

COMMANDER SERVICE FORCE, U.S. PACIFIC FLEET

SERIAL 6735

17 SEPTEMBER 1946

MAGIC CARPET OPERATIONS

SUMMARY REPORT OF SUPPORT OF PROGRAM
TO RETURN PERSONNEL TO UNITED STATES
FROM FORWARD AREAS OF THE PACIFIC.

SER-11-JGD/ect

COMMANDER SERVICE FORCE
UNITED STATES PACIFIC FLEET

THIRD

Serial: 6735

~~RESTRICTED~~
R-E-S-T-R-I-C-T-E-D

DECLASSIFIED - OPNAV INST 5500.30
BY JK DATE 3-16-60
CDR, USN

17 SEP 1946

From: The Commander Service Force, U.S. Pacific Fleet.
To : The Chief of Naval Operations.
Via : The Commander in Chief, U.S. Pacific Fleet.
Subject: Task Group SIXTEEN POINT TWELVE (MAGIC CARPET) - Operations and dissolution of.

- References:
- (a) CINCPAC 092032 of March 1946.
 - (b) CCD-24 conf.ltr. CCD24/A4-1 LSP/HS Serial 07 dtd 15 March 1946.
 - (c) CNO 161800 of January 1946.
 - (d) CINCPAC 282134 of March 1946.
 - (e) CNO secret 241455 of April 1946.
 - (f) CINCPAC conf. 120329 of February and conf. 191015 of April 1946.
 - (g) CNO secret 162015 of July 1946.
 - (h) CJTF-1 182301 of April 1946.
 - (i) CINCPAC 212247 of August 1946.

1. Direct operational control of Task Group 16.12 was assumed by Commander Service Force, U.S. Pacific Fleet upon the dissolution of Carrier Division TWENTY-FOUR on 15 March 1946 in accordance with reference (a). The report of dissolution of Commander Carrier Division TWENTY FOUR was contained in reference (b).

2. The 23 vessels of the Task Group were operated to augment the vessels of the Naval Transportation Service in its task of returning personnel to the United States in accordance with reference (c).

3. Through Area Commanders' and Commander Service Force's estimate of lift requirements, the weekly schedule of the Naval Transportation Service vessels was augmented by vessels of Task Group 16.12 so that sufficient transport space was available for the Area Commanders' needs. By maintaining a close check on reports of personnel awaiting transportation and expected at staging areas, a satisfactory schedule was maintained.

4. Anticipating the Department's desire to complete demobilization by 1 September 1946, and that troop transports available for lifting personnel would be inadequate unless full advantage was taken of vessels available in April and May, all ships of Task Group 16.12 were scheduled for lifts from the forward areas during the months of April and May in accordance with Commander Service Force's estimate of total population to be returned from each area. The Area Commanders, in reference (d), were requested to fill all spaces allocated their areas, anticipating discharge points as necessary. In most instances this was accomplished.

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5. One vessel, the U.S.S. LUBBOCK, was routed to the South Pacific Area to report to Commander South Pacific Area for routing in his area to complete the demobilization of the South Pacific Area.
6. In reference (e), six vessels, the GRIMES (APA 172), GAGE (APA 168), KERSHAW (APA 176), LAVACA (APA 180), OLMSTEAD (APA 188), and RUTLAND (APA 192) were ordered to be made available to Commander Naval Forces, Japan, for a tactical lift of the 2nd Marine Division to the East Coast of the United States via the Panama Canal. The last of these vessels arrived in Norfolk on 9 August 1946.
7. Upon receipt of ALNAV 161, schedules were prepared providing sufficient transportation for the return of all naval personnel for demobilization in accordance with directives contained therein. By maintaining a constant check on passengers loaded in each vessel, diverting vessels into other areas when they were sailed light, all spaces in the ship were utilized to return personnel to the United States.
8. In reference (f), CINCPAC directed three Magic Carpet vessels be assigned Commander Marianas for the evacuation of personnel from Eniwetok during CROSSROAD tests. The RENVILLE, CHILTON, and PICKAWAY were directed to accomplish this mission. On their arrival in Pearl enroute to Eniwetok, information was received indicating that three vessels would not be required. The PICKAWAY and CHILTON were sailed to Eniwetok and the RENVILLE was used for two shuttle trips from Pearl to San Francisco. On arrival Eniwetok, it was ascertained that only one vessel would be required and the CHILTON was used for the scheduled lift. The PICKAWAY was kept in that area ready to make a lift where required. She was finally routed to Manus via Guam for a final lift and was loaded to capacity at Pearl on return to San Francisco.
9. On 4 July 1946, a request was received from Commander Seventh Fleet for an additional lift of 2,750 marines from China. The TALLADEGA in Shanghai with a load of replacements, scheduled to load at Manus for a return demobilization lift, was diverted to China for a return lift. The additional personnel from China were ferried from China to Japan in the PRESIDENT JACKSON and returned to the United States in the GENERAL RANDALL.
10. In reference (g), the Chief of Naval Operations directed Commander Task Group 16.12 to hold three APA's ready for possible early August lift from forward Pacific, suggesting the ONEIDA (APA 221), RENVILLE (APA 227), and RANDALL (APA 224) be used. The ONEIDA and RENVILLE had been released from Magic Carpet

