTs "Time Chartered" ships were released today in accordance with CINCPACFLT's approval of CTF 90's phase out plan. The population of Cap St Jacques debarkation camp as of today was 17,194 refugees with none scheduled to depart.

CNO ordered COMSTS to otherwise employ or divert MSTS ships no longer required by CTF 90. CTF 90 directed TAFs to distribute gift items received from CTF 92.3 at Tourane to refugee passengers.

CHINFO was informed by Defense Department that over 70,000 Vietnamese had been moved South by U.S. Navy as of 6 September. CHINFO, Embassy, and other U.S. representatives in Indo China, believe that when round figure of 100,000 evacuees is reached, another statement by President Diem would be effective for world wide dissemination. Because of the uncertain political situation in Saigon, CTF 90 recommended that such a statement, if made, should be obtained by the Embassy, not by the Navy, with which CINCPACFLT concurred.

RAIM CANO, CTF 92.3, returned from Saigon and reembarked in his flagship at Tourane. TACRON 3 relieved TACRON 1 aboard CTF 90's flagship, ESTESS.

14 September 1954

At HAI PHONG, Indo China.

CTF 90.8 reported loading was smooth and quiet as 2123 Chinese NUNGS were dispatched to MARINE ADDER, however, NUNGS have many truck loads of baled belongings which slows loading somewhat. LSMs beached for loading instead of loading at piers, which proved satisfactory. Water purification units will soon be operating at the main refugee camp site, Haiphong. If reported registration of 4,500 refugees at Hanoi during the past two days is verified and continues, an influx of refugees at Haiphong can be expected. Later CTF 90.8 reported he had cancelled loading for tomorrow since only 800 NUNGS are ready for embarkation.

CHMAJG informed CTF 90 that the Embassy has received an unconfirmed report from Mr. Compain, French representative of the High Commissioner in Hanoi, that the Hanoi Vietminh Administration and Resistance Committee has the assignment together with a similar committee in Haiphong of planning sabotage on U.S. ships used in the evacuation. CTF 90 warned his task force to maintain strict vigilance in this respect.

CTG 92.3 reported to CTF 90 that after extensive tests PISCATAQUA (T-1) is ready to provide fresh water at Tourane.
14 September 1954 (Contd)

USS BAIDUCK (APA 132) is scheduled to arrive Yokosuka about 20 September, reporting then to CTG 92.5 for six days availability before reporting to CONNAVE's operational control.

CTG 90.9 shifted his pennant from BEGAR to CAVALARO, and BEGAR embarked CTG 90.1 for return to Haiphong.

BUPERS informed RADM SABIN that the following message has been received from Monsignor Spellman: "Wish express heartfelt gratitude to you, the officers, and men of Task Force 90 for magnificent demonstration of Christian charity in evacuating clergy and laity from Haiphong to freedom in South Vietnam. Highest tradition of U. S. Navy has been matched in the thrilling achievement of liberating a sorely pressed people."

15 September 1954

CTG 90.8 reported 2 LST loaded with equipment, personnel, and vehicles of 76th Vietnam Engineering Company, using EM Detachment for assistance, were sailed for Tourane. Increasing reports of rats aboard TF 90 ships indicates need for use of rat guards and positive rodent control measures.

CTF 90 ordered MONTROSE, MAGOFFIN, TEIFAIR, and ANDROMEDA to transfer 5 LCM and 2 ILOP to SKAGIT before their departure for Hong Kong upon phasing out.

16 September 1954

At HAIPHONG, Indo China.

ALUSNA, Saigon, informed CINCPACFLT that CDR MENON, Indian Navy, President of International Control Commission team at Saigon, told ALUSNA a recent proposal was made by Polish members of the team (consisting of 2 Indians, 2 Canadians, and 2 Poles) for inspecting ships in the port of Saigon. MENON replied to them that no problem exists with French or Vietnamese shipping, but might when foreign flags are involved. Having taken the matter under advisement, MENON then informally asked ALUSNA what action he should take to visit US ships for inspection. The US Embassy also informed the State Department of this development. CINCPACFLT then advised CTF 90 and ALUSNA that no foreigners will be allowed to inspect US Naval or merchant ships under PACFLT operational control without specific authority of CNO. The only inspection allowed will be on the docks after material and personnel are off-loaded or prior to embarkation. This policy CINCPACFLT recommended to CNO for extension to all US vessels that may visit Indochina and that are not covered by this CINCPACFLT order. Such a policy, stated CINCPACFLT, would not obstruct rights of the International Commission under Article 36 of the INDOCHINA CEASE FIRE AGREEMENT to conduct supervision of military personnel and equipment "at ports". CNO
GlIN mt:eIER embarked 1612 Catholic refugees, using LCT and LSM at Captha Port. Although dirty and wet upon arrival at port, having been transported in open coal cars, the people through their village priest expressed gratitude.

