



TREASURY DEPARTMENT

FIELD FORCE

UNITED STATES SECRET SERVICE

December 19, 1952

REFER TO FILE NO

.....-613.0

ADDRESS: P. O. LOCK BOX NO.

THE WHITE HOUSE

CONFIDENTIAL

Mr. U. E. Baughman
Chief, U. S. Secret Service
Washington, D. C.

Sir:

INTRODUCTION:

This report relates to a joint protective survey conducted on November 21, 25, 26, 27, and 28, 1952, by SAIC Whitaker, and SA: and SAIC Rowley, of Mitchell Field and the connecting route between this airport and 60 Morningside Drive, and other related factors pertaining to the President Elect's departure for Korea on November 29, 1952 at 5:45 A.M.

The President Elect's trip and visit to the battlefront of Korea in fulfillment of his Campaign pledge dictated that such a movement be conducted in the utmost secrecy, and that toward the accomplishment of such a procedure the following essential steps were taken in developing this project:

- (a) It was agreed that the President Elect should remain at home on Saturdays in order to convey the impression that it would be his practice not to come to the office at the Commodore Hotel on Saturdays prior to the departure, and that persons having appointments on that day would call at the residence, 60 Morningside Drive;
- (b) That a request be made of the newspapers, radio, and television, and other mediums in the communication field, that no mention be made of the departure of the President Elect on this historic trip.

The above steps were executed with the full cooperation of the President Elect's staff and other persons involved, and thereafter the following cover plan was selected and applied.

After considering several plans regarding the departure of the President Elect from New York, it was determined and agreed that a simple departure would be the most efficient and one that would attract a minimum of attention. Accordingly it was arranged that the President Elect would be picked up at his residence, 60 Morningside Drive, at 4:30 A.M. on Saturday, November 29, 1952; that Mr. Edward Green, a member of his staff, accompanied by Attorney General Designate Brownell, would call for him,



[Handwritten initials]
HN

st and then enter the car followed by Mr. Green; and that immediately after the car would proceed South on Morningside Drive to 113th Street; West on toward Amsterdam Avenue at which point the undersigned would jump into the front seat of the car which would then proceed to Mitchell Field over the selected route.

In connection with the other methods of departure which were considered prior to the selection of the above, it might well be pointed out at this time that one plan was to have the President Elect exit through the rear of the building, across the lawn into the adjacent dormitory and proceed through a corridor North to 117th Street where an automobile would pick him up. After careful investigation it was disclosed there was no entrance into the dormitory without going out onto 116th Street and also that in walking from the rear of his residence to these dormitories, the distance between the two places being approximately 50 - 75 yards would attract (particularly at that time of the morning) attention of the police and possibly the newspaper men who were on assignment in this area. Therefore, such a plan was vetoed.

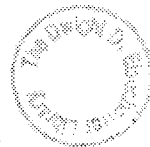
Another plan was to have the President Elect leave the main entrance of the residence and walk nonchalantly toward 117th Street and that he would be wearing a hat and coat that Mr. Edward Green wore in leaving the residence on Friday morning, November 28, 1952. He would proceed to 117th Street where he would enter the waiting automobile, continue West thereon to Amsterdam Avenue, thereafter continuing over the selected route to Mitchell Field. After exploring very carefully the details involving this plan it was likewise rejected in favor of the simple plan mentioned above.

Prior to picking up the President Elect, the dome and side lights of the car were disconnected so that when the doors were opened the interior of the car would not be illuminated, thereby revealing the identity of the passengers in the automobile. Also, arrangements were made whereby SA [REDACTED] and the writer in the Lincoln car would pick up Mr. Edward Green at the Lexington Avenue entrance to the Grand Central Terminal at 3:45 A.M., and thereafter the car would proceed to 140 East 19th Street, New York, the residence of Mr. Brownell, where at 4:00 A.M. Mr. Brownell would leave his residence, enter the car, and thereafter it would proceed to 60 Morningside Drive. Because of the early hour and limited vehicle traffic we were able to make much better time than anticipated, and as a consequence we were obliged to park at 106th Street and Central Park in order to consume some time before our scheduled arrival at 60 Morningside Drive.

