U.S.S. PRINCETON (CV-37)
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From: Commanding Officer, U.S.S. PRINCETON (CV-37)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division FIVE
(2) Commander Task Force SEVENTY-SEVEN
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, U.S. Pacific Fleet

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Subj: Action Report for the period 16 April through 22 May 1951

Ref: (a) CNO rest ltr Op 345 ser 1197P34 of 3 August 1950

Encl: (1) CVG 19 conf ltr ser 030 of 23 May 1951 - Action Report for period 3 April through 19 May 1951 P. 2-2
(2) Target photograph P. 3-3
(3) Deception brochure P. 3-4

1. In accordance with reference (a), the action report for the period 16 April 1951 through 22 May 1951 is hereby submitted.

PART I Composition of Own Forces:

Pursuant to CTE 70.14 conf dispatch 150326Z of April 1951, the USS PRINCETON (CV-37), with ComCarDiv FIVE and CVG NINETEEN embarked, departed Yokosuka, Honshu, Japan on 16 April 1951 in company with DesDiv 11.

On 18 April 1951, the PRINCETON and DesDiv 11 rendezvoused with Task Force 77. Task Force 77 was composed of three aircraft carriers, the USS PRINCETON (CV-37), the USS PHILIPPINE SEA (CV-47), and the USS BOXER (CV-21), along with various heavy support and screening ships.

On 19 April 1951, ComCarDiv FIVE assumed command of Task Force 77, relieving ComCarDiv THREE.

On 6 May 1951, RADM G.R. Henderson relieved RADM R.A. Ofstie as ComCarDiv FIVE and as Commander Task Force SEVENTY-SEVEN.

The mission of this force, as set forth in CTF 77 Op order No. 1-51, was to perform close air support, reconnaissance, interdiction, and air bombardment missions in order to destroy enemy forces, communications, and installations in support of United Nations Forces.

PART II Chronological Order of Events:

16 April through 17 April -

The USS PRINCETON with DesDiv 11 departed Yokosuka and proceeded to the operating area, conducting AA practice firing enroute.

18 April -

The USS PRINCETON rendezvoused with Task Force 77. Arriving only in time to participate in the afternoon strikes, the PRINCETON launched 7 F9F's, 6 AD's, and 18 F4U's for interdiction strikes in the Hamhung-Hungnam area. Damage to the enemy was estimated as follows: destroyed 12 oxcarts, 1 truck, 4 railroad cars, 6 buildings and 1 span of a railroad bridge; probably destroyed 1 railroad car and 1 building; damaged 3 boats and the approach to a railroad bridge.

19 April -

The PRINCETON launched a total of 4 F9F's, 8 AD's, and 11 F4U's, but inclement weather conditions forced all but 2 F9F's to abort their missions. Striking from Tanchon to Songjin, these planes inflicted damage to the enemy estimated as follows: destroyed 6 buildings and 1 oxcart; probably destroyed 2 trucks. After cancelling all other flight operations, the USS PRINCETON proceeded to replenish at sea.

20 April -

Furnishing CAS for advancing UN troops and interdiction strikes against the east coast supply routes of the communists, the USS PRINCETON launched 12 F9F's, 26 AD's, and 42 F4U's.

Strikes along the front near Chorwon and in the Wonsan area inflicted damage to the enemy estimated as follows: destroyed 7 oxcarts, 1 truck, 30-35 buildings, 2 vehicles, 1 span of a railroad bridge, and 2 spans of another railroad bridge; probably destroyed 3 trucks, 8 buildings, 1 vehicle and 1 warehouse; damaged 3 trucks, 1 section of railroad track and the approaches to a railroad bridge; killed 3 horses and an estimated 50 troops.

CAP and ASP were flown throughout the day.

21 April -

The USS PRINCETON launched 18 F9F's, 35 F4U's, and 24 AD's to furnish interdiction strikes in the area south of Wonsan and CAS along the front near Chorwon.

Damage inflicted upon the enemy was estimated as follows: destroyed 3 warehouses, 2 vehicles, 1 oxcart, 7 supply piles, 50-55 buildings, railroad track at 5 points, 1 span on each of 4 railroad bridges, and 1 span of a highway bridge; probably destroyed 6 railroad cars, 1 gun position, 15-20 buildings, 1 truck and 3-4 haystacks; damaged 2 oxcarts and 8 buildings.

Three photo missions were flown covering Songjin, Chongjin, and the transportation system near the Chosin Reservoir.

CAP was flown throughout the day.

ENS Richard M. RUPPENTHAL, of VF-192, ditched his F4U at DU 1303 after mechanical failure presumably caused by enemy AA fire. Helicopter rescue efforts proved unsuccessful. ENS R. M. RUPPENTHAL is listed as missing in action.

22 April -

Furnishing interdiction strikes and CAS in support of United Nations Forces, the USS PRINCETON launched 18 F9F's, 25 AD's, and 39 F4U's.

