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U.S.S. ANTIETAM (CV-36)
c/o Fleet Post Office
San Francisco, California

7 Jan

CV36/10
A16-13
Ser: 002
[7 Jan 1952]

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CONFIDENTIAL
SECURITY INFORMATION

From: Commanding Officer, U.S.S. ANTIETAM (CV-36)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander Task Force SEVENTY-SEVEN
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, FAR EAST
(5) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period 26 November to 31 December 1951

Ref: (a) OpNav Instruction 3480.4 dtd 1 July 1951

Encl: (1) Commander Carrier Air Group FIFTEEN ltr of 31 December 1951

1. The Action Report for the period 26 November to 31 December 1951 is hereby submitted in accordance with reference (a).

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ANTIETAM arrived at Yokosuka Naval Base at 1613I on 16 November 1951 upon completion of its first combat tour. The period 16 to 26 November was spent at the Yokosuka Naval Base where the ship had a restricted yard availability and for rest and recreation. At 0600I on 26 November 1951 the U.S.S. ANTIETAM in company with the U.S.S. WISCONSIN (BB-64) (Commander SEVENTH FLEET embarked) and Destroyer Squadron THREE got underway for the operating area to join Task Force SEVENTY-SEVEN in accordance with CTF-77 Confidential dispatch 230554Z of November. Extremely high winds encountered enroute to the operating area prevented the ship from conducting refresher air operations and other training. The ship joined the Task Force at 2230I on 28 November in the operating area near the 38th Parallel near the East Coast of Korea. The Task Force was commanded by Rear Admiral J. J. CLARK in the U.S.S. BON HOMME RICHARD (CV-31), and operated under Task Force 77 Operation Order 22-51 (Revised) dtd 7 October 1951, and further revised on 6 December 1951. It was composed of the U.S.S. BON HOMME RICHARD (CV-31), U.S.S. ESSEX (CV-9), U.S.S. WISCONSIN (BB-64), U.S.S. LOS ANGELES (CA-133), and other screening units. Air Group FIFTEEN was embarked in the U.S.S. ANTIETAM (CV-36). After thirty days of operations, the ship departed for Yokosuka for a period of maintenance, upkeep, rest and recreation, leaving the action area on 28 December 1951.

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The mission of Task Force 77 was as follows:

(1) Conduct aerial interdiction against the enemy lines of communication, transportation, industrial and supply facilities.
(2) Provide Close Air Support for the ground forces as directed.
(3) Protect this force against air, surface and subsurface attacks.
(4) Provide Naval Gunfire Spot for surface interdiction and naval gunfire support as practicable.
(5) Conduct photo and armed reconnaissance in support of the interdiction program.
(6) Provide air cover for UN naval forces as directed.
(7) Operate as a Fast Carrier Striking Force when directed.

The Commanding Officer of Carrier Air Group 15 is CDR R. F. FARRINGTON, USN with the following complement of pilots and number of aircraft at the beginning of flight operations on 29 November 1951.

SQUADRON	NO. OF PILOTS	NO. & TYPE OF AIRCRAFT
VF-713	28	17 F4U-4
VF-831	21*	15 F9F-2
VF-837	21	15 F9F-2
VA-728	27	6 AD-4, 4 AD-4L 7 AD-2, 1 AD-4Q
VC-3	6	4 F4U-5NL
VC-11	5	3 AD-4W
VC-35	5	3 AD-4NL, 1 AD-4Q
VC-61	4	3 F9F-2P
CVG-15	6**	
HU-1	2	1 HO3S

* One (1) pilot TAD at U.S. Naval Hosp., Yokosuka during operating period.
** Four LSO's included in this figure.

Particulars concerning loss of aircraft are given in enclosure (1).

PART II

CHRONOLOGICAL ORDER OF EVENTS

11/26/51 - The U.S.S. ANTIETAM in company with the U.S.S. WISCONSIN (BB-64) and Destroyer Squadron THREE sortied from Yokosuka at 0600I. Extremely high winds precluded air operations and other training exercises.

