HISTORICAL REPORT OF JOHNSTON ATOLL
HISTORICAL REPORT

OF

JOHNSTON ATOLL

Part I - 1796 - 1964
Part II - 1965 - 1973

June 1974

Prepared by

Logistics Planning Group
HOLMES & NARVER, INC.
FOREWORD

When first discovered, Johnston Atoll was very much like many other Pacific atolls. Its importance grew with the onset of WW II, continuing on to the atomic testing in the Pacific. Its growth into a highly technical and sophisticated base of operations for support of Department of Defense missions and possible future nuclear testing is recorded herein.

Part 1 of this document is a reproduction of the Historical Report of Johnston Atoll, 1796-1964, published in 1965 and authored by Lieutenant Commander Lawrence Richard Bauer, USN, then the Assistant to the Chief of Staff, Joint Task Force EIGHT. It has been reprinted herein to maintain the continuity of events of Johnston Atoll under one cover.

Part II is a continuance of the report covering the years from 1965 to 1973, and has been accomplished by the Logistics Planning Group of Holmes & Narver, Inc., at the request of the Defense Nuclear Agency.

It is planned to update this report periodically as future historical information is recorded.
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>FOREWORD</td>
<td>i</td>
</tr>
<tr>
<td>PART I.</td>
<td>1</td>
</tr>
<tr>
<td>Johnston Atoll 1796-1964.</td>
<td>2</td>
</tr>
<tr>
<td>Footnotes</td>
<td>17</td>
</tr>
<tr>
<td>Figures</td>
<td>18</td>
</tr>
<tr>
<td>Drawings</td>
<td>63</td>
</tr>
<tr>
<td>PART II.</td>
<td>68</td>
</tr>
<tr>
<td>Johnston Atoll 1965-1973.</td>
<td>69</td>
</tr>
<tr>
<td>Background</td>
<td>69</td>
</tr>
<tr>
<td>History, 1965-1973.</td>
<td>69</td>
</tr>
<tr>
<td>References</td>
<td>87</td>
</tr>
<tr>
<td>Inclosures</td>
<td>90</td>
</tr>
</tbody>
</table>
PART I

HISTORICAL REPORT OF JOHNSTON ATOLL

1796 - 1964

LCDR Lawrence Richard Bauer, USN
Assistant to the Chief of Staff
Joint Task Force EIGHT
JOHNSTON ATOLL

Located some 717 miles WSW of Honolulu, Hawaii (Fig. 1), Johnston Atoll, from its humble beginning, has grown into a joint Atomic Energy Commission/Department of Defense complex which will serve as a headquarters and base of operations for the agency responsible for resuming nuclear testing in the Pacific Ocean area should the Limited Test Ban Treaty of 1963 be abrogated and such testing directed.

Originally consisting of two islets, Johnston and Sand, the Atoll now boasts four islets, two of which are man-made. The total size has grown to an impressive 632 acres as a result of extensive dredge and fill operations that have been conducted over the years. By far the most extensive dredge program added 434 acres to the complex, including the two new islets, and was completed in August of 1964.

When discovered, Johnston and Sand Islands rested on a shelf of rock that was exposed at several points around the beach. The basal layer was hard, covered by a softer layer. The bordering beaches were of fine white coral sand, and the soil of the islands was of the same material with a moderate amount of humus. Additionally, there were large deposits of guano which had a definite bearing on the development of the island. This aspect of the atolls growth and political history will be covered in greater detail in the following paragraphs.

The weather in this part of the Pacific Ocean is excellent all year long with little seasonal variation. The temperature ranges from annual mean of 75 to 82.7 degrees Fahrenheit. Prevailing trade winds blow most of the time and are usually in excess of 10 mph. Tide range is normally two feet. A westerly current prevails with a velocity of one-half knot. Annual rainfall amounts to about 30 inches and is most frequent during the fall and winter months. During the long summer, light showers are frequent; however, they are usually of short duration and most frequently occur during the hours of darkness. Fall and winter showers may occur anytime during the day, but they, like their summer counterparts, are usually of short duration. Additional meteorological data is contained in Figure 2.
HISTORY

On 2 September 1796 the American Brig, SALLY, of Boston grounded on a shoal some 71/7 nautical miles WSW of Honolulu. At that time her skipper, Joseph Pierpoint, saw a rough circular reef some eight miles across. In it lay a guano-covered patch of sand 1000 yards long and about 200 yards wide, reaching a mountainous height of some forty-four feet at its northern end. About a mile and a quarter to the northeast was a smaller patch of sand about 200 yards in diameter with its highest point some eight feet above the coral-studded reef. He was apparently so little impressed that he logged it and got away as quickly as possible.

The celebrated navigator Krüzenstern suspected Johnston Island's existence as evidenced by his writings. "On the 15th of June, we saw in lat. 17° and long. 160°30' an extraordinary number of birds that hovered round the ship in flocks of upwards of a hundred; this raised our hopes of meeting with land very considerably; but although the night was perfectly clear and we kept a good lookout, there was none to be perceived. I cannot; however, but think, that during the night, we must have passed near some island or rock, standing above water, that serves as a resting place for these birds, for we again saw several the next morning, nor did we lose sight of them until noon."

Not three years later, on 14 December 1807 the islands were discovered by Captain Charles James Johnston, of HMBS CORNWALLIS.

The discovery and place of the group was announced by Lieutenant William Henry Smith, an officer on board CORNWALLIS; hence, the group was sometimes called by the name of the frigate. The original observation placed them at Lat 16°53'20"N, Long 169°31'30"W.

The description of Johnston Island, in the log of CORNWALLIS was brief: "Two very low islands having a dangerous reef to the eastward of them, and the whole not exceeding four miles in extent."

The islands were described by Commodore Wilkes in 1840 as a lagoon surrounded by an extensive reef, extending northeast and southwest ten miles and five miles broad; on the northwest side are two islets; the westernmost in Lat 16°48'N Long 169°45'16"W is covered with bushes but no trees; the other only a sand bank."
From time to time a few commercial ships reported the shoal which was considered more as a menace to navigation than anything of value.

In 1856 the U.S. Guano Act was passed. This law enabled a citizen to take over an uninhabited and unclaimed guano-laden island under the protection of the American Flag upon the fulfillment of certain development and habitations conditions.

Upon hearing of the Act, two enterprising Americans, Parker and Ryan, formed a partnership and petitioned the government for letters of patent, granting to their Johnston Island. Because the partnership could not finance the venture, their petition was refused. However, they went in search of assistance and with some difficulty were able to obtain a working agreement with Messrs. Byxbe and Stoddard, owners of the schooner PALESTINE. This agreement was to the effect that PALESTINE would proceed to the islands, land upon, and examine them; and, if guano was found, possession of them would be taken in accordance with the Act of March 1856. The agreement also stipulated that Parker and Ryan would receive three-eighths interest, the remainder going to Byxbe and Stoddard for taking upon themselves all of the risk and expense of the expedition.

Arriving at Johnston on 19 March 1858, the Captain of PALESTINE found a large amount of guano; however, there was no wood, water, or agricultural soil. In spite of this, an American flag was planted on both islands and crosses were erected bearing the inscription that the entire place was claimed for the United States and the owners and charters of the schooner.

Meanwhile, another group of enterprising San Francisco under the leadership of Samuel C. Allen, decided that they too might be able to realize a tidy profit as a result of possessing the island. Approaching the problem from a different angle, they persuaded King Kamehameha IV to claim the islands as a part of Hawaii. Three months following the PALESTINE's voyage, 14 to 19 June 1858, the Hawaiian schooner KALAMA, commanded by Capt. Watson and with Allen on board, visited Johnston Island, removed the American flag and hoisted that of Hawaii. The larger island was named Kalama and the smaller Cornwallis.

Returning on 22 July, the captain of the PALESTINE again hoisted the American flag and reasserted the rights of the United States. This
time he left two of his crew on the island to gather guano. On 27 July 1858, while these two 'men were still on the island, a proclamation of Kamehameha IV declared the annexation of this island to Hawaii, the Attorney General of Hawaii stating it was 'derelict and abandoned.'

The extensive reef which surrounded the island posed a hazard which sea captains did not wish to chance with loaded vessels. 'Until a suitable passage was provided by Mr. A.D. Piper, superintendent for the original parties, in cooperation with LCDR John M. Brooke, USN, there was little profit from the operation. However, with the completion of the channel a considerable amount of guano was shipped and when the best of the guano was depleted, the islands were again deserted.

In 1872 Parker's widow sued for title to the island based upon her husband's development work. The United States Attorney General denied the claim on the grounds that Parker had sold his interest several years before, and that the island had been voluntarily abandoned since that time.

In 1892 Britain was going forward with cable plans for the Pacific and Johnston Island appeared to be a good way-point. As a consequence, the corvette CHAMPION came, made a brief stop, and left an annexation notice atop the highest dune. Negotiations with the Hawaiian government followed, but were aborted when it was decided to run the cable via Fanning Island. Consequently, both principals lost interest in Johnston Island.

Little or no attention was paid to the islands during the ensuing years until Hawaii became an integral part of the United States in 1898. At this time, Hawaii still maintained the déféclafé spot was rightfully hers and on 11 September 1909 the territorial government went so far as to lease it for fifteen years to a private citizen, Max Schlemm of Honolulu. The annual rent was $25.00 and the lease in part was as follows: 'The lessee to plant on the premises five hundred coconut trees per annum and maintain same in good condition during the term of the lease. And it is further agreed and understood between the parties hereto, that the Lessee will not allow the use of explosives of any kind in the water immediately adjacent to Johnston Island for the purposes of killing or capturing fish. And it is further agreed and understood between the parties hereto, that the Lessee will not allow...
the destruction of birds on or the capturing of birds for removal from said Johnston Island or from the water immediately adjacent thereto.

On 8 August 1917, Edward M. May presented an affidavit to the Commissioner of Public Lands to the effect that during June 1914, in company with Captain George Plitz, he visited what is known as Johnston alias Cornwallis Island, and was on the island for one day and viewed the entire landscape. He found the island to be a reef with two islets. The island was uninhabited and unimproved, and with only slight vegetation, which consisted of grass, and some bushes, similar to those along the shore of the island of Oahu. There were no coconut trees on the island whatsoever, nor any signs of any such trees or the cultivation thereof. On 9 August 1917, H. E. Strafford petitioned the Commissioner of Public Lands to terminate the lease because the lessee had not planted the coconut trees and had not paid the taxes on the island as required by the lease. On 23 August 1917, the Commissioner of Public Lands wrote to Max Schlemmer: "My attention having been called to the fact that you have not complied with the terms of your lease No. 661 of Johnston Island, I beg to notify you that unless the terms of said lease are complied with before September 1, 1918, said lease will be terminated."

On 9 August 1918, the lease was assigned to C. K. Ai of Honolulu, Hawaii, with the consent of the Commissioner of Public Lands, provided, however, that such consent shall in no wise be construed as varying in any respect the liabilities and obligations to the Territory, under said General Lease No. 661, of the above-named C. K. Ai. The consideration of assignment was $375.00. C. K. Ai and Company, a Japanese firm in Honolulu, planned to establish a fishing station on Johnston, and for this purpose dispatched a sampan with a party of Chinese and suitable equipment. These men landed, built a crude shack, but after a day and a half are reported to have mutinied, and returned to Honolulu.

Under arrangements made by the Biological Survey, U.S. Department of Agriculture and the Bernice Pauahi Bishop Museum of Honolulu with the U.S. Navy, a visit to Johnston Island was included in the itinerary of the scientific survey of the Hawaiian Bird Reservation in 1923. On 10 July of that year, the survey party under the direction of Alexander Wetmore located a camp on the southwest point of Johnston Island. In addition to his scientific work conducted at this time,
Dr. Wetmore, at the request of the Territorial Commissioner of Lands, made a report to the latter on fulfillment of the stipulations in the original lease as to plantings and other agreements. He wrote on his return that he had found no sign of tree planting or other occupation except for the above mentioned shacks established by the C.K. Ai and Company.

On 29 July 1926, as a result of a memorandum submitted by Dr. Wetmore, Executive Order No. 4467 (Fig. 3) placed Johnston Island under the control and jurisdiction of the Department of Agriculture as a breeding ground and refuge for the native birds which flocked there. 13

The survey conducted in July 1923 by the Department of Agriculture and the Bishop Museum of Hawaii in cooperation with the U.S. Navy disclosed only three kinds of plants, but sea life was extremely abundant - a mixture of Hawaiian and tropical varieties. The usual number of island sea birds was present, and some lizards and insects imported in years past by visiting vessels. 14

Virtually no serious thought was given to the place with respect to Hawaii's defense until the Japanese aggression in that part of the Pacific made such calculations imperative. And so, on 29 December 1934, the President by Executive Order No. 6935 (Fig. 4) placed it under the Navy Department and the following year it was included in our naval maneuvers.

