

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

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

4. Overall solution to logistics problems.

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

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

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

5. Overall recommendations.

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

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

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

TABLE I
LIST OF MATERIAL CASUALTIES

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

(6)

ENCLOSURE (4)

Composition, Task Group 90.3 as of this date:

USNS MARINE SERPENT (TAP 202)
USNS GENERAL HOWZE (TAP 134)
USNS ARNO OLSON (TAK 245)
MS STENO WNOT
MS CODINGTON
- USNS LST 47
USNS LST 520
USNS LST 546
USNS LST 176
USS GUNSTON HALL (LSD 5)
USS COOK (APD 130)

26 January 1955

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

28 January 1955

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

30 January 1955

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

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

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

1 February 1955

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

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

Present total remaining in HAIPHONG camps 7214.

5 February 1955

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

8 February 1955

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

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

10 February 1955

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

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

16 February 1955

MARINE SERPENT sailed with 5170 refugees.

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

18 February 1955

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

20 February 1955

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

24 February 1955

MARINE ADDER arrived HAIPHONG for duty with TG 90.8.

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

28 February 1955

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

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

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

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

3 March 1955

CODINGTON released and enroute YOKOHAMA to report COMSTEWESTPAC.

7 March 1955

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

Total camp population about 6500.

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

15 March 1955

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

Camp 173 RUE BONAL now closed.

20 March 1955

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

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

28 March 1955

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

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

31 March 1955

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

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

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