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SUMMARY OF SORTIES

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DATE	REMARKS		OFFENSIVE			DEFENSIVE			MISC		TOTAL
	FIRST LAUNCH	LAST RECOV	DAY PROP	DAY JET	NITE PROP	DAY PROP	DAY JET	NITE PROP	PROP	JET	
NOV. 26	Enroute	- Inclement weather									
27	Enroute	- Inclement weather									
28	Enroute	--									
29	0530	1603	37	22	4	4	6	--	--	--	73
30	Replenishment		--	--	-	-	-	--	--	--	--
DEC. 1	0845	1932	25	22	3	6	12	2	--	--	70
2	0845	1926	24	26	4	6	12	2	*1	--	74
3	0845	1933	23	28	4	6	12	2	--	--	75
4	Replenishment		--	--	-	-	-	-	--	--	--
5	0430	1645	40	30	4	-	12	2	--	--	88
6	0430	1620	36	32	4	-	12	2	*1	--	86
7	0430	1621	36	34	4	-	12	2	--	--	88
8	Replenishment		--	--	-	-	-	-	--	--	--
9	0815	1950	36	31	4	6	16	2	--	--	95
10	0815	1941	37	26	4	6	16	2	*1	--	91
11	0810	1940	35	27	5	6	16	2	*1	--	91
12	Replenishment		--	--	-	-	-	-	--	--	--
13	0515	1539	37	32	4	1	12	2	--	--	88
14	0530	1605	37	31	2	-	12	2	*1	--	84
15	0530	1656	36	29	2	-	12	1	*1	--	80
16	Replenishment**		--	--	-	-	-	-	--	--	--
17	1430	1937	16	8	2	2	4	2	--	--	34
18	0825	1931	30	21	4	6	16	2	--	*2	79
19	0823	1950	31	21	3	6	16	2	*2	--	79
20	0824	1949	35	28	3	6	16	2	--	--	90
21	Replenishment		--	--	-	--	--	--	--	--	--
22	0530	1639	33	23	3	-	12	2	--	--	73
23	0525	1545	33	26	3	-	12	2	*1	--	76
24			31	26	2	-	12	2	--	--	73
25	Replenishment										
26	Inclement weather		-	-	-	-	-	-	--	--	--
27	Inclement weather		-	-	-	-	-	-	--	--	--
28	0525	1549	30	18	2	0	12	2	*2	--	64
29	Enroute										
30	Enroute										
31	Enroute										
TOTALS			678	541	70	61	262	39	*11	*2	1651

* Not included in totals

** Due to inclement weather replenishment on 16 December carried over until 1300 on 17 December.

Total prop sorties: 848

Total jet sorties: 803

Total sorties: 1651

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11/27/51 - Steaming in company with U.S.S. WISCONSIN (BB-64) and Destroyer Squadron THREE. High winds prevented flying and other training exercises.

11/28/51 - Steaming as before. At 2230I, rendezvoused with Task Force SEVENTY SEVEN.

11/29/51 - Began air operations at 0530I. Flew 73 sorties on CAP, Railroad Interdiction, Jet Recco, Jet Photo, ASP, and Night Heckler.

11/30/51 - Replenishment day.

12/1/51 - Air operations. Flew 70 sorties of the usual offensive and defensive type.

12/2/51 - Flew 74 sorties on the usual offensive and defensive missions.

12/3/51 - Flew 75 sorties.

12/4/51 - Replenishment day.

12/5/51 - Air operations. Flew 88 sorties.

12/6/51 - Air operations. At about 0730I an AD crashed ahead of the ship immediately after a deck take-off. Cause unknown. The pilot was rescued with no injuries by the helicopter. Flew 86 sorties.

12/7/51 - Air operations. Flew 88 sorties.

12/8/51 - Replenishment day.

12/9/51 - Air operations. Flew 95 sorties.

12/10/51 - Air operations. Flew 91 sorties.

12/11/51 - Air operations. Flew 91 sorties. The U.S.S. VALLEY FORGE (CV-45) joined Task Force SEVENTY SEVEN. The 21,000 landing aboard the ANTIETAM was made today. Today marked the ninth consecutive flying day with perfect flying weather during which time the ANTIETAM combined with the ESSEX accounted for 937 railroad cuts and destroyed many locomotives, railroad bridges and oxcarts. It is believed that this long stretch of perfect clear cold weather is unprecedented in this area at this time of the year.

12/12/51 - Replenishment day.

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12/13/51 - Air operations. Flew 88 sorties. 1 AD-4NL on morning heckler hop received heavy AA damage and landed at K-18. Aircraft received strike damage. No injuries to personnel. At about 1330I an F4U-5NL flying escort to ASP made forced landing in the water about twenty miles south of the force. Pilot was rescued by helicopter from VALLEY FORGE with no injuries.

12/14/51 - Air operations. Flew 84 sorties. At about 1130I an AD landed in the water off Songjin after being hit by AA over North Korea. The pilot was rescued by the U.S.S. SWENSON (DD-729) at about 1330I. Pilot had no injuries but suffered from two hour exposure in his rubber boat.

12/15/51 - Air operations. Flew 80 sorties. Vice Admiral T. L. SPRAGUE, ComAirPac, and Rear Admiral Harrison, Material Officer from ComAirPac visited ship for a short period in the afternoon.

12/16/51 - Rendezvoused with replenishment group at 0600I, but due to heavy seas and snow storm did not begin replenishment until 1300I. Secured at 1615I to continue tomorrow.

12/17/51 - At 0600I continued replenishment. Began air operations at 1430I. Flew 34 sorties.