From 1934 to 1939 rather infrequent visits were made to Johnston Island by Pacific Fleet units; however, in the fall of 1939, when it was obvious that another world war was imminent, the Navy awarded a contract for the construction of a small base. As was the case with Midway and Wake, the work was rushed, and the Naval Air Station was commissioned ahead of schedule on 15 August 1941. Slightly earlier, by Executive Order No. 8682 (Fig. 5), the airspace above and the waters within the three-mile marine boundary were designated as the Johnston Island Naval Airspace Reservation and the Johnston Island Naval Defense Sea Area, respectively.

In the summer of 1941, planes flown to forward areas of the Pacific came to rest at the island. These aircraft were American made and manned by Americans in uniform. Some of them were going to our growing base at Samoa while others were being flown to our soon-to-be allies. 15
While there are no records available as to the details, there was a weather and communication facility on Sand Island from 1939 to 1941. Some CAA personnel were present until 1943.

As a channel for shallow draft vessels had been blasted out of the reefs to Sand Island, it was then accessible whereas Johnston was not. Therefore, the construction camp was built on that island; and when the seaplane parking area and ramp were added, they were connected with it. (Drawing 1)

With the sudden increase in the program in July 1941, it was necessary to find additional space and all the new facilities were, therefore, placed on Johnston Island. Facilities were to be provided for one patrol squadron with tender support, together with a capability for emergency operation of one Marine landplane squadron, and a runway adequate for heavy bombers.

On 1 August 1941, Lieutenant Roland H. Dale, USN, as prospective Commanding Officer, and a draft of thirteen men reported aboard as the first personnel of Naval Air Station, Johnston Island. Although the station log for 1 August states that the station "was established and commissioned this date", official correspondence indicated the date of commissioning was 15 August. A part of the 16th Marine Defense Battalion had previously landed on 1 March 1941.

On 15 December 1941, just before sunset, Johnston Island was shelled by what were apparently two surface craft. The shelling lasted about ten minutes. There were no injuries to personnel despite a considerable distribution of shell fragments and in spite of the fact that there was no warning of the attack before the first shell exploded. The shelling caused considerable damage, but was limited to the temporary and permanent power houses. Again on 21 December, the island was shelled. At 9:15 pm local time a flash of gunfire was reported to the southward by the tower sentry. Shortly thereafter a star shell burst was observed over the center of the lagoon at an altitude of about 1500 feet. The star shell came from a submarine which, following the initial burst, quickly submerged. The next day the Japanese returned and a large submarine was observed firing from outside the north reef. The first shell landed about 100 yards beyond the center of Sand Island. A second followed about fifteen seconds later and impacted approximately twenty yards to the left of
the far edge of the island. The third was short by about 100 yards and the fourth struck the CAA homing tower at its base toppling it.

These attacks demoralized the civilian workers, who felt, as did the military authorities, that the island could not be defended against a planned landing. Civilian evacuation was, therefore, authorized and only the most important work was finished before the workers left the island. To further speed construction, military personnel did much of the labor work in connection with the construction and as a consequence, construction was completed in April 1942.

During the period of construction (29 April 1941 to 1 April 1942), there were fifty-three separate projects which were completed or nearly completed. These projects included dredging channel approaches and seaplane landing areas, construction of bomb-proof shelters, CAA living quarters, landplane runways, storage sheds, and gun emplacements.

As this was one of the outposts of the war in the Pacific, Johnston Island saw service other than that of an air station. During most of 1943 and 1944 submarines on patrol in the Pacific put into the turning basin or to the dock at Sand Island to refuel.

The year 1944 proved to be one of transition for Johnston Island. Where it had been one of the forward defensive outposts in the central Pacific, it had become a rear area 4,000 miles from the advancing Pacific front. Where its air facilities had been used for patrols which searched out the enemy and provided air cover for allied surface craft, it became an important midpoint and communication center on the aerial highway for tactical aircraft ferried to the distant fronts. Where it had been the end of a spur line for air transport of personnel and supplies, it became the busiest air transport terminal in the Pacific, servicing planes carrying millions of pounds of vital materiel and thousands of men to the front and returning battle casualties to Hawaiian hospitals. Where it had been logistically important as a refueling station for submarines and smaller surface craft, it became so for aircraft. Its development and changing function closely followed the chain of American success in the Pacific.

As a result of constant additions, land area increased in size so that the original island became the smaller portion of the total land mass. Its population changed from one of operational support and defense to
a group of specialized units capable of supporting its operational mission. The Marine defense force and communication equipment were based on the earlier developed Sand Island, while the larger island handled all air and sea traffic.

The capture of the Gilberts in late 1943 and the Marshalls in early 1944 permitted the abandonment of the longer routes to the west by way of Palmyra and Christmas Islands in favor of the more direct route through Johnston. In anticipation of its importance as an air stop, the Army also activated communications and Air Transport Command units. By 14 March 1944, a radio range was installed and was operating on Sand Island.

Air Transport Command planes began to use the field in the closing days of February 1944, when the first hospital evacuation plane arrived. This event is inscribed in the Johnston Island history because it marked the arrival of the first woman on the island. February 25th was a red letter day because A. T. C. Flight Nurses, Lieutenants Alice Kirais and Elsie Nolan, stepped off a C-54 to find themselves, among startled, and appreciative throngs of males.

The first flights to and from recently captured Kwajalein Atoll went through Johnston in March 1944.

With the securing of major bases in the Gilberts and Marshalls, it was considered unlikely that Johnston would be subject to any attack greater than by submarine bombardment, commando raid or air attack. The bulk of the 16th Marine Defense Battalion was therefore withdrawn from the island, leaving approximately 15 officers and 350 men from that unit to form Marine Defense Unit, Naval Air Station, Johnston Island. Station personnel manned, on a battle station basis, all defenses but the 90mm and three inch batteries.

By the middle of 1944, Johnston had become an indispensable link in air traffic from the Hawaiian Islands to Tarawa, Majuro, Kwajalein and beyond. Tactical aircraft, on the way to the ever advancing front, stopped for fueling and maintenance while their crews took a welcomed break. As the year advanced, the number of air transports increased, stopping to refuel and to feed the passengers on their way to and from the Marshalls, Guam, and Tinian.

In the first six months of 1944 transient traffic increased eight fold while local flights had decreased by fifty percent. Throughout the
remainder of the war air traffic continued to show a steady increase, mirroring the successful activity of U.S. forces in forward areas.

To keep abreast of the increased air traffic, 1000 feet was added to the west end of the main runway making available a total of 6100 feet. Parking areas were increased to 278,000 square feet. Additional land was necessary to complete these changes and it was obtained from coral dredged from the lagoon during the process of deepening and lengthening the seaplane channel and seaplane taxiing area. (Drawings 2, 3, & 4).

A new administration building and control tower which housed operations and Army and Navy communications offices was completed and occupied during the first quarter of 1945. Oceanic Air Traffic Control, activated at Johnston Island on 23 February, also moved into this building.16

After the cessation of hostilities in the Pacific, the Navy continued to maintain, at reduced strength, the Naval Air Station, Johnston Island. As activity decreased, the status of the installation was changed to that of a Naval Facility on 27 February 1947 (Fig. 6). By order of the Secretary of the Navy (Fig. 7) and effective 1 July 1948, Johnston Island was transferred from the U.S. Navy to the U.S. Air Force and was assigned to Pacific Air Command (PACAIRCOM), formerly the 7th Air Force.

The Air Force recognizing the verbiage used in the original Executive Order and possible problems pertaining thereto, states in Regulation 87-1, "Johnston and Sand Island. Although Navy is exercising technical jurisdiction, the Air Force, by agreement with the Navy, has assumed operational control of these islands. Executive Order No. 6935 of 29 December 1934, vesting jurisdiction in Navy has not been amended." This regulation is presently in effect. As an additional matter for conjecture, Executive Order No. 8682 is still in effect having never been cancelled. Upon inactivation of PACAIRCOM on 1 June 1949, its personnel and responsibilities were assigned to the Pacific Division of Military Air Transport Service (PACD MATS).

Johnston Island continued to be of vital importance as a post-war base for military air travel to the south-Pacific and Far East. Small Military Air Transport Service (MATS) detachments of Air Rescue, Air and Airways (AACS) and Air Weather were stationed there.
During the Korean airlift in 1951 and 1952, Johnston Island again assumed strategic importance and the airstrip was enlarged, partly by dredging, partly by fill, to accommodate the increasing traffic of troops, critical cargo, medical evacuees, and priority passengers.

In conjunction with the runway improvements, a major construction program costing over two-and-a-half million dollars was begun. A modern base, in miniature resulted, including permanent type quarters, improved utilities and the addition of much needed buildings. For a short period, military personnel were permitted to have their dependents accompany them to Johnston; however, this was terminated in October 1956.

On 25 January 1957, the Treasury Department was granted a permit (Fig. 3) for U.S. Coast Guard purposes for a period of five years to operate a Loran transmitting station on Johnston Island. Also, the Department of Commerce on 13 September 1957 was issued a five year permit (Fig. 9) to occupy Building 701 for use by the Pacific Supervisory Office, Weather Bureau.

Although there was considerable discussion as to the possibility of inactivation or reduction of Johnston Island AFB to caretaker status during the latter part of 1957, it was decided to continue its operation with approximately 100 personnel assigned.

Strategic utilization of Johnston Island again occurred in connection with support of classified movements of aircraft to forward areas of the Pacific. During Operation HARDTACK, which was concerned with atomic tests in the Pacific, a classified Memorandum of Agreement designated the Commander of Joint Task Force SEVEN as Commander of Johnston Island AFB for the duration of this project (22 April to 12 August 1958). The roll up period following completion of this project continued for several months.

During 1958, a proposed Support Agreement for Navy Seaplane operations at Johnston Island was under discussion; however, it was never completed because the requirements failed to materialize.

Throughout 1959, long drawn-out negotiations were conducted concerning the possible transfer of Johnston Island from the Air Force to the Army, for the Nike-Zeus program. Plans for enlargement of Johnston Island by approximately 23 acres by means of fill dredged...
from the ocean bottom were made and a contract was awarded 9 July 1959, with completion date scheduled for 1 February 1960. Construction personnel and equipment arrived in August and September. A causeway was built into the lagoon to facilitate obtaining the fill.

First formal discussion regarding the transfer was held 24 July 1959 by representatives of interested agencies; Pacific Air Force Base Command (PACAFBASECOM), U.S. Army Hawaii (USARHAW), Headquarters Pacific Air Force (PAGAF), Airways & Air Communications Service (AACS), 1502d ATW (MATS); U.S. Weather Bureau, and U.S. Coast Guard. Other meetings included personnel from U.S. Army Pacific (USARPAC), 14th Naval District, and Pacific Missile Range (PMR). Target date for the transfer was tentatively set for December 1959. A proposed Transfer Agreement (Fig. 10) was forwarded to higher headquarters on 23 September 1959.

In parallel with those negotiations mentioned above, the Secretary of the Treasury, by letter of 30 June 1959 (Fig. 11), requested the Secretary of Defense to make Sand Island available to the United States Coast Guard for use as a Loran A and C station site. The Secretary of Defense, by letter of 10 December 1959 (Fig. 12), granted permission for the installation of the Loran station on Sand Island, with the provision that it operate on a non-interference basis with the proposed Nike-Zeus program. As the Loran station satisfied requirements in support of military operations under the operational authority of the Commander in Chief, Pacific, the authority to shut down was vested in him. On 30 October 1961, the U.S. Coast Guard relinquished its permit to occupy a portion of Johnston Island (Fig. 13).

A coral-fill construction program was completed in June 1960 and approximately 25 additional acres were added to the island.

By August 1960, Air Force retention of Johnston Island seemed assured, and a survey was made to ascertain the scope of work required to restore base facilities to minimum operational condition. In September 1960, a request was made to higher headquarters seeking authorization to hire 20 more civilians for 60 days beginning 1 January 1961. This was necessary to facilitate rehabilitation of urgently required facilities and equipment. Extensive engineering activity continued throughout 1961. Also, during this period the Loran station on Sand Island and the U.S. Weather Station authorized by JCS Document 1910/10 were finished. Important contracts were let for modification and alteration,
airfield, pavement repair, and emergency runway lighting. Repair of the old distillation system and installation of new equipment was accomplished.

Several construction projects continued with a deadline of 15 March 1962 necessitated by the 1962 Pacific atomic tests. Joint Task Force EIGHT and the Atomic Energy Commission entered into an operational agreement (Fig. 14) with the Department of the Air Force on 17 January 1962 to take control of Johnston Island. Additionally, a memorandum of understanding was executed between Commander Joint Task Force EIGHT and Commander in Chief Pacific Air Forces on 18 January 1962. As a part of this agreement, support of both the Coast Guard Loran Station and the Weather Bureau Station, previously a commitment of Pacific Air Force Base Command, as evidenced by Figures 15 and 16 respectively, was undertaken by Commander Joint Task Force EIGHT. Even though Commander Joint Task Force EIGHT controlled Johnston Island, the Department of the Air Force on 9 April 1962 issued a five-year permit (Fig. 17) to the Department of Commerce (U.S. Weather Bureau Pacific Supervisory Office) to occupy and use Building 530.