In the meantime, SAIC Whitaker, accompanied by SA [REDACTED] arranged to pick up Mr. Charles Wilson, Secretary of Defense Designate, at 3:45 A.M. at the Plaza Hotel, 59th Street and 5th Avenue; thence to 110th Street; West on 110th Street to Amsterdam Avenue; and North on Amsterdam Avenue to 113th Street, where they would then rendezvous with Lieutenant John Davies, and would stand by at this point until the President Elect's car proceeded North on Amsterdam Avenue, after which they were to follow it at a discreet distance performing in the role of follow-up car from this point to Gate No. 11 at Mitchell Field. When both cars entered Gate No. 11, they would cut off their lights and would be escorted by an Air Force vehicle to the point where the Constellations were spotted at the Northwest end of the Airport, and immediately upon arrival all of the principal persons would enplane for Korea.

ITINERARY:

At 4:25 A.M., November 29, 1952, the President Elect's car containing Messrs. Brownell and Green proceeded West on 113th Street and at about the center of the street



...ve to the driveway entrance of 60 Morningside Drive.

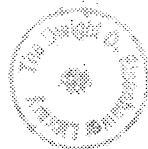
... Green entered the residence and immediately thereafter the door opened and President Elect emerged with his collar up and at once entered the car followed by Mr. Green, which immediately got under way and proceeded South on Morningside Drive to 113th Street, West on 113th Street and as it approached Amsterdam Avenue it slowed down to enable the undersigned to jump into the front seat of the car, after which it continued West to Amsterdam Avenue; North on Amsterdam Avenue to 125th Street; East on 125th Street to Triborough Bridge and onto the Grand Central Parkway, and thereafter the Northern State Parkway, and off the Northern State Parkway at Exit 31, proceeded over Glen Cove Road to Fulton Avenue (Hempstead Turnpike), then proceeded on Oak Street to Gate No. 11 of Mitchell Field, where the occupants identified themselves to Provost Marshall, Lt. Colonel B. E. Royal and ASAIC Jukes. The cars then cut off their lights and followed the Air Force pilot car in the darkness to where the planes were spotted on the Northwest boundary of the airport.

As the President Elect alighted from his car, he was greeted by Lieutenant General Leon Johnston and Major General Roger Maxwell Ramey. The latter officer was in charge of this particular project. Following the exchange of greetings the President Elect, Mr. Brownell, Mr. Wilson, and Lieutenant Davies, boarded Constellation plane No. 8610, which with U. S. Army plane No. 8609, had arrived from Washington at 3:24 A.M. and 4:10 A.M., respectively. The latter plane was assigned to Colonel P. T. Carroll, Press Secretary James Hagerty and selected members of the press making the trip to Korea. Already aboard the Presidential plane were General Omar Bradley, Chief of the Joint Chiefs of Staff and Major General Persons who had made the trip from Washington in this plane.

The Presidential plane took off on the first leg of its flight from Mitchell Field at 5:45 A.M. (EST) and arrived at Travis Field, California at 2:30 P.M. (PST), at which place the plane was refueled. During this refueling period none of the passengers deplaned. However, SA was available but remained inconspicuous in an automobile which was conveniently located near the plane. A note was handed to SA by a member of the plane crew with a request from Lieutenant Davies that the message which was enclosed be telegraphed to Colonel Schulz in New York. Otherwise, there was no contact with SA and the ground crew went about the refueling of the plane without any knowledge of the identity of its occupants.

The plane took off for the second leg of its flight at 4:01 P.M. (PST) for Hickam Field, Territory of Hawaii, arriving at this destination at 12:05 A.M. local time on November 30, 1952. Since most of the passengers were asleep no one deplaned except the engineer of the plane. However, SA was available with an appropriate number of automobiles in the event there was any indication that some member of the plane wished to deplane. A second note was passed to SA with a request that the contents be cabled to Colonel Schulz in New York.

After the plane was refueled it departed Hickam Field at 1:55 A.M., local time, for the third leg of its flight to the Island of Midway, arriving at this destination at 5:45 A.M., local time. Again the passengers remained aboard during the refueling period, and Major General Ramey invited aboard the Commanding Officer at this Field, Captain Dufax, to enable him to pay his respects to the President Elect and his party.