12/18/51 - Air operations. Flew 79 sorties. At about 1000I LT. WILSON, VF-713, bailed out of his F4U over Wonsan Harbor and was rescued by the U.S.S. COLLETT (DD-730)

12/19/51 - Air operations. Flew 79 sorties. At about 1530I ENS. RILEY, VF-713, was hit in his F4U west of Wonsan and kept the plane in the air until he reached Wonsan Harbor where he bailed out. Pilot made a successful jump but apparently could not get out of his parachute harness after hitting the water and was dragged from three to five miles before pilot and parachute were observed to disappear.

12/20/51 - Air operations. Flew 90 sorties.

12/21/51 - Replenishment day. Senator Ferguson, member of The Armed Forces Policy Committee, visited the ship for a few minutes in the morning.

12/22/51 - Air operations. Flew 73 sorties. LT. MARSHALL, VA-728, was shot down in his AD about 35 miles west of Wonsan. Pilot bailed out successfully and was rescued by the WISCONSIN's helicopter which was operating from Yodo island.

12/23/51 - Air operations. Flew 72 sorties.

12/24/51 - Air operations. Flew 73 sorties.

12/25/51 - Christmas Day was spent replenishing.

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12/26/51 - Today marked the end of almost a month of perfect flying weather. There was no flying due to high winds and a severe snow storm.

12/27/51 - Continued inclement weather cancelled all flight operations.

12/28/51 - Air operations. Flew 64 sorties. At about 1615I U.S.S. ANTIETAM (CV-36) in company with U.S.S. ST. PAUL (CA-73), ComCruDiv 1 embarked departed operating area for Yokosuka.

12/29/51 - Enroute to Yokosuka. Conducted CIC training exercises, tactical drills, new signal book and tactical instructions, AA firing and other training exercises.

12/30/51 - Enroute to Yokosuka.

12/31/51 - Enroute to Yokosuka. At 0807I the ship moored at Piedmont Pier, Yokosuka Naval Base.

PART III

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. Ammunition Expenditures (Aviation)

2,000 #G.P.	21	Napalm Thickener, Navy Type 1	#540
1,000 #G.P.	804	Napalm Tanks, MK. 77	11
500 #G.P.	479	MK. 6 Para. Flares	108
350 #D.B.	8	MK. 6 Float Lights	24
260 # Frags	199	Signals, Drift MK. 5	20
250 # G.P.	3,927		
100 #G.P.	1,795	50 Cal. API	101,080 rds.
5" HVAR Heads	457	50 Cal. INC	101,080 rds.
5" Rocket Motor	638	50 Cal. APIT	51,460 rds.
6.5" ATAR Heads	181	20MM HEI	57,355 rds.
3.5" ASR Motors	180	20MM INC	57,355 rds.
3.5" ASR Heads	182	20MM APT	24,400 rds.
		XYLENOL	11 gals.

B. Comment on performance of ordnance material and equipment.

1. Aviation

Ordnance performance.

Jet A/C have used 250#G.P. bombs exclusively during this operating period, and there have been many cases where bombs have fallen off A/C at the time of catapulting. In all cases the arming wire has remained on the A/C allowing the dropped bombs to partially arm. Most of the difficulty was experienced at the latter part of the operating period

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and it is believed that the defect is in the solenoid return spring and causes rack to release upon catapulting. Solenoid spring has only 4 oz. tension which is considered insufficient. R.U.D.A.D.E. on MK 55 Mod 0 bomb racks is being submitted.

Some difficulty has been experienced during darkness with bomb skids and bomb skid handles protruding over bomb elevator platform into the shafts of No. 1 and No. 2 upstage elevators. In order to guard against this condition it has been recommended that steel plates twelve (12) inches high be attached to the elevator platform in much the same manner as the plates installed in No. 3 upstage and all downstage elevators.

PART IV

BATTLE DAMAGE

A. Damage to ship

1. None

B. Loss and damage of aircraft

1. See enclosure (1).

C. Damage inflicted on the enemy

1. See enclosure (1).

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Performance of duty and morale has been excellent.

B. Casualties

1. There were no personnel casualties suffered by ship's company personnel as a result of enemy action.

2. Casualties to Air Group personnel are reported in enclosure (1).

PART VI

GENERAL COMMENTS

A. AIR DEPARTMENT

1. Flight Deck

The present type of jerseys provided for identifying personnel at flight quarters is considered unsatisfactory for cold weather. The jerseys do not fit over cold weather clothing, they are difficult to remove or don when coming in or going out of shelters, attrition rate is

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high, and they do not contribute to the warmth and comfort of personnel. Colored cloth has been stitched on cold weather clothing and seems to be much more satisfactory and is more economical.

Tires on all mules are being painted white in an effort to make for safer aircraft handling during darkness.

Jet nose wheel tiller bars that can remain attached and unattended during taxiing were manufactured during last availability period and aided in speeding up jet launches.

2. CATAPULT

Considerable difficulty was experienced with broken bridles prior to installation of new articulating shuttles. It is believed that at least part of the cause for these failures can be attributed to the old type shuttles in that bridle lays could get trapped between the spreader and the deck plates. It is recommended that new type shuttles be installed in all carriers prior to deployment.