TORTUGA loaded 7 barges containing 480 tons of equipment of Vietnam Tank Regiment and sailed for Tourane. FENTRESS, first USNS cargo ship to load, will depart tomorrow for Saigon with MDAP equipment.

CTF 90 informed COMPHIBPAC that the imminent detachment of key officers, due to PHIBPAC reorganization, will seriously hamper current FIC operations. He stated that embarkation and debarkation and MSTS unit commanders are essential until their scheduled phase out dates. To this COMPHIBPAC agreed and authorized CTF 90 to promulgate detachment dates for the subordinate commanders concerned.

CTF 90 ordered CONTRANSRON 1 to assume, upon arrival in Japan, all operational and training functions of COMPHIBRUNESTPAC and CTF 90 in NAVFIE area as COMPHIBRON 3 and CTG 90, until CTF 90's return and to carry out CTF 90's OpOrd 20,4% and recommend desired changes there to. CTF 90 will retain responsibility for all CTF 90 supporting plans and has directed CONTRANSRON 1 to refer all matters of policy to him with recommendations.

CTF 90 reported to CNO that IST 1148, enroute to Tourane with Vietnam troops and families, was the scene of an attempted plot by a Vietnamese communist to incite a riot. CTF 90 ordered BEGCR and IST 845 to rendezvous and proceed in company with IST 1148 to Tourane, where CTG 92,3 boarded and found the situation as reported, although under control since the Red had been disarmed of grenades and confined.

The 19th of September will mark the one month anniversary of US participation in FIC lift, CTF 90 informed CNO. Total embarkation for this first month, including Vietnamese military personnel, should closely approximate 100,000 people as predicted. Estimate of 100,000 for the first month was based on an amphibious force lift of 60,000 and MSTS lift of 40,000; however, due to the late arrival of MSTS their lift has amounted only to 15,000. Therefore, PhibForce ships have assumed majority of burden and will exceed their lift estimate, evacuating over 70,000.

TRANSDIV 13, with exception of CALVERT and SKAGIT, departed for Hong Kong, having been phased out of operation.

CONFIDENTIAL
WAR DIARY

17 September 1954

At HAIPHONG, Indo China.

CTF 90 informed CTG 92.3 that due to the onset of the Northeast Monsoon season, he desires the Logistic Support Group to be deployed to Haiphong about 28 September, but with least possible disruption of re-supply schedules. Eight causeway sections will be loaded in 4 LSTs about 26 September for return to Japan. CTF 90 granted permission to release CONSOLATION when CTG 92.3 so desires.

CTF 90 reported to CINCPACFLT that his present organization and ships provide capabilities to lift refugees and equipment far in excess of totals now predicted. The assignment of civilian specialists to assist in the sea phase of operation in answer to suggestion by Secretary of Defense is therefore considered neither necessary nor desirable by CTF 90.

To summarize comments on problems encountered, CTF 90 said that the effectiveness of evacuation depends on organization at both embarkation areas for both personnel and equipment, as well as an effective propaganda program in the Tonkin Delta. Recommendations for improvement include: utilization of staging areas for handling equipment, general cargo, and vehicles; additional stowage space for French soldiers to stage and load on 24 hour basis; establishment of traffic control or routes to loading sites; sufficient drivers for wheeled vehicles; dockside berths in addition to two now available; additional French lighters to load cargo on ships at buoys; greater use of other embarkation centers such as Tourane and Nha Trang; adequate and rapid relocation of refugees in South; more effective help on part of Vietnamese and French to assist refugees through Vietminh lines, including transportation to camp sites and appeals to International Commission to prevent forced detention of refugees; and early initiation of more vigorous PASSAGE TO FREEDOM propaganda effort.