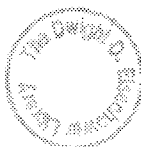
date and time was confidentially indicated as to the President
are, certain preliminary steps were immediately initiated in the develop-
cover plan. First, various pieces of the President Elect's luggage were
in large U. S. mail sacks and delivered to SA who picked them up with
er packages during the course of his daily trips to the residence. These pieces of
luggage, so concealed in the mail bags, were brought down and stored in the New York
Office. The remaining pieces were surreptitiously taken from the house under the follow-
ing conditions: In the early evening of November 28, 1952 the writer assigned SA
to assist Lieutenant John Davies in removing several pieces of personal luggage for the
President Elect from 60 Morningside Drive and said luggage was to be carefully taken
from the house without attracting attention of the press. Initially it was thought that
the luggage could be removed from the rear basement entrance and carried across the rear
lawn into the basement of the Faculty Club of the University which is located North of
the residence. However, upon investigation it was disclosed that there was no rear
entrance to the Faculty Club and consequently this route as a possible avenue for exit
was abandoned. In view thereof, the only alternative was to resort to the following
plan:

The three maids employed at the residence were called upon to assist in removing
the personal luggage of the President Elect by having one of the maids dress in travelling
clothes and to leave the residence by the front entrance as though she were preparing
to leave on a vacation. To effect this impression, the other maids were to see her off
by escorting her to the door and with appropriate fanfare wish her a pleasant trip. She
would then enter a car with the luggage and with SA driving, they would proceed
West on 116th Street to Broadway, where the maid would leave the car and meet SA
who, after an appreciative lapse of time, would escort her back to the rear entrance of
60 Morningside Drive. In the meantime SA continued down to the New York Office
with the luggage and delivered it to the Secret Service Office. This maneuver did not
attract the attention of the press who were not curious enough to inquire as to which
maid was leaving, etc.

Earlier instructions were issued by Mr. Edward Green to Mr. Brownell and Mr. Wilson
that they were to check their bags in lockers located in the Grand Central Station and
turn the keys over to Mr. Green who in turn would turn them over to the undersigned.
During the afternoon of November 28, 1952, SA was given the above mentioned
keys and he picked up the bags and brought them to the New York Office.

Through prior arrangements with Lt. General Johnston, Commanding Officer, a U. S.
Air Force truck without markings was assigned to this Service. This was driven by
Master Sergeant Chester Crowson, who is the personal driver for General Johnston.
Sgt. Crowson was selected as being completely trustworthy, and additionally because in
his normal duties he could enter and leave the Main Gate at the Field with a minimum
of attention from the Military Police. Sgt. Crowson reported to the New York Office at
8:00 P.M. In view of the large amount of luggage involved, necessitating two trips,
SA was detailed to accompany Sgt. Crowson on the first trip, then remain-
ing at Mitchell Field to guard the baggage while ASAIC Jukes stayed at the office with
the remainder. ASAIC Jukes made the second trip, and the baggage was placed aboard the
respective planes upon arrival. All baggage was checked and accounted for at the Field
prior to the arrival of the passengers.

On November 20, 1952, at 9:30 A.M., the undersigned with SAIC Whitaker and SA
conferred with Lt. General Johnston, Commanding Officer of Mitchell Field,
Major General William E. Hall, Colonel L. M. Merrick, Base Commander, Lt. Colonel



Edward Mikoloski, Aide, Major J. F. Reynolds, Base Operations, Lt. Colonel B. E. Royal, Provost Marshal, Captain O. J. Baggett, Assistant Provost Marshal, regarding the departure of the President Elect from this Field in the early morning of November 29, 1952. Because of the need for the utmost secrecy, only the above officers were informed of this plan, and accordingly were selected for their loyalty and comprehension of the problems involved.