Due to the stretch in tow cables and the installation of the new shuttles it was necessary to cut the cables and pour new sockets. Each catapult was down for about twenty-four (24) hours.

The catapults have functioned exceptionally well during this operating period and this performance record can be attributed largely to the outstanding maintenance accomplished during replenishment periods.

3. ARRESTING GEAR

Operations have been routine except for the problems introduced by cold weather. A great deal of trouble has been experienced with air valves freezing during operations. It has been necessary to keep two gasoline torches in constant use in order to keep gear operating properly.

Barrier repairs have been speeded up by the use of cold weather grease, stock No. 14-L-189-920 on all cable fittings. Use of this grease makes barrier changes much easier in low temperatures.
in low temperatures.

Trouble with yielding elements is chronic and colder weather is increasing the seriousness of the problem. Drainage under present type elements is not effective, and jet recoveries often batter the entire housing to the point where water leaks into spaces below due to gasket failure between the housing and deck. The blade type element installed in some carriers is considered to be more efficient and economical than the type presently installed.

Davis barriers functioned properly at all times, however,

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arresting gear personnel are eagerly awaiting installation of the new positive stop barricade during next availability period.

4. HANGAR DECK

A space saving program was instituted on the hangar deck during this operational period and has paid great dividends. Each piece of equipment used on the hangar deck by personnel of various units was marked for stowage at definite frame number and was so labeled; e.g., stow at frame 161P. Also an area was painted on deck large enough to accomodate the equipment at that frame number, and gear is always stowed and tied down there when not actually in use. Integrity watch and routine patrols can easily spot gear that is out of place, and this system insures that equipment will be in its proper stowage when needed.

5. MAINTENANCE

All of the personnel in the V-2 division that are not assigned to office or shop spaces are assigned to active work on aircraft. It is believed that the integration of these personnel with squadron maintenance personnel provides valuable training for men concerned and insures most cooperative and effective use of shop spaces.

The bay three area aft of frame 184 has been used exclusively for heavy engine and structural maintenance. A total of nine engines were changed during the period of this report, and the large amount of structural damage caused by flak has necessitated continuous and efficient use of this area.

There is a definite need for more jet starting motor generators and leads in order to facilitate jet starting.

6. GASOLINE

The present arrangement for using oil proportioners for mixing jet fuel on the flight deck is unsatisfactory for cold weather operations. It is believed that the use of lighter oil at flight deck outlets will help correct this situation.

New ladders of thin walled steel tubing were manufactured during the last availability period and proved to be satisfactory during the last operational period. It is believed that twelve (12) such ladders is the minimum necessary to service jet aircraft in the time allotted.

With experience the problems encountered in taking aboard aviation gasoline have for the most part been solved, although fittings supplied by different tankers are not standardized and often causes some delay in hook-ups.

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During replenishment the reception of fuel oil and gasoline is started simultaneously. However, the average time for oil fueling is two hours compared to three and one-half hours for gasoline. The ship must therefore remain alongside the tanker an hour and a half after oil fueling is completed.

Gasoline is received aboard at an average rate of 45,000 gallons per hour. This is little more than half the pumping capacity of the tankers. The low rate of reception is attributed to the pressure limits imposed by displacing salt water from the gasoline tanks.

Recommendation: That a Shipalt be issued, and incorporated, replacing the present five inch overboard discharge line with a larger one, or paralleling the present discharge line with a larger one, or paralleling the present discharge line with an additional line (reference C.O., U.S.S. BOXER conf. ltr CV21/4-egf S23 ser 037 dtd 22 May 1951).

7. SAFETY

Under the direction of the Air Department safety officer all hands are constantly striving to improve safety orders and procedures in order to minimize the dangers to personnel and equipment in the department.

B. OPERATIONS DEPARTMENT

1. AIR OPERATIONS

Other sections of this report have covered all the major activity in which air operations has had a part. Air Plot itself has no outstanding reports to make of its basic functions, but several of its problems in collateral duty are believed worthy of note. These are mentioned herein in the hopes that they may be of assistance to other carriers coming to the Korean Area.

The Carrier Onboard Delivery Service, known as Codfish, provided by VR-23 Detachment at Itazuka posed a problem. Since they always arrive during a regularly scheduled flight operation of launching or landing it has proved impossible to delegate anyone from the Air Department or Operations Department to meet the plane, meeting the plane is essential in that frequently passengers arrive who have no idea where to go, or how to get there, when aboard a carrier. Also the matters of proper orders and endorsements, clearance, manifests, and the like take more time than can normally be spared, during flight operations, by anyone in the previously mentioned departments. An officer whose other duties are not affected by flight operations is required as an official "Meeter and Greeter". He should have an excellent knowledge of the ship and its organization, and of the air group embarked;