Today 2009 NUNGS were loaded in GEN BLACK and Vietnam soldiers and equipment in 1 LST. Confusion resulted during latter loading when French drivers took vehicles to the wrong site and put them on a French LST, causing the US LST to sail late with less than a full load.

CTF 90 informed subordinate commanders that upon phase out of EPPING FOREST and TORTUGA he intends to assign CONSISTOCK with 3 LCU to CTG 90.9 at Jacques and 3 LCU to CTG 90.8 at Haiphong.

CTG 90.9 reported that the camp at Jacques is now semi-permanent and at capacity. No further discharges at this camp are contemplated in the immediate future, although congestion in area should be eliminated by 25 September because of the completion of 2 additional camps. If necessary or if Hanoi rush materializes, 2000 refugees a day for one week could then be absorbed.
18 September 1954

At HAIPHONG, Indo China.

CTG 90.8 reported 2982 refugees loaded on MARINE LYNX for Saigon. Next civilian loading is scheduled for 21 September in GEN HOWZE. Two LSTs were dispatched to Tourane with ordnance personnel and equipment.

CTF 90 informed CTG 90.8 that he intends to release the mobile surgical teams and return them to COMNAVFE with equipment in 4 LSTs about 27 September.

CTG 90.9 reported that matting issued to ships for distribution to evacuees are too loosely woven and people decline to use them. Ships consider them a fire hazard and have been leaving them on docks upon departure; even natives in junk refuse the mats when offered as gifts. After inspection of them CTF 90 concurred and ordered further issue withheld. CTF 92.3 concurred and ordered further issue withheld. CTF 90.9 said later that the mats can be used at debarkation centers by refugee commission.

ALUSNA, Saigon advised CINCPACFLT that PACFIL PIO officers assigned to PIC area believe that Navy news coverage is not warranted because of the limited activity of Naval personnel since MSTS replaced so many Navy ships. CINCPACFLT ordered PIO team to return to their normal duties.

MAAG, Haiphong, reported 35,842 civilians and 4392 military personnel with their families included, were evacuated through 18 September by US ships. HMS WARRIOR carried an additional 3206 passengers.

CTG 90.9 reported that MARINE ADDER was charging control team members for meals. This is first time, said CTG 90.9, that the situation has arisen, other ships having given food free rather than keep accounts. CTF 90 ordered CTU 90.8.2 to notify all MSTS vessels carrying passengers that no charge will be made for meals, such action destroying good will and adversely affecting the efficiency of the control teams. Such costs sustained by MSTS ships are properly chargeable against Naval Industrial Fund 17.

CTF 90 informed CNO that French Military personnel are now being used on the docks at Haiphong to load CULUMBUNIS.

19 September 1954

At HAIPHONG, Indo China.

CAPT W. W. WALKER, CO, CINMARRON (AO 22), assumed duties of CTF 92.3 from RADM GANO, CTF 92, embarked in AJAX (AR 6).

CONFIDENTIAL
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WAR DIARY

19 September 1954 (Contd)

CTG 90.9 reported HST TAPS are maintaining high standards of conduct already set by PACIFIC ships in the operation. Offloading difficulties continue at Cap St Jacques. Priests passed word over loudspeakers to HEMSTER evacuees not to disembark and not to load trucks. Although the refugees did refuse then to load trucks, they left the ship either because of later influence of priests or because of the heavy rains. They finally mounted trucks for transportation to camp.

CTF 90 reported to CNO that no civilians were loaded today, but 2 LSTs embarked 127 military personnel and their families, 222 vehicles, and 340 tons of cargo.

Unconfirmed report, probably reliable, has been received that the British have released RMS WARRIOR from the evacuation and ordered it to Singapore. CAT pilots were grounded at Haiphong, having reached their minimum contract hours. Mr. ADLER, STEM representative, reported that efforts are being exerted to cancel US air lift entirely in view of the sea lift capability.

CMAAG recommended to CTF 90 that a ship be nominated on which the one hundred thousandth evacuee can be lifted, preferably a PHIBPAC ship. CTF 90 replied that his flagship will carry this refugee.