Major construction projects in support of the test series were completed in May 1962, however, numerous minor projects continued throughout the test period. All existing facilities were augmented to the fullest extent possible, but were subject to the limitations imposed by usable real estate and available time.

Joint Task Force EIGHT completed the roll up at Johnston Island in December 1962 at which time sufficient facilities and personnel remained to maintain a holding posture.

Commander Joint Task Force EIGHT proposed in his message 260302Z of October 1962 to the Chairman, Joint Chiefs of Staff, that steps be taken for preservation on the island of certain test assets there and to return operational control of the island to Commander in Chief Pacific Air Forces providing there were no plans for additional nuclear tests prior to mid-1964. The Joint Chiefs of Staff generally concurred, however, because of plans for possible use of Johnston Island during calendar year 1963, they, by their message 071837Z of November 1962, requested that the plan be reviewed in light of this development. While this review was being conducted, further direction by Joint Chiefs of Staff message JCS 7654 011648Z of December 1962 was received. It directed Commander Joint Task Force EIGHT to retain operational control of Johnston Island pending further guidance.
On 16 January 1963 Commander Joint Task Force EIGHT proposed that the control and support arrangements for Johnston Island be maintained until at least 1 April 1963. Additional plans and guidance for the Task Force were received from the Joint Chiefs of Staff through their Paper SM-373-63 of 19 March 1963. It was clear at this time that the most efficient procedure would be for Commander Joint Task Force EIGHT to retain operational control of Johnston Island at least through the completion of the 1964 test plans. This was proposed by Commander Joint Task Force EIGHT in his letter of 4 May 1963 to the Chairman, Joint Chiefs of Staff. In reply, the proposal was affirmed by JCS Paper SM-758-63 of 11 June 1963.

During and subsequent to the above exchanges, existing plans for improvement of the Johnston Island facilities were being executed and further plans for additional facilities were being formulated. Additionally, as a result of this extension of the period of Commander, Joint Task Force EIGHT's operational control of the island, new host tenant agreements were negotiated with Commander, Air Defense Command; Commander, Space Systems Command; Commander, Pacific Missile Range.

As a fitting recognition of the importance of Johnston Island and its environs and because of the additional land masses that have been created within the surrounding barrier reef, it has been approved by the Department of the Interior that the Johnston Island complex be henceforth and forevermore known as Johnston Atoll. Further, it has been proposed that the two man-made islands be named AKAU and HIKINA, Hawaiian words meaning north and east.

The following chart and Figure 18 depict the changes in the Johnston Atoll acreage as a result of the most recent dredge and fill program.

<table>
<thead>
<tr>
<th></th>
<th>1963</th>
<th>1964</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnston &amp; Sand</td>
<td>198</td>
<td>591</td>
</tr>
<tr>
<td>North</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>East</td>
<td>0</td>
<td>17</td>
</tr>
<tr>
<td>TOTAL</td>
<td>198</td>
<td>632</td>
</tr>
</tbody>
</table>

A summary of ownership and control of Johnston Atoll is shown in Figure 19.

Thus the known history of Johnston Atoll through the end of 1964 has been set down. Unquestionably the importance of this small
land mass will continue and possibly increase over the succeeding years, and it is doubtful within the foreseeable future that it will ever again become a guano-laden uninhabited patch of unclaimed and unwanted real estate.
FOOTNOTES

1. Manuscript, Wetmore 1923

2. 1805

3. Voyage around the World, Krusenstern p. 201


5. U.S. Naval Expedition 1834-43

6. Report of Secretary of the Navy 1859-60 p. 1173

7. Report of Secretary of the Navy 1859-60 p. 1173

8. Congressional Bulletin Number 1025

9. American Polynesia and the Hawaiian Chain, Bryan

10. Commanding Officer, U.S. Schooner PENIMORE COOPER dispatched to protect American interests

11. U.S. Naval Institute Proceedings, Volume 69 p. 1178

12. At various times dunes were reported at 150 feet

13. Manuscript, Wetmore 1923


15. Ramparts of the Pacific, Abend

16. History Johnston Island, a paper by Abrahams and Green

17. United States Air Force Information from Histories, Pacific Air Forces Base Command 1959-1963
FIGURES
### METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th>Month</th>
<th>Temperature (Degrees F)</th>
<th>Precipitation (Inches)</th>
<th>Relative Humidity (Percent)</th>
<th>Wind</th>
<th>Sky Cover (Days) Sunrise to Sunset</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max.</td>
<td>Min.</td>
<td>Mean</td>
<td>Total</td>
<td>1:00A BST</td>
</tr>
<tr>
<td>Jan</td>
<td>80.6</td>
<td>73.2</td>
<td>76.9</td>
<td>3.99</td>
<td>76</td>
</tr>
<tr>
<td>Feb</td>
<td>79.9</td>
<td>72.4</td>
<td>76.2</td>
<td>1.53</td>
<td>73</td>
</tr>
<tr>
<td>Mar</td>
<td>80.3</td>
<td>72.9</td>
<td>76.6</td>
<td>3.22</td>
<td>79</td>
</tr>
<tr>
<td>Apr</td>
<td>80.8</td>
<td>73.6</td>
<td>77.2</td>
<td>2.84</td>
<td>78</td>
</tr>
<tr>
<td>May</td>
<td>82.5</td>
<td>74.6</td>
<td>78.6</td>
<td>4.03</td>
<td>79</td>
</tr>
<tr>
<td>June</td>
<td>84.1</td>
<td>76.1</td>
<td>80.1</td>
<td>.99</td>
<td>77</td>
</tr>
<tr>
<td>July</td>
<td>84.6</td>
<td>76.8</td>
<td>80.7</td>
<td>1.18</td>
<td>78</td>
</tr>
<tr>
<td>Aug</td>
<td>85.0</td>
<td>77.2</td>
<td>81.1</td>
<td>4.15</td>
<td>81</td>
</tr>
<tr>
<td>Sept</td>
<td>85.3</td>
<td>77.2</td>
<td>81.3</td>
<td>2.04</td>
<td>81</td>
</tr>
<tr>
<td>Oct</td>
<td>84.7</td>
<td>76.8</td>
<td>80.8</td>
<td>3.37</td>
<td>79</td>
</tr>
<tr>
<td>Nov</td>
<td>83.3</td>
<td>75.7</td>
<td>79.5</td>
<td>2.19</td>
<td>74</td>
</tr>
<tr>
<td>Dec</td>
<td>81.3</td>
<td>73.9</td>
<td>77.6</td>
<td>3.44</td>
<td>77</td>
</tr>
<tr>
<td>Mean Annual</td>
<td>82.7</td>
<td>75.0</td>
<td>78.9</td>
<td>29.97</td>
<td>78</td>
</tr>
</tbody>
</table>
It is hereby ordered that two small islands known as Johnston Island and Sand Island, located in the Pacific Ocean, approximately in latitude 16° 44' 45" North and longitude 169° 30' 30"
West from Greenwich, as segregated by the broken line upon the diagram hereto attached and made a part of this order, be and the same are hereby reserved and set apart for the use of the Department of Agriculture as a refuge and breeding ground for native birds.

It is unlawful for any person to hunt, trap, capture, willfully disturb or kill any bird of any kind whatever, or take the eggs of such bird within the limits of this reserve, except under such rules and regulations as may be prescribed by the Secretary of Agriculture.

Warning is expressly given to all persons not to commit any of the acts herein enumerated, under the penalties prescribed by Section 84 of the U.S. Penal Code, approved March 4, 1909 (35 Stat. 1088), as amended by the Act approved April 15, 1924 (43 Stat. 98).

This reservation to be known as Johnston Island Reservation.

The White House, June 24, 1926.

Fig. 3, Page 1
JOHNSTON ISLAND RESERVATION
For the Protection of Native Birds

Embracing two small islands known as Johnston Island and Sand Island located in the Pacific Ocean approximately in Latitude 16° 44' 35" North, Longitude 169° 30' 30" West.

DEPARTMENT OF THE INTERIOR
Hubert Work, Secretary
GENERAL LAND OFFICE
William Spry, Commissioner

Fig. 3, Page 2
EXECUTIVE ORDER

PEACING CERTAIN ISLANDS IN THE PACIFIC OCEAN UNDER THE
CONTROL AND JURISDICTION OF THE SECRETARY OF THE NAVY

WAKE ISLAND, KINGMAN REEF, AND JOHNSTON AND SAND ISLANDS

By virtue of and pursuant to the authority vested in me by the act of June 25, 1910, ch. 421, 36 Stat. 847, as
amended by the act of August 24, 1912, ch. 369, 37 Stat. 497,
and as President of the United States, it is ordered that
Wake Island, located in the Pacific Ocean approximately in
latitude 19°17'23" N. and longitude 168°34'42" E. from
Greenwich, Kingman Reef located in the Pacific Ocean ap-
proximately in latitude 6°24'37" N. and longitude 162°22'
W. from Greenwich, and Johnston and Sand Islands located in
the Pacific Ocean approximately in latitude 18°44'52" N.
and longitude 169°50'15" W. from Greenwich, together with
the reefs surrounding all the aforesaid islands, as indicated
upon the diagram hereto attached and made a part of this
order, be, and they are hereby, reserved, set aside, and
placed under the control and jurisdiction of the Secretary
of the Navy for administrative purposes, subject, however,
to the use of the said Johnston and Sand Islands by the Dep-
artment of Agriculture as a refuge and breeding ground for
native birds as provided by Executive Order No. 4467 of
June 29, 1926.

This order shall continue in full force and effect
unless and until revoked by the President or by act of Congress.

THE WHITE HOUSE,
December 29, 1934.

[Signature]

6935

Fig. 4, Page 1
EXECUTIVE ORDER

ESTABLISHING NAVAL DEFENSIVE SEA AREAS AROUND AND
NAVAL-AIRSPACE RESERVATIONS OVER THE ISLANDS OF
PALMYRA, JOHNSTON, MIDWAY, WAKE, AND KINGMAN
REEF.

PACIFIC OCEAN

By virtue of the authority vested in me by the provi-
sions of section 44 of the Criminal Code, as amended
(U.S.C., title 18, sec. 96), and section 4 of the Air
Commerce Act approved May 20, 1926 (44 Stat. 570, U.S.C.,
title 49, sec. 174), the territorial waters between the
extreme high-water marks in the three-mile marine boundaries
surrounding the islands of Palmyra, Johnston, Midway, Wake,
and Kingman Reef, in the Pacific Ocean, are hereby estab-
lished and reserved as naval defensive sea areas for pur-
poses of national defense, such areas to be known, respec-
tively, as "Palmyra Island Naval Defensive Sea Area";
"Johnston Island Naval Defensive Sea Area", "Midway Island
Naval Defensive Sea Area", "Wake Island Naval Defensive Sea
Area", and "Kingman Reef Naval Defensive Sea Area"; and the
airspaces over the said territorial waters and islands are
hereby set apart and reserved as naval airspace reservations
for purposes of national defense, such reservations to be
known, respectively, as "Palmyra Island Naval Airspace Reser-
vation", "Johnston Island Naval Airspace Reservation",
"Midway Island Naval Airspace Reservation", "Wake Island
Naval Airspace Reservation", and "Kingman Reef Naval Airspace
Reservation".

8682

Fig. 5, Page 1
At no time shall any person, other than persons on public vessels of the United States, enter any of the naval defensive sea areas herein set apart and reserved, nor shall any vessel or other craft, other than public vessels of the United States, be navigated into any of said areas, unless authorized by the Secretary of the Navy.

At no time shall any aircraft, other than public aircraft of the United States, be navigated into any of the naval airspace reservations herein set apart and reserved, unless authorized by the Secretary of the Navy.

The provisions of the preceding paragraphs shall be enforced by the Secretary of the Navy, with the cooperation of the local law enforcement officers of the United States and of the Territory of Hawaii; and the Secretary of the Navy is hereby authorized to prescribe such regulations as may be necessary to carry out such provisions.

Any person violating any of the provisions of this order relating to the above-named naval defensive sea areas shall be subject to the penalties provided by section 44 of the Criminal Code as amended (U.S.C., title 18, sec. 96), and any person violating any of the provisions of this order relating to the above-named naval airspace reservations shall be subject to the penalties prescribed by the Civil Aeronautics Act of 1938 (52 Stat. 973).

This order shall take effect ninety days after date hereof.