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Subject: Task Group SIXTEEN POINT TWELVE (MAGIC CARPET) - Operations and dissolution of.

duty but were ordered by CINCPAC to report to Commander Service Force for this duty. The ONEIDA and RENVILLE were made ready for sea and departed for China on 24 July. The RANDALL sailed for Pearl on 20 July on a scheduled trip to await further orders. She was finally returned to the United States with a final demobilization lift from Pearl arriving in the United States on 14 August 1946. The ONEIDA and RENVILLE arrived in the United States on 29 August 1946.

11. The lift of demobilization personnel from the Hawaiian Area was accomplished by scheduled Naval Transportation Service vessels plus casual shipping passing through Pearl en route to the United States and Magic Carpet vessels diverted from the forward areas returning light. This resulted in a considerable back log of personnel awaiting transportation and in the month of July all available vessels of Task Group 16.12 returning to the United States were scheduled for shuttle trips to Pearl. The assignment of two Naval Transportation Service vessels, the GENERAL ERNST and the HERMITAGE for lifts from the Hawaiian Area reduced the number of 16.12 ships in this shuttle service.

12. At the request of Commander Joint Task Force ONE, individual vessels of Task Group 16.12 were authorized to carry high priority cargo necessary for Operations Crossroads. In reference (h), Commander Joint Task Force ONE stated that this authority was much appreciated and materially helped in prosecuting that project.

13. The last 16.12 vessels to report to their postwar assignment were the ONEIDA (APA 221) and RENVILLE (APA 227) on 31 August 1946. ALPAC 231 reported demobilization completed in the Pacific Ocean Area and in reference (d) Commander in Chief, Pacific Ocean Area dissolved Task Group 16.12.

14. A monthly tabulation of the number of personnel returned to the United States in vessels of Task Group 16.12 during the months of March to August follows. This does not include seven vessels that discharged their personnel on the East Coast of the United States:

	NAVY	ARMY	MARINES	COAST GUARD	CIVILIANS	NO BREAKDOWN	TOTAL
MARCH	31,290	9,227	6,670	683	541	2,800	51,211
APRIL	9,386	537	2,020	145	196	1,400	13,684
MAY	24,613	31	2,296	41	54		27,035
JUNE	5,243	none	8	2	84	1,400	6,737
JULY	11,415	523	1,482	none	184	1,400	15,004
AUGUST	6,958	2,817	905	19	63	2,800	13,562
Total.....	88,905	13,135	13,381	890	1,122	9,800	127,233

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Serial 9965

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

23 SEP 1946

1st Endorsement to
ComServPac ltr
SER-11-JGD/ect A4-1
ser 6735 dtd 17 Sep
1946.

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EXOS. ROUTING SECTION
NAVY DEPARTMENT

From: Commander in Chief, U.S. Pacific Fleet.
To: Chief of Naval Operations.
Subject: Task Group Sixteen Point Twelve (Magic Carpet) -
Operations and Dissolution of.

1. Forwarded.
2. The Commander in Chief, U.S. Pacific Fleet considers that this difficult job of transportation was well done by Commander Service Force.

J. H. TOWERS.

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