MAAG, Haiphong, sent a personal survey of Hanoi refugee situation as of 18 September to CH MAAG. Daily registration from 9 to 17 September averaged 2100 and Vietnamese officials estimate the average will hold. The daily airlift for the same dates averaged 2200. Refugees in Hanoi on the night of 17 September were estimated at 4000-5000. Beginning 20 September the Hanoi airlift will be transferred to Haiphong with a limit of 1000 daily, probably ending on 1 October. French estimate 100,000 additional civilians will be available through 1 January and requested that US shipping not be reduced further until 1 October when the total number should be firmer. If airlift does end by 1 October, US sea lift requirements should be about 6000 a week.

20 September 1954

At HAIPHONG, Indo China.

CTF 90 gave CINCPEF an estimate of the refugee situation essentially the same as that on 11 September. He stated in addition that it is impossible to get an agreed estimate of total evacuees remaining to be lifted. French say approximately 27,000 will register by 10 October, with a total of 100,000 by the end of the year. This is the maximum estimate CTF 90 has received. If maximum capacity of TF 90 used, CTF 90 stated he could lift nearly 90,000 in one month.

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Naval Historical Center - Operational Archives
Command File, Post 1 January 1946
Box 141 - PHIBGRP1, Ser 0252, 8 November 1954
WAR DIARY
20 September 1954 (Cont'd)

Reports indicate that Viet Minh may have temporarily eased up their detention campaign because the International Commission has moved into PHAT DIEM and BUT CHU. This development may cause a possible upsurge of refugees at Hanoi between now and 10 October. However, CTF 90 foresees no increase that would necessitate additional ships for the operation. Cargo loading has improved since the French began providing soldiers as stevedores. CTF 90 estimates the present capacity of cargo ships can absorb any increase in loading rates. PEMBINA has been loading since 9 September, which indicates the very slow rate of cargo movement. CTF 90 recommended that release of GEN STURGIS and MARINE SERPENT be held in abeyance until 10 October, thus providing a reserve for any eventuality, if, for example, the French will not use their full shipping capacity; JOHN C and CANADA BEAR be held as a cargo reserve for like reasons, but that ALASKAN be released and favorable consideration be given to phase out of US sea lift when the French show ability to handle the remainder of passengers and cargo. CINCPACFLT concurred in the employment of MSTS vessels mentioned.

Today 291 military and 492 dependents, 117 vehicles, and 510 tons of cargo were loaded in 2 LSTs. Total corrected lift stands now at 5412 military, 91922 civilians, 1594 vehicles, 6314 tons of cargo, 32 deaths, and 38 births.

CTF 90 informed CINCPACAREA that he desires to retain MSTS staff personnel until a reevaluation of the situation indicates they are no longer required, at which time he will order their return to regular duties.

CTG 90.9 reported GEN BLACK completed disembarkation of 1983 passengers at Saigon and FENTRESS commenced offloading cargo. Difficulty has recently arisen with bumboats trying to place boarders on MSTS ships. Additional protection against this practice is being instituted.

CTF 90 ordered CTG 92.3 to deploy TG 92.3 to Haiphong on 28 September. CTG 90.8 reported that the water purification plant has been moved to a new location at Camp De La Pagoda. Not having control over the staging of vehicles, CTG 90.8 has continuing problem of loading them on an ebb tide.

RADM GANO departed Tourane for Hong Kong in his flagship, AJAX.

21 September 1954
At BAI PHONG, Indo China.

Flagship departed this morning for Tourane, carrying the one hundred thousandth refugee, a tobacco and cloth satesman, and his family.
WABDARI
21 September 1954 (Contd)

CTF 90 informed COMNAVFE that amphibious ships available during the Third and Fourth Quarters, consisting of two PHIBGROUP minus FOC evacuation vessels and ships employed in non-amphibious work, will meet requirements for the present training schedule and provide enough shipping to conduct additional HST LEXES during the following dates: 1-15 February; 10-25 March; 27 May-12 June.

GEN. JOHNS loaded 2342 passengers today by the use of LSM and LCM. Cargo, vehicles, and 86 personnel of the Third Vietnamese Headquarters Company were dispatched in 1 IST; an additional 90 men of this group failed to appear, reputedly having deserted.