The White House,
February 14, 1941.
CONNECTING EXECUTIVE ORDERS NO. 8661, 8662, AND 8663 OF FEBRUARY 14, 1941, ESTABLISHING CERTAIN NAVAL DEFENSIVE SEA AREAS AND NAVAL AIRSPACE RESERVATIONS

The phrase "the territorial waters between the extreme high-water marks in the three-mile marine boundarides" occurring in the first paragraph of Executive Orders Nos. 8660, 8662, and 8663 of February 14, 1941, establishing certain naval defensive sea areas and naval airspace reservations, is hereby corrected to read "the territorial waters between the extreme high-water marks and the three-mile marine boundaries".

THE WHITE HOUSE,
FEB 19, 1941.
NAVY DEPARTMENT  
WASHINGTON 25, D.C.  

Address Reply to  
SeChav  

Refer to  
CP 24/g1b  
Serial 118P24  

27 February 1947  

From: Secretary of the Navy  
To: All Ships and Stations  

Subj: Outlying Aviation Shore Activities  
Redesignation of Several.  

1. The following activities, presently designated as U. S. Naval Air Facilities, are hereby redesignated:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Mail Address</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>U. S. Naval Air Station</td>
<td>Navy No. 103</td>
<td>1452-088</td>
</tr>
<tr>
<td>Argentia, Newfoundland</td>
<td>Fleet Post Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New York, New York</td>
<td></td>
</tr>
<tr>
<td>U. S. Naval Air Station</td>
<td>Navy No. 138</td>
<td>1452-184</td>
</tr>
<tr>
<td>Bermuda</td>
<td>Fleet Post Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td>New York, N.Y.</td>
<td></td>
</tr>
</tbody>
</table>

2. The following activities, presently designated as U. S. Naval Air Station, are hereby redesignated:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Mail Address</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>U. S. Naval Air Facility</td>
<td>Navy No. 230</td>
<td>1312-010</td>
</tr>
<tr>
<td>Adak, Alaska</td>
<td>Fleet Post Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Francisco, Calif.</td>
<td></td>
</tr>
<tr>
<td>U. S. Naval Air Facility</td>
<td>Navy No. 311</td>
<td>1312-500</td>
</tr>
<tr>
<td>Johnston Island</td>
<td>Fleet Post Office</td>
<td></td>
</tr>
<tr>
<td></td>
<td>San Francisco, Calif.</td>
<td></td>
</tr>
</tbody>
</table>

Fig. 6
From: Secretary of the Navy  
To: All Ships and Stations  

1. The following activity is disestablished as an activity of the Navy and is transferred to the U. S. Air Force effective 1 July 1948.

   U. S. Naval Air Facility  
   Johnston Island, T.H.  
   1312-500

2. A group of naval personnel will remain on Johnston Island until about 1 August 1948 to complete the transfer to the Air Force.

3. Bureaus and offices concerned take necessary action.

   /s/ John N. Brown
   JOHN N. BROWN

Copy to:
ComHawSeaFront
Com 14
ComdrNAB 14 ND
Records Mgmt Ctr: San Bruno, Calif.
OffNavMat, Code (610)
BuPers 21524
BuPers 2221
BuPers 214
BuPers 311-S
BuSandA RF-1-4
BuSandA OPT-1
BuSandA SW-4
BuSandA AC  
   Orig. by Comdr. B. McCandless Op24
   x - 61545
   Op20M
   Op24C
   30 June 1948 - R. M. Rabe
   Op40
   Op415
   Op50
   Op56
   Op56D  

Fig. 7
HONEA-214
Symbol Number

Permit
Type of Instrument

For the construction, operation and maintenance of a Loran Transmitting Station
Purpose of Instrument

25 JAN 1957
Date of Execution
THE TREASURY DEPARTMENT is hereby granted a permit for United States Coast Guard purposes, for a term of five (5) years, beginning on the date of execution hereof, but revocable at will by the Secretary of the Air Force, to use and occupy portions of Johnston Island Air Force Base, containing a total area of 2.70 acres, more or less, for the construction, operation and maintenance of a Loran Transmitting Station at the locations indicated in red on United States Coast Guard Drawing No. 14 - Johnston Is-003-Rev-4, Sheet 1 of 1 sheet, dated 7 August 1956, titled "LIS JOHNSTON ISLAND, HAWAIIAN CHAIN, LORAN TRANSMITTING STATION, FLOOR PLAN," marked Exhibit "A," attached hereto and made a part hereof.

THIS PERMIT is granted subject to the following provisions and conditions:

1. That the use and occupation of the said premises shall be without cost or expense to the Department of the Air Force, under the general supervision and subject to the approval of the officer having immediate jurisdiction over the premises, and subject also to such rules and regulations as he may from time to time prescribe.

2. That the permittee shall, at its own expense and without cost or expense to the Department of the Air Force, maintain and keep in good repair and condition the premises herein authorized to be used.

3. That any interference with or damage to property under control of the Department of the Air Force incident to the exercise of the privileges herein granted shall be promptly corrected by the permittee to the satisfaction of the said officer.

4. That the permittee shall pay the cost, as determined by the said officer, of producing and/or supplying any utilities and other services furnished by the Department of the Air Force or through Department of the Air Force facilities for the use of the permittee.

5. That, subject to the purpose of this permit, no additions to or alterations of the premises shall be made without the prior consent of the said officer.

6. That if for any reason it should be deemed necessary or expedient for the Department of the Air Force to perform functions and/or render services which are the responsibility of the permittee, the said officer may, in lieu of reimbursement, require the permittee to furnish the personnel and/or materials required for the performance of said functions and/or for
the rendering of said services. In addition to furnishing personnel and/or materials, the permittee shall reimburse the Department of the Air Force for any costs incurred by the Department of the Air Force in connection with said functions and/or services. Selection of such personnel will be subject to the approval of the said officer.

7. That, on or before the date of expiration of this permit or its relinquishment by the permittee, the permittee shall vacate the said premises, remove its property therefrom, and restore the premises to a condition satisfactory to the said officer, ordinary wear and tear and damage beyond the control of the permittee excepted. If, however, this permit is revoked, the permittee shall vacate the premises, remove its property therefrom, and restore the premises as aforesaid within such time as the Secretary of the Air Force may designate.

8. That it is understood that the requirements of this permit pertaining to maintenance, repair, and restoration of the premises and reimbursement for utilities and other services, shall be effective only in so far as they do not conflict with any agreements pertaining to such matters, made between local representatives of the respective departments in accordance with existing regulations.

9. This permit is not subject to Title 10, United States Code, section 2662.

IN WITNESS WHEREOF I have hereunto set my hand by authority of the Secretary of the Air Force this 25th day of January, 1957.

/s/ McGlashlin Hatch
McGLAHLIN HATCH
Lt. Colonel, Corps of Engineers
Area Engineer
DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
REAL ESTATE

HONDE-17
Symbol Number

PERMIT
Type of Instrument

Use and occupancy of portion of
Johnston Island Air Force Base
by the Pacific Supervisory Office,
Weather Bureau.
Purpose of Instrument

3 SEP 1957
Date of Execution
DEPARTMENT OF THE AIR FORCE
PERMIT TO OTHER FEDERAL GOVERNMENT
DEPARTMENT OR AGENCY TO USE PROPERTY ON
JOHNSTON ISLAND AIR FORCE BASE

Control Symbol HONDE-17

THE DEPARTMENT OF COMMERCE is hereby granted a permit, for a term of five (5) years, beginning on the date of execution hereof, subject to renewal as hereinafter provided, but revocable at will by the Secretary of the Air Force, for the use and occupancy, by the Pacific Supervisory Office, Weather Bureau, of Building No. 701 located on Johnston Island Air Force Base as indicated in red on Exhibit "A" attached hereto and made a part hereof.

THIS PERMIT is granted subject to the following provisions and conditions:

1. That the use and occupation of the said premises shall be without cost or expense to the Department of the Air Force, under the general supervision and subject to the approval of the officer having immediate jurisdiction over the premises, hereinafter designated as "said officer," and subject also to such rules and regulations as he may from time to time prescribe.

2. That this permit may be renewed for continued use by the permittee, for additional five (5) year period, upon submission, by the permittee, of a written request for renewal of this document and after written notice is given of the availability of the said premises by the said officer.
3. That the permittee shall, at its own expense and without cost or expense to the Department of the Air Force, maintain and keep in good repair and condition the premises herein authorized to be used.

4. That any interference with or damage to property under control of the Department of the Air Force incident to the exercise of the privileges herein granted shall be promptly corrected by the permittee to the satisfaction of the said officer.

5. That the permittee shall pay the cost as determined by the said officer, or producing and/or supplying and utilities and other services furnished by the Department of the Air Force or through Department of the Air Force facilities for the use of the permittee.

6. That no additions to or alterations of the premises shall be made without the prior consent of the said officer.

7. That if for any reason it should be deemed necessary or expedient for the Department of the Air Force to perform functions and/or render services which are the responsibility of the permittee, the said officer may, in lieu of reimbursement, require the permittee to furnish the personnel and/or materials required for the performance of said functions and/or for the rendering of said service. In addition to furnishing personnel and/or materials, the permittee shall reimburse the Department of the Air Force for any costs incurred by the Department of the Air Force in connection with said functions and/or services. Selection of such personnel will be subject to the approval of the said officer.

8. That, on or before the date of expiration of this permit or its relinquishment by the permittee, the permittee shall vacate the said premises, remove its property therefrom, and restore the premises to a condition satisfactory to the said officer, ordinary wear and tear and damage beyond the control of the permittee excepted. If, however, this permit is revoked, the permittee shall vacate the premises, remove its property therefrom, and restore the premises as aforesaid within such time as the Secretary of the Air Force may designate.

9. This permit is not subject to Title 10, United States Code, Section 2662.
IN WITNESS WHEREOF I have hereunto set my hand by authority of the Secretary of the Air Force this 13th day of September, 1957.

/Ss/ McGlachlin Hatch

McGLACHLIN HATCH
Lt. Colonel, Corps of Engineers
District Engineer
TRANSFER AGREEMENT

SUBJECT: Johnston Island, Pacific Ocean; Transfer to the
Department of the Army by the Department of the
Air Force

1. The following actions are agreed to:

a. Cognizance, control and accountability of Johnston
Island, the improvements, installed equipment and furnishings, more
particularly listed on the enclosed inventory labeled 'Attachment 1,' will
be transferred effective 31 March 1960, subject to verification by
joint inventory without exchange of funds, to the Department of the
Army.

b. Johnston Island Air Force Base will be disestablished as
an activity of the USAF and transferred to the Department of the Army
effective 31 March 1960. APO '105 will be discontinued effective 31
March 1960.

c. In view of requirement to phase out Air Force and phase in
relief personnel, the following transition period is agreed:
Beginning approximately 30 days prior to 31 March 1960, the Department
of the Army or its designated agent will mobilize and relieve the Air
Force personnel and turnover will be completed by 31 March 1960.

2. Transfer of Supplies, Equipment and Material. The Air Force will:

a. Transfer to the Army for use without reimbursement, Air
Force peculiar equipment currently on hand required to meet
minimum airfield operations to include but not to be limited to aircraft
handling and maintenance equipment, and crash and fire equipment.
Specific items to be transferred are subject to mutual inventory and
inspection, and to appropriate inter-service agreement as to condition
of usage.

b. Transfer to the Army all other required on-hand supplies,
material, and equipment including POL products, and including spares,
general stores, etc., on a reimbursable basis.
3. Support to be furnished:
   a. The Army will provide the following directly or through an agent:
      (1) Continuation of support of U.S. Coast Guard and Weather Bureau activities at Johnston Island, currently provided by the Air Force. Reimbursement arrangements to be made with the U.S. Coast Guard and Weather Bureau by the Army.
      (2) Maintenance of a base for recovery of aircraft in an emergency and/or for occasional use of transient aircraft, including, at a minimum, the following:
         (a) Storage and dispensing facilities for fuel and oil and quantities of 115/145, JP-4 fuel, Mogas, Diesel fuel and associated lubricants currently provided by the Air Force.
         (b) Housing and messing facilities for transient air crews and/or maintenance personnel.
   b. Air crews may constitute from one (1) to sixteen (16) persons and maintenance crews from two (2) to eight (8) persons.
   c. Currently installed radio beacon, including voice frequencies 121.5 and 243.0 MC, on a 24-hour basis.
   d. Fire truck and ambulance standby for all takeoffs and landings.
   e. Other minimum requirements to provide for support of MATS operations at Johnston Island. (Attachment 2)
   f. Provision of facilities for use of Joint Task Force Seven, if required. Support to be provided for this purpose will be subject to negotiation of appropriate use and support agreements.

b. The Air Force will only reimburse the Army or its agent for supplies and material including subsistence of airmen furnished to the Air Force in support of Air Force transient aircraft operations.

c. Costs involved in maintenance of the airfield runways, taxiways and associated equipment are not reimbursable.