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he should be personable since he will be the first person met by the arriving passengers and pilots. The ANTIETAM is fortunate in that an Ensign in the Executive Department, having all these qualities, has been assigned this duty. Now, when a COD plane lands on board it is met almost as soon as the chocks are in place by this "Fighting Man's Grover Whalen". He gives all a cordial greeting then expeditiously tends to their baggage, and the freight, Guard or O.M. Mail, takes the passengers in hand, makes berthing and messing arrangements for them, has their orders properly processed and makes the necessary arrangements through Air Plot if they are to be further transferred. When the COD is departing, the "Greeter" makes sure that all passengers have properly processed orders, that their baggage is properly loaded, and that the passengers are ready to go in sufficient time so that the launch will go as scheduled in an unhurried manner. He also performs the same functions for destroyers coming alongside. This system has worked admirably, since the Ensign's other duties (Aide to the Executive Officer, Movie Officer, and Assistant Personnel Officer) are affected but little by flight operations.

2. AIR INTELLIGENCE

The functions of the Air Intelligence Office were performed smoothly during this operating period. Comments on possible improvements of the present organization and facilities have been previously submitted.

The lack of a teletype in the office has been a handicap. There is no direct 19MC connection between CIC and this office. CIC messages and instructions from CTF-77 have to be relayed to Air Plot to be passed on to Air Intelligence. Often there is a delay in relaying messages because Air Plot is busy launching and landing planes. To remedy this situation, we cut a 6" by 6" hole in the non-watertight bulkhead between the Air Intelligence Office and Ready Room 3. This was covered with clear plexiglass on both sides. The slight air space between keeps out the noise, yet gives a clear view of the teletype in Ready Room 3.

Reports of Intentions of the Fifth Air Force for the following day are incomplete as received by dispatch. The Night Hecklers have several times reported commencing an attack on a target only to have an unidentified plane suddenly dive out of nowhere on the same target. This is a hazardous situation for both the Air Force and Navy pilots. At present, the night sorties intention of the Fifth Air Force are listed on the dispatch only as a certain number of flights.

Recommendation: That the flights be broken down into areas of operations and number of planes in each and time over targets. This can be accomplished through the NLO at JOC Korea.

One of our pilots who had to ditch was picked up by the U.S.S. SWENSON (DD-729) and spent several days aboard that vessel.

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One of the comments he brought back was that the destroyers did not have the code name designations of rail routes as used in TF-77. At present, when passing over a naval element, our pilots must give the grid coordinates of their intended targets to the element commanders. If each destroyer had a list of the area names, the pilots could give these. This would offer more security than the use of grid coordinates.

Upon deploying for WesPac we were issued a three month supply of Naval Air Warfare Reporting Forms as authorized by ComAirPac Instruction 3840.1 (Formerly 384.1). This supply proved to be adequate for only a month's operations due to the high frequency of aircraft losses and damage.

Recommendation: That original issue be revised in accordance with present requirements.

3. PHOTO INTERPRETATION

Emphasis on photographic intelligence has shifted from routine rail status and damage assessment to target searches, flak analysis and pilot briefing aids. This has resulted in a considerable lessening in the daily number of photographs for interpretation and reproduction. The result of this has been a more thorough inspection of each photo and an increased effort in the production of briefing aids. Construction of strip mossaics of all rail routes has been completed. Flak analysis mossaics of several rail routes, all major bridges scheduled for strikes and numberous other special strike targets were made.

The photographic production potential of the photo detachment exceeds by a considerable amount the capacity of one photo interpreter. If one minute is devoted to inspection of each photograph for a full eight hour period, less than five-hundred prints can be covered. When sorting, arranging, photo pilot briefing, and innumerable other details are added it makes a long day for one interpreter.

Strike damage to a large extent has been assessed by use of the K-25 camera. A shortage of camera pods has prevented more adequate coverage of all strike damage.

It is believed that the new program of limiting reconnaissance photography to flak analysis and target search will not only affect a monetary saving but will also result in better photo intelligence.

4. PHOTOGRAPHY

During this period of operations, fifty-nine (59) photo missions were flown making 7825 nine-inch by nine-inch negatives, from which 53,547 prints were made using 256 rolls of paper. All aerial rolls were printed with the Sonne Printer rather than the contact printer. The latter process is too slow and, in spite of the fact that the lab works on two

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twelve-hour shifts, the production rate is not fast enough to have the prints ready for delivery by the next day.

Film exposed on the early morning and late afternoon flights had to be overdeveloped to the point of fog to produce a printable negative.

The new Morse A10A Dryer has speeded up the drying of aerial film and will dry Sonne Paper at least twice as rapidly as the Matte Dryer. When the Morse was first installed it would heat up to 120 degrees and then cut out. After an extensive search by the ship's electricians it was found that there was too much tension on the spring controlling the mercury switch and the switch would cut out when the ship would pitch and roll. After the tension on the spring was eased slightly no further difficulties were encountered.