Lt. General Johnston made a survey of the Field and determined that the most logical place to spot the planes was at the Northwest end of the Field where there was little or no traffic, more or less isolated, and particularly beyond range of the tower light and presented a good vantage point from which our activities could not be too closely observed. The planes were to be flown up from Washington and arrive at 3:24 A.M. and 4:00 A.M., respectfully, to await the arrival of the President Elect, members of his party and Press.

The cruiser, USS Helena, is the third vessel bearing this name and had participated in a Navy Day review in New York City on October 27, 1945, on the occasion of President Truman's visit aboard the Battleship Missouri. Until this vessel was ordered to Guam, the USS Helena participated in the Korean war, its helicopter playing the role of observer and endeavoring to locate the North Korean gun emplacements of the enemy shore batteries in which the USS Helena was operating. This cruiser is under the command of Captain Dwyer.

COMMUNICATIONS:

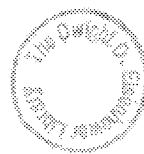
Following your conference with General Persons and General Ramey they advised that all communications sent by them to their respective headquarters would be relayed to you. Consequently, the undersigned made no effort to communicate our arrivals and departures until we reached the Continent.

CONCLUSION:

Collaborating with the Secret Service in this over-all cover plan were the following: Mr. Edward Green; Mr. James Hagerty; Mr. Thomas Stephens; General Persons; Major General Ramey; Colonel Schulz; Lieutenant John Davies; Lt. General Leon Johnston; Major General William E. Hall; Colonel L. M. Merrick; Lt. Colonel Edward Mikoloski; Major J. F. Reynolds; Lt. Colonel B. E. Royal; Captain O. J. Baggett; and Colonel Paul Carroll.

Special attention is called to the personal participation of Press Secretary James Hagerty, who was of great assistance throughout the trip and particularly in alerting us as to various activities that the President was scheduled to engage in. Mr. Hagerty also directed the activities of the Press and their arrangements for the handling of their luggage and the timing of their departure, etc.

Mr. Edward Green by his personal participation assisted in our departure from New York.



at the time of the President Elect's departure and was instructed to keep the New York City police officers away from the main entrance of the house so as to keep them occupied in such a manner that they could not observe too closely who was leaving the house.

SA [redacted] was to take up a post on the South side of 113th Street, one hundred (100) yards West of Morningside Drive.

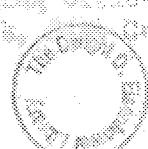
SA [redacted] was to take up a position at the North center side of 113th Street, while SA [redacted] was to take a position on the South side of 113th Street and Amsterdam Avenue.

In the meantime, SA [redacted] was to be parked in a car on the South side of 113th Street, some one hundred (100) to one hundred and fifty (150) yards from Morningside Drive, and when the President Elect's car turned West on 117th Street on its second trip around, this Special Agent was to drive his car into the center of the street in order to prevent any vehicle from possibly following this departure from 60 Morningside Drive and while it was enroute to Mitchell Field. This action was necessary in view of the fact that the newspapers had an all night watch at 60 Morningside Drive and might possibly detect this movement. Consequently, SA [redacted] by stalling his car in the middle of the street, would prevent them from determining whether or not the President Elect's car had turned North or South at Amsterdam Avenue or that they were enroute to Mitchell Field.

The undersigned got out of the car at 113th Street at 4:25 A.M. and covered the North side of this street, one hundred and fifty (150) yards East of Amsterdam Avenue. It was deemed advisable in the course of developing this cover plan that the writer not be in the front seat of the car when it pulled up to the main entrance of 60 Morningside Drive as this would be an immediate indication to anyone watching the house that the President Elect would be preparing to leave the house, inasmuch as in the normal course of such activities the writer was always present in the front seat whenever the President Elect entered the car. Therefore, by not so appearing at this time, no undue attention would be given to the car when it pulled up, particularly regarding the possible departure of the President Elect.

ASAIC Jukes was assigned to Gate No. 11 at Mitchell Field so as to identify the President Elect and members of his party as well as the press who would accompany the President Elect in the second plane. In this connection it should be mentioned at this point that the following arrangements were made with Mr. James Hagerty, President Elect's Press Secretary, whereby he instructed those members of the press selected to make the trip that (1) they were to personally deliver all their baggage to the New York Office of the Secret Service properly labelled; (2) they were to rendezvous at Pennsylvania Station at 3:15 A.M.; and (3) they were to move individually to the 30th Street motor ramp entrance located South of the Station at 3:30 A.M., at which time they would be picked up by SA [redacted], New York Office, accompanied by Mr. James Hagerty.