38
4. The Air Force has a potential requirement at Johnston Island for a mission that is still under study. If the project is approved, the Army will cooperate in making space available to the Air Force to meet the requirement. Tentative space requirements are as follows:

a. Facilities for shelter and administration, 25,000 SF.

b. Areas of 4,000 and 5,000 SF separated by a distance of 1,000 feet.

c. Water requirement of 18,000 gal. minimum (probably elevated tank).

d. Small areas for tanks and other facilities and possibly some towers off-shore.

2 Atchs
1. Joint Condition & Survey Report
2. MATS Requirements

Fig. 10, Page 3
1. The following requirements are considered minimum essential to provide for support of MATS operations at Johnston Island:

**TRAFFIC:**

a. Sufficient personnel for documentation, passenger handling, mail and cargo, storage, and fleet servicing of aircraft.

b. Adequate passenger terminal facilities, necessary storage of mail and cargo, and space for storage of fleet service equipment and supplies.

c. Materials handling equipment including forklifts, tugs and trailers.

d. Passenger loading stairs.

e. Aircraft servicing equipment, including water carts and latrine servicing carts.

f. Inflight kitchen facilities if required.

**MATERIAL:**

a. The following items of ground equipment should be prepositioned through a loan account from Base Supply and maintained by the Army:

- 2 ea Tractor, towing
- 2 ea Plane Loaders
- 4 ea Maintenance stands, B-1, B-2, B-4 and B-5
- 2 ea Power Units
- 1 ea Crane portable, 10T
- 1 ea Trailer, 25 ft or 40 ft
- 2 ea Forklift, 6000# capacity
- 1 ea Coleman Tractor or C-2 wrecker
- 1 set C-124 Nose Loading Ramps
- 1 set Wheel dollies for Nose loading ramps
- 1 ea Passenger loading staircase

b. The Agreement should provide for:

1. Ground transportation for crews and passengers of aircraft which land under emergency conditions and for maintenance personnel.

Fig. 10, Page 4
(2) Billeting facilities and services for emergency layovers of aircraft crews, passengers and transient maintenance personnel.

(3) Messing facilities for aircraft crews, passengers and maintenance personnel and inflight lunches when required.

(4) Packing and crating materials for return of retrograde equipment and parts.

FLYING SAFETY:

Present facilities at Johnston Island are considered minimum essential for safe operation. Request the radio teletype facility, radio beacon, rotating airfield beacon, and high intensity lighting be continued as presently installed on a 24-hour basis, plus temporary backup lighting and flares, etc. Proper inspection and continuing repair of the runway surface are required for emergency use. A need for fire crash rescue service and medical equipment will still exist after transfer.

OPERATIONS:

Will require aircraft dispatchers, clearances, NOTAMS pertinent to Johnston Island field conditions, etc., tower facilities, approach control and airways hookup. Crash and rescue facilities to include an off-shore rescue craft.
TREASURY LETTER TO DOD

THIS MATERIAL CLASSIFIED
MAY BE OBTAINED FROM
ASSISTANT TO THE CHIEF OF STAFF
JOINT TASK FORCE EIGHT
DOD LETTER TO TREASURY

THIS MATERIAL CLASSIFIED MAY BE OBTAINED FROM ASSISTANT TO THE CHIEF OF STAFF JOINT TASK FORCE EIGHT

Fig. 12
U. S. ARMY ENGINEER DISTRICT, HONOLULU
CORPS OF ENGINEERS
Building 96, Fort Armstrong
Honolulu 13, Hawaii

Refer to File No. FOHEM (Johnston Is AFB)

SUBJECT: Report of Termination of Instrument 6 MAR 1962

TO: Chief of Engineers
Department of the Army
ATTN: ENGRE-MC
Washington 25, D. C.

You are hereby notified of the termination of the following described instrument in accordance with the terms thereof:

a. Control Symbol: HONEA-214

b. Name and address of grantee: Fourteenth Coast Guard District
   P. O. Box 4010
   Honolulu 12, Hawaii

   Permit

   Johnston Island Air Force Base

   1 November 1961

   By letter of relinquishment
dated 30 October 1961

   Satisfactory

   No restoration required.

   FOR THE DISTRICT ENGINEER:

   H. H. de VIS-NORTON
   Chief, Real Estate Division

   1 Incl
   Cy ltr fr 14th CG Dist,
   30 Oct 61, w/1 ind.

   Copies furnished:
   Cmdr, 14th CG Dist, Honolulu
   Hq, PAGAF, APO 953
   PACAFBASECQM, APO 953 (2)
   USAF, Attn: APOE-R, Washington
   Dir/Civil Engr, DCS/O, Hq, USAF,
   Attn: Real Estate Operations Div, Wash.
   Div Engr, POD, Attn: PODRE

   Fig. 13, Page 1
From: Commander, Fourteenth Coast Guard District
To: Commanding General, Pacific Air Force Base Command

Subj: Johnston Island Air Force Base; relinquishment of permit to occupy portion

Ref: (a) Dept of the Army, Office of the Chief Engineers, Permit Symbol Number 214 dtd 25 Jan 57

1. By reason of the relocation of Coast Guard facilities established in the area governed by reference (a) to Sand Island (Johnston Atoll) the Treasury Department has no further need for the authority conferred by reference (a) and relinquishes Permit Symbol Number 214 effective 1 November 1961.

2. The Department of the Air Force has expressed a requirement for the "LORAN BUILDING" constructed by the Coast Guard as depicted in exhibit "A" of reference (a) which is presently occupied by the Air Force under verbal authority from this command. Under the authority of Art. 300 3007 USCG Comptroller Manual this building and all other improvements are hereby permanently transferred to the custody of the Department of the Air Force at no cost in discharge of any and all obligation to restore the premises pursuant to condition 7 of reference (a).

3. There will be some delay in furnishing you construction drawings for the Loran Building and cost data for establishing your plant property records. Accumulation of the data you require will be facilitated if you will furnish this office a detailed statement of your minimum requirements.

4. It is expressly understood that the relinquishment of subject permit does not affect Coast Guard use of Sand Island (Johnston Atoll and the existing cross-serving agreement for the support of the Coast Guard facility now located on Sand Island (Johnston Atoll) will be amended to include provisions for protected storage for Coast Guard stores being held for shipment to Sand Island (Johnston Atoll).
5. It is requested that acknowledgment and acceptance of this relinquishment be furnished by endorsement on a copy of this letter.

GEORGE D. SYMON
Acting

Copy to:
District Engineer, Honolulu District
Lt. Commander, Fourteenth Coast Guard District, Honolulu, 30Oct61,
Johnston Island Air Force Base, relinquishment of permit to occupy
portion

1st Ind (422)

PACAF/RECOMM

TO: Commander, Fourteenth Coast Guard District, P.O. Box 4010,
Honolulu, Hawaii

1. This command acknowledges and accepts relinquishment of Permit,
Control Symbol HONIA 2 1/4, covering your use and occupancy of portions
of Johnston Island Air Force Base for the Loran Transmitting Station.

2. Provisions of condition 7, subject permit, are waived and the
premises of the former Loran Building, improvements and appurtenances
thereof are accepted in lieu of restoration.

3. By copy of this endorsement, the Honolulu District Engineer is
requested to terminate the permit in accordance with paragraph 2,
above.

4. It is requested that the following items be furnished for the
establishment of the real property records:

a. Reproducible as built drawings.
b. Construction contract and specifications.
c. Cost of buildings and improvements and date of completion.
d. Drawings and specifications of subsequent changes.
e. Guarantees given by contractors still outstanding.
f. List of installed major equipment.
g. Maintenance and operating instruction of such equipment.

5. Your request for use of Sand Island was forwarded to Headquarters
PACAF at the time of initial entry for coverage by appropriate instru-
ment. Separate action will be taken to amend the existing cross-
serving agreement to include protected storage.

FOR THE COMMANDER

WALTER E. GIBBON, Jr
Colonel, USAF
Deputy for Civil Engineering

Copy to:
PACAF (FFICE-PR)

HONIA

6488 AABON

Y. HINOSE/hi

RECORD FILE COPY

Fig. 13, Page 4
AF/JTF 8 OPERATIONAL AGREEMENT

THIS MATERIAL CLASSIFIED
MAY BE OBTAINED FROM
ASSISTANT TO THE CHIEF OF STAFF
JOINT TASK FORCE EIGHT

Fig. 14
INTER-SERVICE SUPPORT AGREEMENT

BETWEEN

PACIFIC AIR FORCES BASE COMMAND
(Host)

AND

14th COAST GUARD DISTRICT
(Tenant)

AT

JOHNSTON ISLAND
(Installation)

1. This agreement, entered into in accordance with AFR 65-13, specifies the support and facilities that Pacific Air Forces Base Command will provide the United States Coast Guard at Johnston Island.

2. The United States Coast Guard will be provided the support enumerated on Attachment 1 hereto.

3. The programmed manpower strength of the Coast Guard at Johnston Island (Sand Island) to be supported is 2 officers, 27 enlisted men, and no civilians. Three (3) enlisted men to be stationed at Johnston Island for a total of 32 personnel at both sites.

4. When the host determines overriding factors require termination, notice of not less than 90 days will be given to the tenant to terminate any or all of the facilities provided or to move to alternate facilities as the case may be.

5. Negotiations for changes to or termination of this agreement may be initiated at the request of either party.

6. The terms of this agreement are acceptable to the undersigned and are effective upon final approval of Fourteenth Coast Guard District and Headquarters, Pacific Air Forces.
<table>
<thead>
<tr>
<th>SUPPORT FUNCTION</th>
<th>THE ACCOMMODATING BASE WILL:</th>
<th>THE TENANT WILL:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical Service</td>
<td>Provide same medical service afforded other military personnel.</td>
<td>Provide reimbursement IAW Paragraph 9, APR 172-3.</td>
</tr>
<tr>
<td>Security and Police Service</td>
<td></td>
<td>Provide own security.</td>
</tr>
<tr>
<td>Property Accountability</td>
<td></td>
<td>Coast Guard responsibility.</td>
</tr>
<tr>
<td>Real Property Facility</td>
<td>1. Provide use of airstrip and ground service for transient Coast Guard aircraft (UF, R5D, C-123 and C-130 aircraft).</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Provide mooring facilities at Johnston Island for fuel barge, small craft, and occasional visits by a 180-foot buoy tender.</td>
<td></td>
</tr>
<tr>
<td>Local Purchase</td>
<td>Furnish all shelf items requested from Local Purchase service when available on a reimbursable basis.</td>
<td>Provide all peculiar items.</td>
</tr>
<tr>
<td>Recreational Facilities</td>
<td>Provide use of facilities afforded other assigned military personnel.</td>
<td>Furnish own recreational equipment.</td>
</tr>
<tr>
<td>Transportation</td>
<td>1. Provide space available air transportation on Base assigned aircraft.</td>
<td>Cite funds to MATS for personnel and cargo airlift.</td>
</tr>
<tr>
<td></td>
<td>2. Provide equipment and personnel, when available, to handle cargo aircraft.</td>
<td></td>
</tr>
</tbody>
</table>
SUPPORT FUNCTION | THE ACCOMMODATING BASE WILL: | THE TENANT WILL:
--- | --- | ---
Food Service | 1. Provide messing facilities for three (3) enlisted men on Johnston Island. | Requisition rations as required utilizing DD Form 1149 submitted at least five (5) working days prior to requirement. |
| 2. Provide pack, craft, make necessary shipping documents and delivery to air freight, rations requested by the Coast Guard on a reimbursement basis. | Provide and transport diesel oil to include resupply to Johnston Island at no cost to the Air Force. |
POL | 1. Provide storage for initial supply of 210,000 gallons of diesel oil at Johnston Island. | |
| 2. Issue approximately 17,500 gallons of diesel oil per month. | |
| 3. Maintain appropriate accountability of diesel oil issued. | |
Billeting | Provide quarters for three (3) enlisted men on Johnston Island. | |
Building | 1. Provide current building and facilities now in use at Johnston Island. | |
| 2. Provide telephone, water, power, and sewage service for Coast Guard buildings on Johnston Island. | |
AF Exchange Facilities | Provide theater and PX facilities. | |
Communications | Provide telephone, teletype and cryptographic service to include electrically transmitted messages. | Provide the Commander, Johnston Island with name, rank, serial number, and proper security clearance of those personnel authorized to receive classified messages.
AGREEMENT FOR SUPPORT
OF
UNITED STATES WEATHER BUREAU
BY
PACIFIC AIR FORCES BASE COMMAND
AT
JOHNSTON ISLAND AIR FORCE BASE

1. Purpose and Scope: The purpose of this joint use agreement between the Commander, 6486th Air Base Wing (PACAFBASECOM), Pacific Air Forces, and the Pacific Supervisory Office, United States Weather Bureau is to establish administrative and logistical support for the Weather Bureau personnel stationed at Johnston Island Air Force Base, APO 105, San Francisco, California.