5. COMMUNICATIONS

The heavy rush of Christmas Mail points up the complete inadequacy of alloted Post Office space to handle the work load of incoming and outgoing mail. Although we are using an adjacent passageway for additional space for package handling, it is still inadequate for peak loads and far from ideal from the point of convenience. The attraction of cheap and novel goods in Japan has swelled the outgoing package mail to enormous proportions and makes it almost impossible to keep a sufficient supply of stamps on hand even with a stamp allotment of ten thousand dollars.

Recommendation: To meet these conditions it is recommended that (1) the post office be re-located in a larger space; (2) that stamps be made available at local Fleet Post Offices for sale to ships in the forward area and (3) that postage meters be made available for large ships in the forward area.

NDT RATT FOX continues subject to propagation difficulties necessitating many services for missing numbers. The present system of double transmission of headings and single transmission of the text is considered superior to the former method of running everything twice. It is believed that a system of double transmission as used by the RATT component of HOW FOX, i.e. single transmission with a rerun one half hour later would be a still greater improvement. At present, the rerun follows so closely that it is subject to the same propagation difficulties when such exists.

Considerable difficulty has been experienced in passing traffic to replenishment ships on C2E. This has resulted in undue delay on several important dispatches and further loading of ship to shore and FOX circuits to deliver this traffic. It is believed that improved guard arrangements among replenishment groups would alleviate this difficulty.

6. AEROLOGY

Weather Summary

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Meteorologically speaking, our second tour on the line can be divided into two very unequal parts. The first, from 29 November to 25 December and, the second, from 26 December to 28 December. From past records and experience, it was expected that at least one third of the total scheduled flying time would be lost due to inclement weather. Instead, not one flying day was lost during the first four weeks. Except for a few days that had localized air mass showers, weather was mostly clear with unrestricted visibilities up through 25 December. The spell was broken on 26 December when a deepening and rapidly moving low entered the Sea of Japan from the southwest. There were no flight operations on the 26th and 27th of December due to low stratus and freezing precipitation. Seas were very rough with northeasterly winds between 30 and 40 knots. Flight operations were resumed on the 28th, our last day on the line.

The outstanding feature of the December weather charts was the permanence of the Siberian High pressure system. Only four weak cold front passages were recorded during this period with practically no attendant weather. It was the cold air moving in behind these fronts that produced what little weather was observed in the first four weeks. This consisted mainly of instability air mass showers caused by the cold polar air moving south over the relatively warm water of the Sea of Japan. These showers were a mixture of rain and snow. The temperatures observed were no less remarkable than the weather. In a month where freezing temperatures were to be expected over 50% of the time, only one day with temperatures less than 32F was recorded between 29 November and 25 December. And, at that, the temperature dipped to 28F for only one hour. Below freezing temperatures were recorded daily during the period of 26-28 December.

Two typhoons appeared on the weather charts during this period - "Amy" and "Babs". Neither one was considered a threat to our operating area, but 100 knot typhoons always bear watching and tracking. "Amy" was a severe 100 knot storm that caused considerable damage to the central Philippines. "Babs" recurved to the northeast, and passed well to the east of the Japanese Islands.

Weather Statistics: The permanence of the Siberian High is reflected in the wind direction summary. Wind directions from between west and northwest were observed 62% of the time. The trend observed from our last operating period was the shifting of the prevailing wind from northeast to northwest.

Wind Directions:

Direction	Percentage of Observations
North	4 %
Northeast	11 %
East	2 %
Southeast	2 %

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Direction	Percentage of Observations
South	2 %
Southwest	17 %
West	20 %
Northwest	42 %

The absence of low wind velocities was again noted during December. Only 6% of all observations recorded winds of under 5 knots with no calms. Average wind velocities were 18 knots for the entire period. Winds above 30 knots were observed 8% of the time. The trend during December was for a slight increase in wind velocities. Highest observed velocity was northwest 53 knots during a cold front passage on 13 December.

Wind Velocities:

Velocity Range (knots)	Percentage of Observations
Calm	0%
0-5	6%
6-10	17%
11-15	18%
16-20	21%
21-25	17%
26-30	13%
31-35	5%
36-40	2%
40 or above	1%

Ceilings under 500 ft. were observed only about 1% of the time, and 71% for ceilings above 10,000 ft. Percentage of all ceilings above 1000 ft. was 96%. This helps to illustrate the excellent weather of our first four weeks. Only one zero ceiling was observed, and that was for a few minutes in a heavy snow squall.

Ceilings:

Ceiling Range (feet)	Percentage of Observations
Zero	0%
0-500	1%
500-1000	3%
1000-5000	23%
5000-10000	2%
10000 or above	71%

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The percentages on visibilities also emphasized the excellent weather encountered during December. Visibilities less than 3 miles observed only 3% of the time. Unrestricted visibilities, or visibilities greater than 6 miles, were recorded on 95% of all observations. Only one zero visibility was observed, and that for a few minutes in a heavy snow squall.