At 3:00 A.M. SA [redacted] was to pick up Mr. Hagerty at the motor ramp entrance of the Commodore Hotel. After picking up all these members of the press, SA [redacted] then proceeded to Gate No. 11 at Mitchell Field, arriving at approximately 4:00 A.M. Immediately upon arrival these persons went aboard the U. S. Army plane No. 8609.



...age at the Biltmore Hotel. Baggage for these gentlemen had been collected the day by SA ... and properly labeled and guarded at the New York office. ... from the various addresses were executed without attracting attention or ... curiosity. (In the case of Mr. Dulles, the official car was parked some distance up the street from his residence inasmuch as there was a fixed police post in front of the house and numerous passersby).

The two parties met at an agreed upon spot at 96th Street and 1st Avenue, where SA ... had been posted near a telephone to remain in contact with the office. In view of the lateness of the hour and the importance of the mission it was deemed advisable for both cars to travel together to Mitchell Field so that if necessary all the passengers could be put in one car in the event of accident or breakdown of the other.

The route to Mitchell Field was via 1st Avenue, 125th Street, Triboro Bridge, Grand Central Parkway, Northern State Parkway to Exit 31, Glen Cove Road to Commercial Street, Oak Street and to Gate 11 at the Field. On signal, Lt. Colonel B. E. Royal, Provost Marshal, opened the gates and guided the cars to the apron at the Northwest corner of the field. Lt. General Johnston and staff greeted the party and they departed at approximately 1:30 A.M.

The ship's helicopter took off from the aft deck and flew approximately one mile to the Airfield where Secretaries Dulles and Humphrey were picked up and transferred to the USS Helena. Thereafter, successive arrivals aboard the cruiser were as follows:

Secretary Designate McKay & Budget Director Dodge (the 2nd group transferred);
Honorable C. D. Jackson made the third transfer; while
Honorable Clay and Honorable Hughes were in the fourth transfer.

There was submitted a separate report by SA describing the arrival of the above persons at Wake Island and their transfer to the USS Helena.

Upon the completion of the transfer of these guests to the USS Helena, the cruiser again got under way for the continuing trip to Pearl Harbor. The latter guests were assigned to the following quarters aboard the USS Helena:

<u>Name</u>	<u>Cabin</u>
Secretary Designate Douglas McKay	0103
Budget Director Joseph W. Dodge	0102
Honorable C. D. Jackson	226
Honorable Emmet J. Hughes	231
Honorable Lucius M. Clay	0201



The cruiser crossed the International Date Line at 8:48 P.M., December 9, 1952.

On two occasions while enroute to Pearl Harbor, the President Elect, Secretary Designate Humphrey, and Honorable Clay, indulged in some skeet shooting from the fantail of the cruiser. The entire cruise was uneventful except that initially there was a tornado building up in the vicinity South of Wake Island and that the cruiser might possibly run into a portion of this typhoon. However, as the weather station kept in constant touch with the weather reports, it developed that the typhoon had dissipated itself and our arrival off the Island of Wake was smooth. The details relating to our arrival at Pearl Harbor on Thursday, December 11, 1952, at 9:00 A.M., local time, were described in a separate report submitted by SA

Presidential party, consisting of Secretary Designate Dulles, Secretary McKay, Honorable C. D. Jackson, Colonel Carroll, Major General Ramey, General Persons and Lieutenant John Davies departed the Marine Airfield at Kaneohe, Territory of Hawaii, at 11:50 A.M. for the flight to Edwards Field, California, arriving at this destination at 11:25 P.M. (PST) on December 13, 1952. It will be noted that the other members of the original party, including Attorney General Brownell, Secretaries Designate Wilson and Humphrey, Budget Director Dodge, Honorable Clay, and Honorable Hughes, returned to the States independently.