2. General: The 6486th Air Base Wing, hereafter referred to as Pacific Air Forces Base Command (PACAFBASECOM) will provide joint use of Johnston Island Air Force Base to the United States Weather Bureau, hereafter referred to as USWB as specified in paragraph 4(c) of this agreement titled, "Detailed Installation and Tenant Responsibilities."

3. Amendments: Problems and requirements not within the scope of this agreement and problems arising within the terms of this agreement, not otherwise solvable by the Commander, PACAFBASECOM, and the Pacific Supervisory Office, USWB, shall be referred jointly through official channels to Headquarters United States Air Force and the United States Weather Bureau.

4. Agreement: It is expressly agreed that this instrument supersedes any previous agreements and embodies the entire agreement between the commands concerned, and that no ancillary agreements or understandings exist, except as herein set forth.

   a. The USWB will occupy Johnston Island for a period in excess of twelve (12) months.

   b. The approximate strength of the USWB detachment is six (6) male employees.

   c. Detailed installation and tenant responsibilities.
<table>
<thead>
<tr>
<th>SUPPORT FUNCTION</th>
<th>PACAFBASECOM WILL</th>
<th>USWB WILL</th>
</tr>
</thead>
</table>
| Supplies and Operating Equipment       | 1. Transfer on-hand equipment per Inclosure 1 to the USWB on a non-reimbursable basis.  
                                          2. Permit short-term loan of currently installed wind equipment. | 1. Make reimbursement for oil and gas necessary to operate vehicle          |
| Food Services                          | 1. Provide food services on reimbursable basis.                                     | 1. Make a reimbursement on daily cash basis.                               |
| Transportation of personnel, Supplies and Equipment | 1. Provide periodic airlift of personnel and equipment.                             | 1. Advise DCS/Operations of transportation requirements 15 days prior to date of requirement. |
|                                        | 2. Provide trucks and fork-lifts when required.                                    | 2. Provide for reimbursement of transportation utilized.                   |
| Housing (Utilities, Toilet Tissue, etc) | 1. Provide housing for assigned personnel in accordance with current criteria established for Air Force Personnel stationed at Johnston Island.  
                                          2. Notify USWB on assignment or termination of Government quarters by means of the attached format. (Inclosure 2) | 1. Collect rental for quarters by payroll deduction.                         |
| Medical                                | 1. Provide emergency medical care without charge.                                  |                                                                           |
| Utilities for Office                   | 1. Provide meter to USWB for installation and provide utilities services on a reimbursable basis based on monthly meter readings taken by the Commander, 6488th Air Base Squadron. Standby generator presently installed for emergency power will be available. | 1. Make reimbursement for utilities based on Standard Form 1080 furnished by PACAFBASECOM. |

Fig. 16, Page 2
<table>
<thead>
<tr>
<th>SUPPORT FUNCTION</th>
<th>PACAFBASECOM WILL:</th>
<th>USWB WILL:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communications</td>
<td>1. Provide adequate communications for official matters.</td>
<td>1. Program for replacement in kind of teletype-writer provided by Air Force.</td>
</tr>
<tr>
<td></td>
<td>2. Unofficial communications will be provided by the MARS station within the capability of volunteer personnel assigned.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Commander, PAACS will provide as an interim measure, M-19 teletype-writer on temporary loan basis until such time as USWB is able to replace this equipment in kind.</td>
<td></td>
</tr>
<tr>
<td>Recreational Facilities</td>
<td>1. Provide such services as postal, exchange, athletic, recreation, library and religious facilities as available.</td>
<td>1. Abide by regulations, rules and instructions regarding the use of these facilities.</td>
</tr>
<tr>
<td>Buildings and Facilities</td>
<td>1. Furnish maintenance assistance within capability on a reimbursable basis</td>
<td>1. Make necessary repairs and maintenance as required.</td>
</tr>
<tr>
<td>Postal Services</td>
<td>1. Provide postal services.</td>
<td>1. Address all mail to Johnston Island under APO 105 and mail from Johnston Island to USWB Via APO 953.</td>
</tr>
</tbody>
</table>
5. This agreement shall take effect upon signature. It may be altered or amended by mutual agreement of the parties and shall continue in force and govern all relations and transactions between the parties until terminated by proper authority or by mutual agreement.

Executed and concurred in this twenty-second day of October, 1958.

/s/ Nels E. Johnson
United States Weather Bureau
Met. Officer-In-Charge
Pacific Supervisory Office

/s/ Henry W. Yagel
Pacific Air Forces Base Command

NELS E. JOHNSON
Met. Officer-In-Charge
Pacific Supervisory Office

HENRY W. YAGEL
Lt Colonel, USAF
DCS/Installations

APPROVED:

/s/ H.P.K. Walmsley
H. P. K. WALMSLEY
Colonel, USAF
Vice Commander
Pacific Air Forces Base Command

Fig. 16, Page 4
DEPARTMENT OF THE AIR FORCE

PERMIT TO OTHER FEDERAL GOVERNMENT DEPARTMENT OR AGENCY
TO USE PROPERTY ON
JOHNSTON ISLAND AIR FORCE BASE

Contract No. DA-94-612-ENG-313

THE DEPARTMENT OF COMMERCE, U.S. WEATHER BUREAU, PACIFIC SUPERVISORY OFFICE, is hereby granted a permit for a term of five (5) years beginning on the date of execution of this grant, but revocable at will by the Secretary of the Air Force, to use and occupy Building No. 530 as a Weather Bureau Station, and to construct, operate, and maintain weather instruments within a portion of Johnston Island Air Force Base, containing 0.76 acres, more or less, and shown substantially in red on the map titled "Johnston Island U.S. Weather Bureau Station," marked Exhibit "A," attached hereto and made a part hereof.

THIS PERMIT is granted subject to the following conditions:

1. That the use and occupation of the said premises shall be without cost or expense to the Department of the Air Force, under the general supervision and subject to the approval of the officer having immediate jurisdiction over the premises, and subject also to such rules and regulations as he may from time to time prescribe.

2. That the permittee shall, at its own expense and without cost or expense to the Department of the Air Force, maintain and keep in good repair and condition the premises herein authorized to be used.

3. That any interference with or damage to property under control of the Department of the Air Force incident to the exercise of the privileges herein granted shall be promptly corrected by the permittee to the satisfaction of the said officer.

4. That the permittee shall pay the cost, as determined by the said officer, of producing and/or supplying any utilities and other services furnished by the Department of the Air Force or through Department of the Air Force facilities for the use of the permittee.
5. That no additions to or alterations of the premises shall be made without the prior consent of the said officer, except those hereinabove authorized and described in the said Exhibit "A."

6. That if for any reason it should be deemed necessary or expedient for the Department of the Air Force to perform functions and/or render services which are the responsibility of the permittee, the said officer may, in lieu of reimbursement, require the permittee to furnish the personnel and/or materials required for the performance of said functions and/or for the rendering of said services. In addition to furnishing personnel and/or materials, the permittee shall reimburse the Department of the Air Force for any costs incurred by the Department of the Air Force in connection with said functions and/or services, such as for supervision and/or equipment furnished. Selection of such personnel will be subject to the approval of the said officer.

7. That on or before the date of expiration of this permit or its relinquishment by the permittee, the permittee shall vacate the said premises, remove its property therefrom, and restore the premises to a condition satisfactory to the said officer, ordinary wear and tear and damage beyond the control of the permittee excepted. If, however, this permit is revoked, the permittee shall vacate the premises, remove its property therefrom, and restore the premises as aforesaid within such time as the Secretary of the Air Force may designate.

8. That this permit supersedes and replaces that certain permit dated September 13, 1957, and identified as Permit, Control Symbol HONDE-17, said Permit, Control Symbol HONDE-17 being hereby cancelled.

IN WITNESS WHEREOF I have hereunto set my hand by authority of the Secretary of the Air Force this 9th day of April, 1962.

/s/ D. G. Williams
D. G. WILLIAMS
Colonel, Corps of Engineers
District Engineer
JOHNSTON ISLAND AIR FORCE BASE

chain link fence - 3'0" high

3'0" walk around

instrument shelter

3'0" conc. walk

Building No. 529

4'0" conc. walk

0.74 AC.

JOHNSTON ISLAND
US WEATHER BUREAU STATION

1" = 50'

EXHIBIT "A".

Fig. 17, Page 3
U. S. ARMY ENGINEER DISTRICT, HONOLULU
CORPS OF ENGINEERS
Building 96, Fort Armstrong
Honolulu 13, Hawaii

16 APR 1962

Refer to File No. POHEM (Johnston Is AFB)

SUBJECT: Report of Termination of Instrument

TO: Chief of Engineers
   ATTN: ENCOR-HC
   Department of the Army
   Washington 25, D. C.

You are hereby notified of the termination of the following described instrument in accordance with the terms thereof:

a. Control Symbol:
   HONDE-17

b. Name and address of grantee:
   The Department of Commerce
   U. S. Weather Bureau
   Pacific Supervisory Office
   P. O. Box 3650
   Honolulu, Hawaii

   Permit

   Johnston Island Air Force Base

   9 April 1962

d. Location:

   Superseded by a new permit

   Continued use under new Permit,

e. Effective date of termination:

   d. How terminated:

   g. Compliance with conditions
      of instrument as to vacation,
      removal of property, and
      restoration of premises:

   FOR THE DISTRICT ENGINEER:

   H. H. de VIS-NORTON
   Chief, Real Estate Division

Copies furnished:
D/Commerce, U.S. Weather Bureau
HQ, PACAF, APO 953
PACAF BaseCom, APO 953 (dupe)
USAF
Div Engr, POD, ATTN: PODRE

Fig. 17, Page 4
## Ownership and Control of Johnston Atoll

<table>
<thead>
<tr>
<th>Period</th>
<th>&quot;Owner&quot;</th>
<th>Operational Control</th>
<th>Purpose of Document</th>
<th>Authority</th>
<th>Event/Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>1923</td>
<td>Dept of Agriculture</td>
<td>Agriculture</td>
<td>Plant and sealife surveys.</td>
<td>*Executive Order 4467</td>
<td>Bird refuge (Executive Order June 29, 1926)</td>
</tr>
<tr>
<td>1934</td>
<td>Dept of the Navy</td>
<td>USN</td>
<td>Pacific defense</td>
<td>*Executive Order 6935</td>
<td>Became Johnston Island Naval Air Station</td>
</tr>
<tr>
<td>1941</td>
<td></td>
<td>USN</td>
<td>Established Naval Defense Sea Area for military sea and air operations.</td>
<td>*Executive Order 8682</td>
<td>Defense of area; Air Transport Command operations; Oceanic Air Traffic Control</td>
</tr>
<tr>
<td>1944</td>
<td></td>
<td>USN</td>
<td>---</td>
<td>---</td>
<td>Secretary of the Navy</td>
</tr>
<tr>
<td>1947</td>
<td></td>
<td>USN</td>
<td>---</td>
<td>---</td>
<td>Became a Naval Air Facility</td>
</tr>
<tr>
<td>1948 July 1</td>
<td>USAF</td>
<td></td>
<td>Transfer of operational control to USAF</td>
<td>Agreement</td>
<td>Pacific Air Command (MATS, ARS, AACS, AWS Deta) (SecNav ordered transfer to USAF)</td>
</tr>
<tr>
<td>1949 June 1</td>
<td>USAF</td>
<td></td>
<td>---</td>
<td>---</td>
<td>Pacific Air Command inactivated; Pacific Division MATS took over.</td>
</tr>
<tr>
<td>1951-52</td>
<td>USAF</td>
<td></td>
<td>---</td>
<td>---</td>
<td>Korean airlift support</td>
</tr>
<tr>
<td>1957 January 25</td>
<td>USAF</td>
<td></td>
<td>---</td>
<td>---</td>
<td>USAF granted Treasury Department five year use for USCG Loran Station</td>
</tr>
<tr>
<td>1957 September 13</td>
<td>USAF</td>
<td></td>
<td>---</td>
<td>---</td>
<td>USAF granted Department of Commerce five year use for U.S. Weather Bureau</td>
</tr>
<tr>
<td>1958 April 22</td>
<td>CJTF-7</td>
<td></td>
<td>---</td>
<td>Agreement</td>
<td>Atomic tests in Pacific area until August 19, 1958; then roll-up.</td>
</tr>
<tr>
<td>1959 July 24</td>
<td>USAF</td>
<td></td>
<td>---</td>
<td>---</td>
<td>Formal meeting in Hawaii to propose transfer of operational control to Army for the Nike-Zeus test program.</td>
</tr>
<tr>
<td>1959 September 23</td>
<td>USAF</td>
<td></td>
<td>To transfer operational control to Army</td>
<td>---</td>
<td>Proposed agreement sent to higher headquarters</td>
</tr>
<tr>
<td>1959 June 30</td>
<td>USAF</td>
<td></td>
<td>---</td>
<td>---</td>
<td>Secretary of the Treasury asked Secretary of Defense for Sand Island as Loran Station, to be under operational control of Commander in Chief, Pacific.</td>
</tr>
<tr>
<td>1962 January 18</td>
<td>CJTF-8/AEC</td>
<td></td>
<td>Agreement</td>
<td>Commander in Chief, Pacific signed agreement with Commander Joint Task Force EIGHT</td>
<td></td>
</tr>
<tr>
<td>1963 June 11</td>
<td>CJTF-8/AEC</td>
<td></td>
<td>---</td>
<td>---</td>
<td>Joint Chiefs of Staff reaffirmed operation control of Joint Task Force EIGHT</td>
</tr>
</tbody>
</table>

