

DEPARTMENT OF THE NAVY  
Office of the Chief of Naval Operations  
WASHINGTON 25, D. C.

Op224/flf  
Serial 1055P22

29 DEC 1950

AIR MAIL

From: Chief of Naval Operations  
To: Commander in Chief, U. S. Pacific Fleet

Subj: Establishment of civilian sea transportation in the Trust Territory of the Pacific Islands

Ref: (a) CNO ltr serial 847P22 of <sup>24 OCTOBER</sup> 18 September 1950  
(b) CINCPACFLT ltr serial 1795 of 22 May 1950  
(c) Recommended Plan for Establishment of Civilian Transportation Services for the Trust Territory of the Pacific Islands

Encl: (1) Copy of CNO ltr serial 799P22 of 30 August 1950

1. References (a) and (b) discuss the project of establishing civilian transportation in the Trust Territory of the Pacific Islands incident to the impending transfer of administrative responsibility from the Department of the Navy to the Department of the Interior scheduled for 1 July 1951. Reference (c), which is the joint Navy-Interior plan for implementing this transportation, was approved by the President and forms the policy which is being followed. Enclosure (1) discusses the same subject and is forwarded as furnishing additional information.

2. The proposal of the Pacific Far East Lines Inc. has been evaluated as the best offer submitted, and negotiations for the establishment of subject transportation with that firm are currently being conducted. Pacific Far East Lines will avail itself of the AK and the 6 AKL's discussed in the references.

3. The bareboat charter, at a nominal rate, to such contractor involves problems of spare parts, conversion, and overhaul. Reference (a) dealt with spare parts and partially with conversion. This letter is intended to amplify the conversion and overhaul phase of this project.

4. In reference (b), CINCPACFLT stated that overhaul and conversion within six months prior to transfer date could probably be accomplished. It is planned to commence civilian logistic support of the Trust Territory about 1 April 1951 followed by gradual withdrawal of naval planes, ships, and personnel until complete replacement is effected by 1 July 1951. Thus, any regular overhaul or extensive restricted availability for the vessels to be transferred, subsequent to 1 October 1950 would answer the time limits on overhaul.

5. The following is a summary of requirements in regard to preparation of vessels for the proposed service:

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a. AK: The only conversion deemed necessary is the installation of a minimum passenger berthing space of twelve for the AK selected. As the GRAINGER (AK 184) is scheduled for regular overhaul in February - March 1951 at Pearl Harbor Naval Shipyard, it would appear that this vessel is the logical one for transfer. The Bureau of Ships has been requested to initiate advance planning as to the steps necessary, if any, to fulfill this passenger space requirement. Reefer and dry cargo spaces are adequate.

b. AKL's: These require no alterations, provided that passenger berthing is adequate, and that four of the six transferred are those presently equipped with cargo reefers in number two hold: CAMANO (AKL-1), ELBA (AKL-3), ERROL (AKL-4) and METOMKIN (AKL-7). It is understood that the vessels operating in Service Division 51 have adequate provision for passenger berthing accommodations in the form of an enclosed deckhouse constructed on the boat deck. The only further requirement is to insure that the vessels will have been overhauled within six months of the proposed charter date (1 April 1951).

6. The authority now exists for transferring the vessels involved to the Department of the Interior, together with spare parts, if they are in excess of the needs of the Navy. It is anticipated that such will be the case, and that transfer will be effected on 1 July 1951.

7. It is requested that CINCPACFLT nominate the vessels to be transferred, and coordinate with the Bureau of Ships regarding alterations.

L. D. McCORMICK  
ACTING CHIEF OF NAVAL OPERATIONS

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OP-02

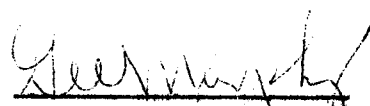
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AUTHENTICATED

  
G. W. MURPHY, LTJ, USN.,  
Secretary to CNO (Administration)