Details relating to the arrival at Edwards Field were submitted by SA..... in a separate report.

During the period that the President Elect's plane #8610 was being refueled, the President Elect was escorted on a tour of the base to inspect some of the latest airplanes presently being tested at this field. It was at this point that Secretary Designate McKay left the party. The remainder of the Presidential party consisting of Secretary Designate Dulles, Honorable Jackson, Colonel Carroll, Major General Ramey, General Persons and Lieutenant Davies, boarded U. S. Army Constellation #8610 at 12:50 A.M., December 14, 1952, for the flight to LaGuardia at 2:00 P.M. (EST), on December 14, 1952. The details relating to this arrival and other activities in New York were described in a separate report by SA.....

The U. S. Army Plane #8610 is a four-motor Constellation type plane piloted by Major Draper, who was the President Elect's pilot while he was in Europe. For this trip Major Draper was assigned by the U. S. Air Force to fly the President Elect to Korea and return. There were two crews assigned to this plane, as well as to the Press plane, U. S. Army #8609.

SECURITY:

To successfully effect this cover plan it was necessary to limit the number of persons who would necessarily be involved in such a plan. Consequently, except for the following Special Agents, who were assigned to key points in this operation, all other Special Agents on the President Elect's detail were not advised of the President Elect's contemplated time of departure or the departure itself, nor were the police assigned around the residence at 60 Morningside Drive informed of our departure, the purpose being to convey the impression that the President Elect was still in residence and that certain members of his staff, including Secretary of State Designate Dulles, continued to call at his residence to support this impression and thereafter dictated press releases at the Commodore Hotel regarding their interviews with the President Elect.

In conformity thereto, SA's and ASAIC Jukes, were selected as the key men to assist in the departure of the President Elect. After our departure SAIC Whitaker and SA were to supervise the working shifts and see that they continue in their normal routine and that they were not to give any indication that the President Elect had departed until such a release was given from Korea, after which SA's and would return to Washington, D. C., and the remaining Special Agents on the President Elect detail would continue covering 60 Morningside Drive and the Commodore Hotel until our return to New York.

SA was to accompany SAIC Whitaker in the convertible Mercury which was to be used as a follow-up car and which transported Secretary of Defense Designate Charles Wilson and Lieutenant John Davies to Mitchell Field. SA was in charge

fueling was completed, the plane immediately departed the Island of Iwo Jima, arriving at this point at 2:50 P.M., December 1, 1952. At Iwo Jima the President Elect and his party deplaned the first time since leaving New York, and were greeted by Major General R. F. Lambertson and Brigadier General Bruckton. The President Elect and his party remained on this Island for twenty-three (23) hours. The details relating to the activities, security, etc., were submitted in a separate report by SA It should be noted at this point that Admiral Radford joined the party and accompanied them to Korea.

The press plane departed on the last leg of its flight from Iwo Jima at 1:00 P.M. local time for Kimpo Airfield, Seoul, Korea, and at 1:55 P.M., local time, December 2, 1952 the Presidential plane took off for the same destination. The press plane arrived at 7:25 P.M. and the President Elect's plane arrived at 7:55 P.M., local time. Immediately upon arrival the President Elect and his party deplaned and entered their waiting automobiles and proceeded to 8th Army Headquarters, where on arrival they were greeted by General Mark Clark, General Van Fleet, and their staffs. Details relating to the arrival and visit at Korea were submitted in a separate report by ASAIC Gerald A. Behn.

It is appropriate to report at this point that on the evening of December 3, 1952 while at the 8th Army Headquarters at Seoul, the writer, in company with ASAIC Behn, conferred with General Mark W. Clark regarding an invitation received from President Syngman Rhee inviting the President Elect to visit the South Korean Capitol Building in Seoul wherein President Rhee advised some 200,000 to 300,000 people would assemble to welcome the President Elect. Because of the circumstances prompting such an invitation and various factors pertinent to the safety of the President Elect on this occasion, it was the concerted decision of the above conferees that the invitation should be declined with regret. It was their belief that for the President Elect to make a public appearance at such a time and place under the existing conditions would possibly invite an incident which could be embarrassing to all concerned. It was also concluded that for such an appearance it would necessarily involve the establishment of enormous security measures to cope with the alleged presence of North Koreans or spies believed to have infiltrated Seoul. It is very possible that under the cloak of such assemblage they might insinuate their presence by the commission of an act which could have serious repercussions if successful, thus affecting this historic visit to Korea and finally, the President Elect's schedule at this time did not allow for such an appearance.

