

H-1 Group Office Files

August 16, 1954

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CONTAMINATION LEVELS ON J-DIVISION TRAILERS

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It seems that three longshoremen involved in unloading four J-Division trailers at the San Francisco docks have claimed they received beta burns. The four trailers are identified as J-13-1, J-13-2, J-15-2 and J-15-3. The levels detected by army personnel from group J-4 and from H-1 personnel have been recorded herewith for the purpose of possible future reference.

I. Col. John W. Lipp and Sgt. Joseph J. Guyette of Group J-4 monitored the four trailers in San Francisco prior to their departure for Los Alamos. Their findings are as follows:

|        | <u>Max. Surface</u> | <u>5 feet from Front End</u> | <u>12 feet from Sides</u> | <u>Cab of Tractor</u> |
|--------|---------------------|------------------------------|---------------------------|-----------------------|
| J-13-1 | 20. mr/hr           | 3. mr/hr                     | .3 mr/hr                  | .2 mr/hr              |
| J-13-2 | 21. "               | 1. "                         | .3 & .6 mr/hr             | -                     |
| J-15-2 | 22. "               | 6. "                         | .5 mr/hr                  | -                     |
| J-15-3 | 15. "               | 5. "                         | .9 "                      | -                     |

The survey was made with a Beckman MX-5 open shield GM instrument. Col. Lipp assured me that the meters were in good condition as they had just been serviced by the medical group (I assume this to be NRDL) and that to his knowledge no saturation took place.

Film badges worn by personnel accompanying the trailers received no exposure.

II. H-1 was called to SM-30 to spot survey the trailers prior to unloading. A maximum of 70 mrep/hr, shield open, cutie pie reading was obtained on a ladder at contact. The most active swipe was 3 to 5 mr/hr as read with a 263B Victoreen, shield open. The commercial tractors had been released without a survey. It was not felt necessary to tail the tractors due to the low level swipes, especially in the vicinity of the tractor hitch and the fact that all trailers had been steam cleaned prior to leaving the islands.

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H-1 was later approached by Howard Buffington of J-13 to further decontaminate J-13-1, 2, 3 and 4 trailers prior to factory reconditioning. At the request of Leo Chelius, trailers J-13-1 and 2, and J-15-2 and 3 were to be monitored thoroughly prior to decontamination due to the San Francisco developments. The maximum values and pertinent data are listed in the accompanying table. As many as 200 readings were recorded in detail for each trailer and are recorded on the attached work sheets.

Readings tabulated as 20.+ mr/hr in some instances mean that the activity was greater than what could be read with an open shield GM instrument but less than what could be detected with a cutie pie type.

The "cutie pie" type meter used was an open window Raychronix Model D1.

The persons who did the monitoring at one time or another were Robert Elliott, James M. Oakes, Felix Vigil, Bruce Riebe, and Jose B. Romero.

ORIGINAL SIGNED BY CARL BUCKLAND  
CARL W. BUCKLAND

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Table attached.

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Max. Surface Count in mr/hr with a 263B Victoreen  
C-Shield Closed, O-Shield Open

| Top           | Right Side     |                | Left Side     |               | Front         | Back           | Bottom                 | Max. Swipe<br>mr/hr        | Inside Level<br>mr/hr |
|---------------|----------------|----------------|---------------|---------------|---------------|----------------|------------------------|----------------------------|-----------------------|
|               | Top            | Bottom         | Top           | Bottom        |               |                |                        |                            |                       |
| 7. C<br>25. 0 | 5. C<br>20. 0  | 15. C<br>55. 0 | 8. C<br>55. 0 | 8. C<br>20. 0 | .5 C<br>25. 0 | 1.8 C<br>20. 0 | Zero closed<br>.5 open | .1 C<br>5. 0               |                       |
| 4. C<br>17. 0 | 7.5 C<br>70. 0 | 5. C<br>70. 0  | 8. C<br>60. 0 | 1. C<br>4. 0  | 4. C<br>50. 0 | 1. C<br>4. 0   | .6 C<br>9. 0           | .8 C<br>.8 0               |                       |
| 7. C<br>40. 0 | 1.5 C<br>30. 0 | 1. C<br>25. 0  | 5. C<br>30. 0 | .3 C<br>13. 0 | .2 C<br>10. 0 | .3 C<br>13. 0  | 3 to 5 0               | 2. 0                       |                       |
| .11C<br>9. 0  | 1. C<br>10. 0  | .5 C<br>10. 0  | 6. C<br>50. 0 | 1.5 C<br>7. 0 | .12C<br>3. 0  | 1.5 C<br>7. 0  | 3 to 5 0               | .1 to .5<br>toward front 0 |                       |

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J-13-2

J-15-2

J-15-3

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