Visibilities:

Visibility Range (miles)	Percentage of Observations
Zero	0%
0-3	3%
3-6	2%
6-10	6%
10 or more	89%

Temperatures:

Average Maximum Temperature	57 F
Average Minimum Temperature	46 F
Highest Maximum Recorded	62 F
Lowest Minimum Recorded	28 F

The abnormally high temperatures during the month of December are evident from the above statistics.

Precipitation: Rain or snow was observed a total of 69 hours, or about 8% of all observations. This is just about half of what was recorded during our previous tour on the line from October 15 to 14 November. From 29 November to 25 December only 30 hours of precipitation were recorded, and all of it due to localized air mass showers. The longest continuous period was 24 hours on 26 December. Heavy hail was observed during a cold front passage on 8 December.

Fog: Fog was observed a total of 8 hours, or less than 1% of all observations. All the fog was of the precipitation type, and was observed with rain or snow on the 26th of December. The fog observed was only one third of that recorded during our previous tour of 15 October to 14 November.

The above statistics on ceilings, visibilities, precipitation, and fog more than emphasize the "unusual weather" and excellent flying conditions of the period 29 November to 25 December.

7. CIC

a. General: The organization of the CIC watch remained the same as that described in last periods report. The CIC team is becoming [redacted] efficient and new personnel are being integrated satisfactorily.

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An AEW watch, composed of one man from VC-11 and one man from CIC, has been established to operate the P.O. Gear.

b. Radar Performance: Insofar as practical all radars have been operated continuously and replenishment days have been utilized for maintenance. Much difficulty has been experienced with the SX height system; repairs to be made in port should make a marked difference in altitude determination. The SX search system and the SPS have provided excellent ranges on aircraft. We are particularly pleased with the performance of the SPS on jet aircraft. Jets have been tracked out to 85 miles; reliable ranges on returning jets are 50 to 55 miles. There have been a few maintenance problems with the SK, and the SK is used primarily for identification of aircraft (Mark III IFF). The SX Console 3 has been adjusted so that the MSS scope can be used on the SPS radar below the 50 mile range. Oddly enough, the Mark V display from the SPS Console filters through to this SX Console and the display is controlled by the Mark V control box on the SX.

c. Air Control: No difficulty has been experienced either in CAP Control or Strike Control. Our SPS has been operating sufficiently well to allow us to make all intercepts on a radar repeater which does not have a Mark V display. When information is needed the Air Controller has the CAP plotted on the Vertical Board.

d. Communications: We recommend the use of a different, lower, frequency for the Combat Information Net. The present frequency of the Primary C.I. Net is so high that transmission and reception are affected by atmospheric conditions, and lobing. A frequency in the VHF range is recommended; this should alleviate the present problem of good reception one moment, no reception the next.

Communications equipment has been more satisfactory than during the last period. The TDQ Transmitters have been used in conjunction with the AN/ARC-1 receivers.

e. Lookouts: The O-L Division is a part of the CIC Organization, and all lookouts have been trained to supply Combat, as well as the Bridge, with pertinent information on surface and air contacts.

C. GUNNERY DEPARTMENT

During the period of 26 November through 31 December, the activities of this department were generally restricted to ship replenishments and ordnance maintenance. Due to the restrictions on ammunition training allowances, we participated in but two day's training exercises. The ammunition expended in the training exercises was:

5"/38 - 98 AAC
40MM - 916
5"/38 - 77 FCL (VT)

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Maintenance of the ordnance equipment resolved itself into routine upkeep, with but one exception; a 40MM elevation power motor stator burned out and was replaced. Cause of casualty attributed to improper maintenance.

The deck seamanship is constantly improving. The "know how", which can be gained only through experience, has been the controlling factor in this improvement. The ammunition on-loading proficiency of the ship has been hampered considerably by the available handling equipment. The deck winches presently installed will handle but 3,000 pounds, and that only with considerable difficulty. It is believed that winches of heavier duty characteristics should be installed.

D. SUPPLY DEPARTMENT

1. General Stores.

Issue of material continued at a very high rate. Squadron consumption of consumable supplies was higher than would normally be expected. No difficulties were encountered because stock levels were high and replenishment while in Yokosuka has been excellent. Office supplies, rags and hand tools, were the classes of material hardest hit. Consideration is being given to the establishment of budgetary limits for squadrons to enforce closer control over material consumption. Economy of material is mandatory in order to reserve material for actual requirements. The consumption of stores must be maintained within the limits of ability to replenish or logistic support of operations will ultimately be deficient.

2. Winter Clothing.

The problems of winter clothing are being realized now that cold weather has set-in. The primary difficulty has been the issuing of clothing to personnel not employed in weather areas. Present allowances of winter clothing does not permit the issue of clothing to all hands. Clothing outfits for personnel working on the flight deck includes the following:

Quantity	Description	Quantity	Description
1	Helmet, winter	1	Facemask
1	Jacket, winter	1	Mitten, wool
1	Trousers, winter	1	Mitten, leather
2	Drawers	1	Artics, sea
2	Undershirts	2	Socks, wool
1	Goggles		

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This outfit is varied for all other personnel depending upon requirements. A general review of clothing allowances for cold weather operations should be made. During extreme cold weather nearly one hundred percent of the crew requires protective clothing. To accomplish this, the allowance should be modified and additional funds alloted to provide for procurement.