* Executive Orders are still in effect; have not been amended or rescinded so as to affect "ownership".
DRAWINGS
PART II

HISTORICAL REPORT OF JOHNSTON ATOLL
1965 - 1973

Logistics Planning Group
HOLMES & NARVER, INC.
BACKGROUND

The present role of Johnston Atoll as a base of operations for possible future nuclear tests began in April 1958 during the Pacific atomic tests, Operation HARDTACK. For certain high altitude tests, the decision was made to relocate the missile launching facilities from Bikini Atoll to Johnston Island. Later, in 1961, with the abrogation of the nuclear testing moratorium and the resumption of atmospheric testing by the Soviet Union, Johnston Atoll, under the command of CJTF-8, became a major operational base for conducting the 1962 DOMINIC nuclear test series. Subsequently, U.S. negotiations with the Soviet Union on arms control led to the development of the Limited Test Ban Treaty which was signed in the fall of 1963. As a result of the Limited Test Ban Treaty, plans for a 1964 test series were canceled; however, CJTF-8 continued to maintain operational control of Johnston Atoll under the Director, Defense Atomic Support Agency (DASA). (Redesignated Defense Nuclear Agency (DNA) in 1970.)

The mission and the future of Johnston Atoll were to be guided by the national requirements for possible continuation of nuclear testing in the atmosphere. A significant influence for ratification of the Limited Test Ban Treaty of 1963 was President Kennedy's assurance to Congress that four safeguards would be established and maintained to keep the U.S. from falling behind in nuclear technology. Safeguard C required the development of the ability to resume testing promptly in those environments prohibited by the treaty in the event of abrogation of the treaty by the Soviet Union or if such tests should be deemed essential to national security. The National Nuclear Test Readiness Program (NNTRP) which supports this safeguard is prepared jointly by the Department of Defense (DOD) and the Atomic Energy Commission (AEC). Johnston Atoll was established as the principal overseas nuclear test base to support this program.

HISTORY, 1965 - 1973

By early 1965, an advanced state of readiness-to-test had been developed at Johnston Atoll in support of the NNTRP. This readiness posture, which included an extensive building program on Johnston Atoll, was
maintained until 1970. Annual exercises conducted by JTF-8, commencing in 1964, evaluated the capability of the AEC and DOD agencies to initiate nuclear testing within specified reaction times. These full scale exercises at Johnston Atoll were Operation CROSSTCHECK in 1964 and Operation ROUNDUP in 1965. Both exercises emphasized aircraft diagnostic and sampler missions in support of simulated air drop test events. Operation WINDLASS in 1966 and Operation PADDLEWHEEL in 1967 (the last JTF-8 readiness-to-test exercise) included, in addition to the previous years activities, a series of coordinated rocket firings from Johnston Atoll.

Extensive building of testing and support facilities (Figure 4), including airfield improvements and the installation of a Pacific Missile Range tracking complex, continued during 1965 to 1967. An Air Force Baker-Nunn space camera station was constructed on Sand Island and was functioning by 1965. It has continued to remain in full operational status.

An agreement between AEC and DOD in 1965 provided the basis for the necessary contractual arrangements for the use of a single contractor to support test operations in the Pacific area. Holmes & Narver, Inc. (H&N), the principle AEC contractor in the area at the time, continued to provide engineering, construction, maintenance and operating support services at Johnston Atoll and similar support at other installations in the Hawaiian area. The build-up program at Johnston Atoll provided laboratories, shops, rocket launch pads (Figure 2), rocket assembly buildings, storage bunkers, control and monitoring facilities, sampling and tracking facilities, photo and optical stations, and weather facilities required for the test program. Master planning of the island was constantly being revised to meet the changing needs of testing organizations.

A significant portion of the readiness-to-test capability is the THOR launch complex developed by the USAF which was used for launching nuclear payloads during the test series (Dominic/Fishbowl) of 1962. Since then this complex has been operated by Program 437, a USAF R&D space program. There were fifteen scheduled THOR launches from 1965 to 1970. Since that time, only crew training (operations terminated short of actual launch) has been conducted. Launch crews were provided by the 10th Aerospace Defense Squadron under control of Aerospace Defense Command, USAF.
Figure 1. Power Plant Bldg. (Experimental Radar Dish in Background)
Figure 2. Sandia Launcher (Small)
A four story Joint Operations Center (JOC), the largest building (over 120,000 square feet of floor space) to be built on Johnston Atoll, was completed in 1965 (Figure 3). The JOC, with visual aids, communications, and television facilities, contains the command post and control centers for controlling overall test operations.

Improvements to the communications system in 1965 included the installation of a submarine multi-channel communications cable from Johnston Atoll to Oahu with additional cables connecting Johnston Island to Sand, Akaú and Hikina Islands.

Surveys were conducted in 1965 by the Naval Oceanographic Office to obtain detailed information about the water flow regime around the atoll and within the lagoon in support of certain tests planned at that time.

Continuing effort was made to protect the vulnerable man-made shoreline of Johnston Island which is now almost entirely bounded by seawalls and sheet piles. This extensive shoreline protection, for which various methods of construction were used, became necessary for protection against the ever present eroding sea (Figure 4 and 5).

In 1966 and 1967 a High Order Horizontal Control Survey of Johnston Atoll was performed by H&N. Results of this survey yielded an accuracy of 1:25,000, and the computations and records were filed with the Army Map Service, Washington, D.C.

During the years of the Vietnam conflict, Johnston Atoll continued to support the flow of air traffic enroute to and returning from Southeast Asia. Formations of tactical aircraft made use of Johnston Atoll's refueling facilities.

Due to increasing demands for additional jet commercial routes to the various Pacific islands, particularly to the Trust Territories, the Defense Department agreed to the Civil Aeronautics Board authorization of commercial aircraft use of Johnston Atoll as a refueling stop. This resulted in Air Micronesia service to Johnston Atoll starting on 17 May 1968, the first scheduled commercial air service to the Atoll.

During July 1969, President Nixon visited the island enroute to and from a Navy aircraft carrier for the splashdown and recovery
Figure 4. Shoreline Protection
Figure 5. Shoreline Protection
ceremonies of the initial lunar landing Apollo flight. This was the first visit to Johnston Atoll by a U.S. President.

National decisions were made in late 1969 to reduce the level of support to the readiness program and to revise the NNTRP. These decisions included the inactivation of JTF-8 and readiness test facilities at Johnston Atoll, and the transfer of operational and funding responsibility for Johnston Atoll to the USAF. Effective 1 July 1970, operational control of Johnston Atoll was transferred to USAF, and JTF-8 was inactivated with continuing readiness planning responsibilities assumed by Director, DNA. The JTF-8 designator and records were retained by Director, DNA, for utilizations as required. Responsibility for the operation and maintenance of Johnston Atoll was assumed by the 6486th Air Base Wing (PACAF) which was renamed the 15th Air Base Wing on 1 November 1971, with no change in mission.

The population of Johnston Atoll, which had been approximately 1200, was reduced to approximately 600 by the end of 1970, with about one-half military and one-half civilian contract personnel. The responsibilities of Director, DNA, concerning readiness facilities at Johnston Atoll during the period of USAF operational control, were defined in Dep Sec Def Memorandum for Director, DNA, which stated that Director, DNA acting as an agent for the DOD, should coordinate AEC and DOD requirements at Johnston Atoll necessary to meet the objectives of the revised readiness program. The responsibilities and responsibilities of the 15th Air Base Wing (PACAF) and the DNA (JTF-8) at Johnston Atoll concerning readiness matters were delineated in a support agreement.

Phasing down of the readiness-to-test posture caused a reduction in testing activities, the discontinuation of deployed exercises, and most readiness facilities to be placed in a standby status. Concurrently, the emphasis within the technical and experimental readiness related programs of the AEC and DOD laboratories was shifted to address high altitude phenomenology and effects. In September 1970, an AEC/DNA high altitude development test, planned and funded prior to the decision to phase down, was carried forward to execution. A special JTF-8 organization successfully launched a THOR mated with an AEC developed non-nuclear High Altitude Test Vehicle (HATV) (Figure 6). The launch demonstrated an all systems test as well as the scientific and technical capability to conduct high altitude, nuclear experiments in support of the NNTRP.
Figure 6. Installing HATV on THOR Missile
A new use for Johnston Atoll was coming. The U.S. was scheduled to return Okinawa to Japanese control; however, Japan opposed the storage of chemical munitions on their national territory. The decision was made during 1970 to remove U.S. chemical munitions from Okinawa; however, their retention as part of the national stockpile was considered necessary. Political pressure which precluded relocation of these munitions, designated RED HAT, to any point in the continental U.S. or Alaska resulted in the selection of Johnston Island as the storage site. Movement of the RED HAT toxic chemicals (MUSTARD, GB and VX) by ships, from Okinawa to Johnston Atoll, started in early 1971 and was completed in mid-November 1971. On Johnston Atoll they were placed under the custody and control of the U.S. Army 267th Chemical Company. Storage facilities for RED HAT in the southwest quadrant of Johnston Island were constructed by the Naval Facilities Engineering Command at an estimated cost of six million dollars, and occupy a 41-acre area.

Just prior to movement of the chemical munitions to Johnston Atoll, the Surgeon General, Public Health Service, reviewed the shipment and the Johnston Atoll storage plans. His recommendations caused the Secretary of Defense in December 1970 to issue instructions terminating missile firings and all aircraft flights to the Island except essential military flights to support the Island's mission. As a result, Air Micronesia service was immediately discontinued, and rocket/missile firings were suspended.

Early in 1972 another politically unpopular storage problem arose with the phasing down of the Vietnam conflict which necessitated the movement of Herbicide Orange (a USAF defoliant spray mixture) from Vietnam. As a result of Congressional and citizen interest in disposal problems, the Department of Defense decided to move the one and one-half million gallons (25,266 55-gallon drums) to Johnston Atoll for storage to await a means of future disposal. By April 1972, Herbicide Orange was in storage at Johnston Atoll on the northwest peninsula.

The storage of RED HAT and Orange was to remain an item of national interest. These subjects were included in NBC's telecast, "First Tuesday," as part of a three-part series on Biological Research and Chemical Agents. Filming for the report was accomplished during Mr. Tom Pettit's visit to Johnston Atoll in June of 1973.
A DNA Joint Hazard Evaluation Group study\textsuperscript{14} conducted in July 1972 concluded that the hazards to both transient and island personnel from commercial aircraft use imposed by the storage of RED HAT were very small. This, plus subsequent considerations by the Surgeon General, U.S. Public Health Service, and the DOD Deputy Assistant Secretary for International Security Affairs, led to conditional lifting of commercial flight restrictions at Johnston Atoll. A civil aircraft landing permit was completed by Continental Air Lines/Air Micronesia and USAF, and air service resumed on 29 April 1973. Airport operations are also certified periodically by the Federal Aviation Administration.