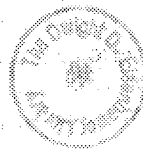
On December 5, 1952, at 8:00 P.M., local time, the President Elect and the original members of his party referred to earlier in this report departed K-16 Airfield in Seoul for the flight to the Agana Airfield on the Island of Guam, arriving at 5:30 A.M., local time, on December 6, 1952. The Press plane departed from K-14 (Kimpo) at 7:00 P.M., local time, arriving at 4:30 A.M., local time, on December 12, 1952. It should be noted that one hour following our departure from K-16 Airfield at about 9:00 P.M., permission was granted to the G-2 and the Public Relations Officers for 8th Army Headquarters to release the details concerning the President Elect's visit to Korea. The facts relating to our activities at Guam were covered in a separate report submitted by SA

The President Elect and his party boarded the cruiser, USS Helena (CA-75) at the Naval Yard in Guam, and this vessel got under way at 6:30 A.M., December 6, 1952 for Pearl Harbor via Wake Island. At Guam the President Elect was joined by Admiral Radford, who had flown in advance of the Presidential party from Seoul to Guam, and he accompanied the party on the trip enroute to Wake Island.



Members of the President Elect's party, newspaper correspondents, and special agents of this Service were assigned to the following rooms aboard the USS Helena during this cruise:

<u>Name</u>	<u>Cabin</u>
President Elect Eisenhower	Admiral's Cabin
Mr. Wilson	Captain's Cabin
Mr. Brownell	Chief of Staff's Cabin
Admiral Radford	Executive Officer's Cabin
General Persons (Ret.)	102
Lieut. Davies - Mr. Rowley	101
Commander Johnson	0103
Mr. Hagerty	0101
Mr. Considine	202
Mr. Halles	204
Mr. Jurkowski	205
Mr. Oliver	212
Mr. Smith	217
Mr. Whitehead	218
.....	219
.....	223
Colonel Carroll	228



During this cruise the Special Agents were assigned as follows: SA's and were on duty from 8:00 P.M. to 8:00 A.M. while SA's and the writer were on duty from 8:00 A.M. to 8:00 P.M. Marine orderlies were also assigned to the President Elect and his party and were stationed immediately outside their respective cabins.

At this point it should be noted that when the Presidential party deplaned at the Island of Guam, both General Omar Bradley and Major General Ramey continued on their flight to Hickam Field aboard U. S. Army Plane #8610 to await the arrival of the President Elect and his party on December 11, 1952.

The USS Helena arrived off Wake Island at approximately 8:15 A.M., local time, on Monday, December 8, 1952, at which point the cruiser dropped anchor so as to enable the following persons to be brought aboard:

- Secretary Designate John F. Dulles
- Secretary Designate George M. Humphrey
- Secretary Designate Douglas McKay
- Honorable Lucious M. Clay
- Budget Director Joseph W. Dodge
- Honorable C. D. Jackson
- Honorable Emmet J. Hughes

The above named individuals departed New York City under a similar cover plan as that executed for the departure of the President Elect on November 29, 1952. The departure plan for these persons was accomplished in the following manner: Commencing at approximately 10:00 P.M. on December 5, 1952, SAIC Whitaker picked up Mr. Jackson at 400 East 59th Street; General Clay at 1040 5th Avenue, and Mr. Dulles at 72 East 91st Street. Meanwhile ASAIC Jukes met Mr. Hughes at 24 West 10th Street, and Messrs.

Mr. Thomas Stephens effectively assisted this Service by his plans to continue at the New York end of the cover plan until such time as the President's visit was announced and released to the public.

Very truly yours,

James J. Rowley

JAMES J. ROWLEY
SAIC,

A. E. Whitaker

A. E. WHITAKER
SAIC,