CTF 90 informed CINCPOAFLTF that MARINE LEX, an MSTS TAP, discovered opium and smoking equipment aboard during the last trip. French informed CTG 90.9 that use of narcotics is not an offense in Vietnam. The group embarked in MARINE LEX were from an area in which opium production exceeds that of rice. The Commanding Officer of LEX cautioned his crew against using or collecting it, fearing that supplies of narcotics might be taken back to U.S. in his ship. CTG 90.9 told CTF 90 that CHMAAG was concerned about U.S. Navy Regulation against narcotics, because strict observance of it would directly oppose Vietnam custom and could possibly hamper the entire operation. However, CTF 90 informed CINCPOAFLTF that introduction of narcotics will be prevented if possible, by making clear the Navy Regulation and U.S. Law to French and Vietnamese, and by vigilant searches of embarking refugees. If discovered aboard, narcotics will be seized immediately and impounded until the passengers debark, at which time it will be returned. CINCPACFLT concurred with CTF 90's solution.

CAPT W. W. WALKER, USN, Commanding Officer of CIMARRON, will remain CTG 92.3, as ordered by CTF 92 and recommended by CTF 90. This assures continuity of command otherwise lost by shifting CTG 92.3 to the commanding officer of each other that assumes FOC duty.

CTF 90 ordered MAGOFFIN to assume duties as standby evacuation ship at Hong Kong until about 9 October.

22 September 1954

Burcuhe TOURANE, Indo China.

No passengers were loaded today and not enough are available for tomorrow. Only 1200 refugees remain in Camp Pagode now; none received from Hanoi either. An LST is being loaded with Vietnamese medical personnel and equipment.
OTG 90.8 reported that the U. S. Navy medical technicians in Haiphong are collecting valuable samples of Indo Chinese diseases; the prize specimen so far is a 19 foot beef tapeworm.

CHMAAG reported to the State Department on recovery of MDAP equipment in the Haiphong-Hanoi area. Hanoi is practically clear of equipment and CHMAAG has been assured by French that all will be moved out by 10 October. MDAG, Haiphong, reported that ample cargo is available for increasing the tempo of sea evacuation; however, harbor facilities are a strict limiting factor. According to the French master plan for lifting units with their equipment and depot stocks, as of 19 September the lift of units and equipment was six days ahead and the depot stock lift approximately on schedule. The evacuation of units calls for a gradual reduction to one mobile group, one amphibious group, and an Engineer Battalion, all of which will leave during the final days of May 1955. Lift of depot stocks of 150,000 tons general cargo and 50,000 tons of vehicles should end by late March, allowing April and May for unforeseen lifts and adjustments in schedule. By providing soldier labor and by increasing stevedore work hours, French are helping to speed up cargo loading. For stevedore purposes, MAAG, Haiphong, has recently organized 246 Chinese coolies. Thus, CHMAAG sees no cause for alarm in the tempo of equipment evacuation, although, of course, all factors are under constant surveillance.

ESTES arrived Tourane, remained during the day, and departed in the evening for Saigon.

23 September 1954

Enroute SAIGON, Indo China.

CTF 90 ordered OTG 90.8 to insure, through MAAG representatives, that French notify proper authorities of the ETA and type load of all U. S. Ships arriving Tourane after 28 September, and inform them of redeployment of logistic support force in Haiphong, after which no U. S. Navy representatives will be permanently present at Tourane.

CTG 90.9 reported that Cap St Jacques is ready again to receive refugees, which will offload on French LSTs. CTF 90 informed CNO that 135 civilians on 1 LST and 1 LSD, also carrying cargo and vehicles, were loaded at Haiphong today. Totals now: 5538 military, 9493 civilians, 1779 vehicles, 8109 tons of cargo; grand passenger total: 100,531. Spontaneous combustion started in rice mats stored aboard LOU at Tourane, making necessary the destruction of mats by dumping them into the sea.