During mid-August 1972, tropical storm "Celeste," located southeast of the Hawaiian Islands, blossomed into a full scale hurricane. After close observation of Celeste's track for several days, it became apparent that Johnston Atoll would be in the path of the hurricane. The decision was made to evacuate the island, and by 18 August all personnel had been flown to Hickam AFB. This was the first known time the island had been completely evacuated of personnel since the Navy commenced its construction program in 1939. On 19 August Celeste struck Johnston Atoll at approximately 1400 hours, local time. The atoll was subjected to sustained winds of 100 knots with gusts up to 130 knots. The heavy surf primarily affected the north, northeast, and south sides of the island. On 22 August a seaborne cadre, consisting of an Army RED HAT checkout team and an Air Force/H&N team, was put ashore at Johnston Atoll from the Navy destroyer USS Lloyd Thomas to initiate restoration of life support activities. All other personnel were airlifted back to the island by 23 August. The overall Celeste damage to the Atoll was assessed at approximately 3.2 million dollars (Figure 7). A report of Celeste's transit of Johnston Atoll has been prepared by the H&N Logistics Planning Group.\textsuperscript{15}

In June 1973, the Deputy Secretary of Defense approved a USAF plan for the transfer of host manager responsibility of Johnston Atoll to DNA (Inclosure 1) which was formulated into a joint DNA/USAF agreement\textsuperscript{16} with an effective date of transfer of 1 July 1973. Later the Deputy Assistant Secretary (Installations) issued a Use Permit for Real Property, granting DNA use and occupancy of Johnston Atoll (Inclosure 2). At present, command of Johnston Atoll by DNA is exercised through the Commander, Field Command (FCDNA), with the Commander, Johnston Atoll, being under FCDNA for operational and administrative control.\textsuperscript{17} As a result of the transfer of management,
Bldg. 400 - Post Office/BX Warehouse

Bldg. 250, 251 - EM Barracks

Figure 7. 'CELESTE' Damage
the military support personnel remained at Johnston Atoll and were reassigned to Det. 2, 1136 Special Activities Squadron, for administrative purposes. This arrangement, along with additional arrangements for activity support, was provided for by an agreement between FCDNA and PACAF. An agreement between AEC and FCDNA provides for the contractual arrangements for the support of the Atoll.

Remaining in effect, down through the years, is the executive order which originally designated Johnston Atoll a bird sanctuary. The bird scene today, principally at Sand Island, shows little if any effect by the numerous activities to which the Atoll has been committed during its years of development (Figure 8).

During the period of this report, Johnston Atoll has been the home of some 600 to 1200 civilian and military personnel. Since the social and recreational activities associated with normal civilian life are lacking, emphasis has been given to providing as much other recreation as possible (Figure 9 and 10). The following recreational facilities are available:

- Basketball
- Boating
- Bowling
- Fishing
- Golf - Driving Range
- Golf - Miniature
- Golf - 3 Par, 9 Hole
- Gymnasium
- Hobby Shop
- Library & Special Services
- NCO Club
- Officers' Club
- Pool (Billiards)
- Scuba Diving
- Softball
- Swimming
- Tennis
- Theater
- Volleyball
- Waikiki Club

The following chart depicts the major changes in the Johnston Atoll acreage as a result of the dredge and fill programs since 1964:

<table>
<thead>
<tr>
<th></th>
<th>1964</th>
<th>1973</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnston &amp; Sand</td>
<td>591</td>
<td>648</td>
</tr>
<tr>
<td>North (Akau)</td>
<td>24</td>
<td>25</td>
</tr>
<tr>
<td>East (Hikina)</td>
<td>17</td>
<td>18</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>632</td>
<td>691</td>
</tr>
</tbody>
</table>
SEA BIRDS ON SAND ISLAND

Figure 8
JA RECREATION

Figure 9
OPEN-AIR THEATER

PAR 3 GOLF COURSE

Figure 10
A summary of ownership and control of Johnston Atoll is shown in Inclosure 3.

Through the past decade Johnston Atoll (environment, flora, fauna) has been the subject of numerous studies and surveys. Periodically the Smithsonian Institution has investigated the bird life in the Sand Island bird sanctuary, its most recent effort being in 1973 when an ecology survey was made of Johnston Atoll at the request of the USAF Environmental Laboratory. Earlier studies begun in 1963 by the Hawaii Marine Laboratory of the University of Hawaii, to investigate the effects on marine ecology in the lagoon from the extensive dredging and buildup of the Atoll, have continued to this day. A land management plan, prepared at the request of CJTF-8 in 1964, has been used as a guide for developing plant life on the Atoll principally for the control of erosion from wind and water.

Another environmental program, continuous since 1966 by the Laboratory of Radiation Ecology, College of Fisheries, University of Washington, has been conducted to obtain information for predicting and evaluating the biological consequences of a possible nuclear test series at Johnston Atoll. Reports on this program are submitted to the AEC annually.

The years 1965 to 1973 have seen a number of important changes in the usage of Johnston Atoll, all resulting from national policy. It has retained its capability to support the NNTRP although at a somewhat reduced posture. Akau and Hikina Islands have been essentially closed down and most readiness facilities are mothballed. Johnston Island has become a storage site for RED HAT and Orange, material not publicly accepted elsewhere. Commercial aircraft provide transportation for Johnston Atoll personnel and are serviced at the Island on a scheduled basis enroute to and from the Trust Territories.

For the predictable future, Johnston Atoll will continue its present missions with, perhaps, some increased activity. Plans are in progress to destroy the Orange defoliant now stored on the Island. The Army is preparing plans which involve the use of the Thor launch facilities during 1975-1977 in support of their Site Defense Program. Thus, Johnston Atoll continues to play an important role in the stream of national activities.
REFERENCES


8. Dep Sec Def Memorandum for Sec AF, subject: Nuclear Readiness to Test, dated 30 October 1969. (C)


10. Dep Sec Def Memorandum for Dir. DNA, subject: Readiness-to-Test, dated 27 April 1970. (S)

11. Support Agreement, Director DNA (CJTF-8)/15th Air Base Wing (PACAF) effective 1 November 1971 concerning Air Force/DNA responsibilities of Johnston Island Readiness Facilities.
12. Dep Sec Def Memorandum for Sec AF and Dir. DASA, subject: Operation RED HAT, Phase II Johnston Island, dated 3 December 1970. (C)


17. Additional information concerning management of Johnston Atoll is contained in a joint AEC/DNA document, "Readiness Relationships Document," which defines the inter- and intra-agency relationships established to maintain readiness and their planned usage of Johnston Atoll. This document is available from Director, DNA.


MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE,

SUBJECT: Johnston Atoll

I approve the general provisions contained in your June 13 memorandum and the transfer to the Defense Nuclear Agency of host-manager responsibilities for Johnston Atoll.

Action necessary to adjust manpower authorizations and FY 74 fund requests should be forwarded to appropriate agencies in sufficient time to permit the transfer to become effective on 1 July 1973.

Please forward to my office a signed copy of the DNA/Air Force agreement for the transfer.

Copy to:
ASD (Comptroller)
ASD (Installations and Logistics)
ATSD (Atomic Energy)
Dir., Defense Program Analysis
and Evaluation
Director, Defense Nuclear Agency

90 Inclosure 1
Use Permit for Real Property - Johnston Atoll

CINCPACAF/DEP 8 MAY 1974

1. By direction of DOD in April 1973, the Air Force developed a joint DAF/DNA plan for the transfer of host-management responsibility for Johnston Island to DNA. A broad-term agreement acceptable to both parties was developed. Under the agreement, DNA will assume management control. Your command will retain real property accountability and reporting responsibility.

2. A use permit was executed by the Deputy Assistant Secretary (Installations) 22 April 1974. The permit grants DNA use and occupancy of Johnston Atoll, together with all facilities and improvements thereon. An original and a copy of the use permit are attached for your file (Atch 1).

FOR THE CHIEF OF STAFF

JOHN T. CUNNINGHAM III, COLONEL, USAF
Chief Real Property Division
Dir. of Civil Engineering, DCS/P&R

1 Atch
Use Permit (2 cys)

Cy to: DNA/LGLS

Inclosure 2 - Page 1
Real Property Use Permit

Whereas, in accordance with Public Law 88-174, 10 USC 2682 (1963), a real property facility under the jurisdiction of the Department of Defense which is used by an activity or agency of the Department of Defense shall be under the jurisdiction of a military department designated by the Secretary of Defense; and

Whereas that real property and all buildings, facilities and improvements located thereon known as Johnston Atoll is and will continue to be under the jurisdiction of the Department of the Air Force; and

Whereas the Deputy Secretary of Defense, by Memorandum for the Secretary of the Air Force, dated 22 June 1973, approved transfer of host-manager responsibilities for Johnston Atoll to the Defense Nuclear Agency;

Now therefore, the Defense Nuclear Agency (DNA) is hereby granted, effective 1 July 1973, a permit for a term of five (5) years, with automatic renewal thereafter for like five (5) year periods unless terminated by or at the direction of the Secretary of Defense, to use, maintain and occupy Johnston Atoll, as shown substantially on Exhibit A, attached hereto and made a part hereof, together with all buildings, facilities and improvements located thereon, and described as follows:

All lands, buildings, marine and land facilities and improvements within the boundaries of Johnston Atoll, subject to the existing rights granted to others.
This permit is granted subject to the following conditions:

1. The use and occupation of the said premises shall be without cost or expense to the Department of the Air Force, under the general supervision and subject to the approval of the officer appointed by DNA having immediate jurisdiction over the premises, and subject also to such rules and regulations as he may from time to time prescribe.

2. The permittee shall, at its own expense and without cost or expense to the Department of the Air Force, maintain and keep in good repair in accordance with directives of the USAF the premises herein authorized to be used. The USAF through such major command as it may designate will exercise cognizance over maintenance and repair of real property facilities as considered appropriate.

3. Additions to or alterations of the premises shall be made only with prior approval of the Defense Nuclear Agency. The Department of the Air Force will be notified of such additions and alterations for the purpose of maintaining real property records.

4. If this permit is relinquished or terminated, the permittee shall vacate the premises, and remove its property therefrom within such time as the Secretary of Defense may designate.

5. The Department of the Air Force will retain accountability of all property.
IN WITNESS WHEREOF I have hereunto set my hand by authority of the Secretary of the Air Force this 22nd day of April 1974.

[Signature]

RUFUS L. CROCKETT
Deputy Assistant Secretary
(Installations)
<table>
<thead>
<tr>
<th>Period</th>
<th>&quot;Owner&quot;</th>
<th>Operational Control</th>
<th>Purpose of Document</th>
<th>Authority</th>
<th>Event/Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>1923</td>
<td>Dept of Agriculture</td>
<td>Agriculture</td>
<td>Plant and sealife surveys.</td>
<td>*Executive Order 4467</td>
<td>Bird refuge (Executive Order June 29, 1926)</td>
</tr>
<tr>
<td>1934</td>
<td>Dept of the Navy</td>
<td>USN</td>
<td>Pacific defense</td>
<td>*Executive Order 6935</td>
<td></td>
</tr>
<tr>
<td>1941</td>
<td>Dept of the Navy</td>
<td>USN</td>
<td>Established Naval Defense Sea Area for military sea and air operations</td>
<td>*Executive Order 8682</td>
<td>Became Johnston Island Naval Air Station</td>
</tr>
<tr>
<td>1944</td>
<td>Dept of the Navy</td>
<td>USN</td>
<td>---</td>
<td>---</td>
<td>Defense of area; Air Transport Command operations; Oceanic Air Traffic Control</td>
</tr>
<tr>
<td>1947</td>
<td>Dept of the Navy</td>
<td>USN</td>
<td>---</td>
<td>Secretary of the Navy</td>
<td>Became a Naval Air Facility</td>
</tr>
<tr>
<td>1948 Jul 1</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>Transfer of operational control to USAF</td>
<td>Agreement</td>
<td>Pacific Air Command (MATS, ARS, AACS, AWS Dets) (SecNav ordered transfer to USAF)</td>
</tr>
<tr>
<td>1949 Jun 1</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>---</td>
<td>---</td>
<td>Pacific Air Command inactivated; Pacific Division MATS took over.</td>
</tr>
</tbody>
</table>

*Executive Orders are still in effect; have not been amended or rescinded so as to affect "ownership".
<table>
<thead>
<tr>
<th>Period</th>
<th>&quot;Owner&quot;</th>
<th>Operational Control</th>
<th>Purpose of Document</th>
<th>Authority</th>
<th>Event/Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>1951-52</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>---</td>
<td>---</td>
<td>Korean airlift support</td>
</tr>
<tr>
<td>1957 Jan 25</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>---</td>
<td>---</td>
<td>USAF granted Treasury Department five year use for USCG Loran Station</td>
</tr>
<tr>
<td>1957 Sep 13</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>---</td>
<td>---</td>
<td>USAF granted Department of Commerce five year use for U.S. Weather Bureau</td>
</tr>
<tr>
<td>1958 Apr 22</td>
<td>Dept of the Navy</td>
<td>CJTF-7</td>
<td>---</td>
<td>Agreement</td>
<td>Atomic tests in Pacific area until August 19, 1958; then roll-up.</td>
</tr>
<tr>
<td>1959 Jul 24</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>---</td>
<td>---</td>
<td>Formal meeting in Hawaii to propose transfer of operational control to Army for the Nike-Zeus test program.</td>
</tr>
<tr>
<td>1959 Sep 23</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>To transfer operational control to Army</td>
<td>---</td>
<td>Proposed agreement sent to higher headquarters</td>
</tr>
<tr>
<td>1959 Jun 30</td>
<td>Dept of the Navy</td>
<td>USAF</td>
<td>---</td>
<td>---</td>
<td>Secretary of the Treasury asked Secretary of Defense for Sand Island as Loran Station, to be under control of Commander in Chief, Pacific.</td>
</tr>
</tbody>
</table>