3. Excess Material.

Excess stock is being turned-in to clear storage space for new material. During the ships re-activiation, material was procured which has proven to be in excess of requirements. The bulk of this material has been in classes 17, 42, and 45. Considerable money value is expected to be recovered which will permit additional replenishing or procurement of authorized equipage without additional allotment allocations.

4. Aviation Material.

Activity in Aviation stores was much higher than normal. This was essentially due to the high number of hours flown. A few ACG's developed but were resolved by COD shipments or transfers from other CV's. The following items reflected high consumption during the month which will require expediting action to insure availability:

Stock No.	Nomenclature	90 Day Allow.	30 Day Usage
R16-A-5056	Antenna	6 Ea.	18 Ea.
R82-CV-VS-37013-1	Wing, F4U-4	1 "	1 "
R82-CV-VS-37013-2	" "	1 "	2 "
R82-DG-5256004-514	" AD-4	1 "	1 "
R82-DG-5256004-515	" "	1 "	2 "
R82-DG-5256004-546	" "	1 "	1 "
R82-DG-5256004-547	" "	1 "	1 "
R82-DG-5256125-15	Elevator, Assy AD-4	3 "	3 "
R82-DG-5266173	Mechanism " "	1 "	4 "
R82-DG-5266173-1	" " "	1 "	4 "
R82-GR-132860L	Tank, Tip, F9F	2 "	5 "
R82-GR-132860R	" " "	2 "	6 "
R86-ST-64B2-390940-17	Carburetor, F4U-5	1 "	2 "
R87-APD-100017	Propeller, AD-4	7 "	6 "
R94-S-800505	Switch	9 "	7 "
R85-BPB-118922-3	TJC, F9F	-	1 "
R85-BPB-119525-3	TJC, F9F	-	12 "

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5. Commissary.

The General Mess responded to the Holiday season with the traditional Christmas Dinner (Turkey and Ham with all the trimmings). Consideration is being given to establishment of a snack or soup kitchen near the flight deck for flight deck personnel during the winter operations. This is considered desirable for morale and also to provide a stimulant to reduce the vigors of the cold weather.

6. Ship's Store and C and SS

Sales through the ship's store were very high. Purchases for Christmas were heavy due to the availability of Japanese merchandise which was sold very rapidly. Japanese merchandise is sold at the lowest possible mark-up to allow all hands the maximum benefit.

Arrangements are being made to sell more merchandise to officers through the officers' ships store. In this manner, service to the officers will be improved and the crew will have almost exclusive service at the main ship's stores.

Clothing and Small stores maintained the normal business volume until the end of the month. The lowering of prices effective 1 January, caused sales to drop off as was suggested by an announcement to all hands.

7. Administration.

Third quarter allotments have been the main consideration. The distribution of the allotment was worked out with department heads. All departments have been requested to reduce expenditures to the bare minimum in conformity to needed economy announced by the Commanding Officer.

E. WELFARE AND RECREATION

1. AT SEA

The following activities were conducted by the welfare and recreation office during this period at sea:

a. Issue of a daily news sheet.
b. Issue of a weekly ship's paper plus a separate Christmas edition.
c. Radio programs and daily newscasts broadcast over the RBO system.
d. Motion pictures were shown on twenty (20) occasions.
e. A special Christmas show was staged for all hands by the officers and the Ship's band.

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f. A Christmas decoration contest was held with a suitable prize for the winning display.
g. Inter-departmental athletics were conducted whenever operating conditions permitted.
h. The Shrine Crippled Children's Fund was adopted by the crew as a charitable project for this cruise.
i. The Hobby Shop is open for the benefit of all hands.
j. The Library is open daily at specified hours.
k. A motion picture entitled "Operation Morale Lift", produced, directed and released by ComAirPac, was shown for the first time on Christmas Day and repeatedly since then. This movie received wide and popular acclaim from all hands.

2. IN PORT

The following activities were conducted during the ship's last in-port period from 16-26 November, 1951:

a. A total of 121 officers and 300 enlisted personnel enjoyed the facilities of the Rest and Recuperation Hotels in Japan.
b. Basketball games with other ships and station teams were played in the Fleet Activities Gym in Yokosuka.
c. Division and Squadron parties were held.
d. Fifty (50) Japanese orphans were brought aboard for Thanksgiving dinner with the crew.

3. DIVINE SERVICES

a. Catholic Mass and General worship services are held every Sunday. Mass is said daily.
b. Protestant Chaplains were invited aboard to hold religious services on Sunday and Thanksgiving when the ship was in port.
c. Special Christmas Services were held on Christmas Eve and Christmas Day.
d. Morman and Jewish services are held weekly.

George J. Dufek

GEORGE J. DUFEK

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