CTG 90.8 informed CTF 90 that a U.S. Navy medical officer at Haiphong recently conversed with a Vietnamese who wished to explain an armistice violation to GENEVA officials.
Professing to be mayor of a village about 70 miles Southwest of Haiphong, the man said he knew of 5000 refugees who could not leave because of Vietminh pressure. He explained that Reds confiscate sampans and buffalo used to draw carts, and fire on escapees. He estimated about 30,000 people wish to leave the PHULY area. Other reports filtering in from English speaking priests concerned a truck that disappeared with 250 refugees and a jet airstrip that angry French are building to defend the Delta to the last. The Manager of Hotel De Commerce, reported by his daughter as an avowed Red, suddenly left for France. Another Frenchman, claiming to be from Los Angeles but having no knowledge of that city, is seen often at the embarkation point, always showing interest in U. S. Naval movements. These and other rumors and reports are being checked, said CTG 90.8, by U. S. and French Intelligence.

24 September 1954

Enroute SAIGON, Indo China.

Flagship arrived Saigon where ceremony to commemorate the lift of 100,000 refugees from Northern Vietnam by U. S. Navy took place at Catinat Wharf. Vietnamese, French, Americans, and diplomatic representatives of other nations, were on hand, together with Vietnamese Army band and honor guard to greet the one hundred thousandth evacuee and his family. The ceremony included presentation of Vietnamese scroll of appreciation from President Diem to RADM SABIN and gifts to the refugee family, among them 6,642 Piastres contributed by staff and crew of the flagship.

At the direction of CINCPACFLT CTF 90 authorized subordinate commanders to allow ships' medical officers to administer narcotics in cases where refugees exhibit severe or dangerous withdrawal symptoms during the voyage.

CTF 90 reported to CNO that 100 military and 270 civilian passengers were loaded, bringing grand total to 100,901. Two LST loaded with military equipment sailed for Nha Trang.

Following letter was given to the Master of GEN BLACK and passed on to CTF 90. It is verbatim quote from VCNG PHU DAN, high chief of NUNG refugees:

"All names of my people I beg to send Mr Master of the ship and all Naval Officers my gratefulness. There are three days in you ship you are nursery my people with vigilance and Mr Doctor is forever my benefactor and I never to forget together on this ship because you are very goodness. In my finest word of honour I beg to send Mr Master of ship and all men my gratefulness."

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WAR DIARY

24 September 1954 (Contd)

CTF 90 recommended to COMMVAPE approval of ESTES request for resale in FIC area of Japanese items before Xmas, which would greatly benefit morale. However, because such sale is contrary to existing regulations, COMMVAPE turned matter over to CONSEVPA with recommendation that the Philippines be investigated as a source of gift supplies for TF 90. Later CONSEVPA revised his instruction on Japanese resales for this specific case and ordered CONSERVON 3 to initiate steps to make items available to TF 90 ships unable to leave FIC before 1 November.

25 September 1954

At SAIGON, Indo China.

CTF 90,8 reported that French have scheduled evacuation of 180,000 tons of general cargo and 50,000 tons of vehicles from 1 September through 31 March 1955. The French have allocated 8-10 ships for the Vietminh lift which is estimated at 150,000 people of which 16,000 have already returned to Northern Indo China. Actual ship requirements will be less, states CTO 90,8, because many Vietminh are reluctant to leave their homes in the South; therefore, most of the assigned ships should be released from this commitment by 1 November. Thereafter the French will have capacity to move all their cargo. Present Haiphong port capacity of 75,000 tons a month may increase to 90,000 tons with use of more stevedoring labor from French Army and rigorous training of which operators and other specialists.

CTF 90 informed CINCPACFLT that after study of French request for retention of U.S. LSTs, he does not agree with CHMAAG's recommendation to give French what they want. CTF 90 said that CHMAAG wants to retain all LSTs during October and then five or six of them until completion of evacuation in May, which is what the French requested. CHMAAG pointed out that French shipping would be curtailed by lift of Vietminh and by movement of liberated personnel to France; any failure to complete evacuation of material will be blamed on U.S. Navy.

CTF 90 believes that additional LSTs are not needed for following reasons: LSTs scheduled to phase out are due rotation; holding beyond return dates is contrary to CINCPACFLT and CNO policy; French ships that return Vietminh can also lift cargo on turnaround; U.S. can absorb with available shipping what French lose in other temporary commitments. CTF 90 is firm opinion that French and U.S. ships currently present for cargo lift have the capability to move all equipment of organized units as well as depot stores if there is effective organization ashore, more effective use of lighterage, and additional stevedores.

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