Attacks in the Hamhung, Yonghung, and Wonsan areas and along the front near Kumhwa and the Hwachon Reservoir inflicted damage to the enemy estimated as follows: destroyed 6 oxcarts, 3 vehicles, 3 railroad cars, 60 to 65 buildings, railroad track at 4 points, 1 warehouse, 4 trucks, 5 haystacks, 1 railroad bridge and 1 span on each of two highway bridges; probably destroyed 4 buildings and 1 railroad car; damaged 1 span of a highway bridge; killed 150 to 175 troops.

Three photo missions covered the Wonsan, Hamhung, and Kilchu areas.

CAP and ASP were flown during the day.

LT A.R. TIFFANY, of VC-3, was lost when his F4U-5N crashed at 38°53' N and 127°27' E. The cause of the accident is unknown.

23 April -

The USS PRINCETON, after replenishing at sea, launched 15 F4U's and 8 AD's in response to the urgent need for CAS against the new communist offensive. The flight striking along the central front, inflicted damage to the enemy estimated as follows: destroyed 4 railroad cars and 6 gun positions; killed an estimated 250 to 300 troops.

CAP was flown throughout the afternoon.

24 April -

The PRINCETON launched 22 F9F's, 25 AD's, and 40 F4U's. All AD's and F4U's were utilized for CAS in an effort to help UN troops contain the onrushing communist armies. The F9F's flew armed recco and photo reconnaissance missions.

Strikes along the central front and in the Wonsan-Hamhung area inflicted damage to the enemy estimated as follows: destroyed 48 buildings, 20 to 25 fuel drums, 4 mortar positions, 3 machine gun positions, 1 truck and 3 oxcarts; probably destroyed 3 trucks; damaged 2 mortar positions; killed from 390 to 400 troops.

[redacted]

Two photo missions covered the Hamhung area and the transportation routes leading north to the Chosbin Reservoir.

CAP was flown throughout the day.

The PRINCETON proceeded to replenish in the late afternoon and early evening.

25 April -

Continuing to provide a maximum CAS effort for withdrawing UN troops, the PRINCETON launched 8 F9F's, 28 AD's, and 26 F4U's.

These planes, striking along the entire front, inflicted damage to the enemy estimated as follows: destroyed 82 buildings, 9 haystacks, 1 gun position, 1 warehouse, 1 storage tank; damaged 1 span of a highway bridge; inflicted casualties estimated to be between 600 and 800.

One photo mission covered bridges on the railroad running west from Kowon.

CAP and ASP were flown throughout the day.

The PRINCETON replenished during the evening.

26 April -

The PRINCETON launched 24 AD's, 34 F4U's, and 14 F9F's in its continued effort to provide maximum CAS.

Attacks along the front lines and along the transportation routes to the front inflicted damage to the enemy estimated as follows: destroyed 80-90 buildings, 2 warehouses, 6 boats and 3 oxcarts; probably destroyed 3 buildings and 1 truck; damaged 10-15 buildings; inflicted an estimated 100 casualties upon the enemy.

CAP was flown throughout the day.

The PRINCETON replenished during the evening.

27 April -

Furnishing CAS for the withdrawing UN troops, the PRINCETON launched 30 F4U's, 26 AD's, and 6 F9F's. Some CAS flights performed their mission in smoke and haze which limited visibility to less than 1 mile.

Strikes along the front and on the supply routes leading to the front caused damage to the enemy estimated as follows: destroyed 70-80 buildings and 10 piles of supplies;

[redacted]

probably destroyed 30 buildings and 2 railroad cars; damaged 2 buildings; inflicted an estimated 500-600 casualties upon the enemy.

In an effort to sustain operations, the PRINCETON replenished in the evening.

28 April -

Air operations were cancelled due to inclement weather.

29 April -

The PRINCETON launched 16 F9F's, 22 AD's, and 37 F4U's in order to continue the relentless attacks upon the advancing communists.

Strikes along the front and supply routes near the front caused damage to the enemy estimated as follows: destroyed 60-70 buildings, 1 straw stack, 45-75 fuel drums, 3 oxcarts and 3 villages; probably destroyed 11 buildings; damaged 30 buildings; inflicted an estimated 125 casualties upon the enemy.

Two photo missions were flown covering Wonsan Harbor and airfields in the Hamhung area.

CAP and ASP were flown throughout the day.

ENS Thomas C. BIESTERVELD, of VF-193, parachuted from his F4U after the aircraft was hit by AA. Mosquito Cottonseed 5 reported the pilot landed uninjured at DT 1723, 4 miles east of the Hwachon Reservoir. Helicopter rescue attempts failed to locate the pilot. He was apparently captured.

30 April -

The PRINCETON launched 26 F9F's, 36 AD's, and 44 F4U's in order to furnish CAS and interdiction strikes in support of withdrawing UN troops.

Strikes along the front from Seoul to the Hwachon Reservoir and in the Kowon area inflicted damage to the enemy estimated as follows: destroyed 4 locomotives, 30-35 boxcars, 100 buildings, 50-75 fuel drums, 1 truck, 2 oxcarts, 2 barracks, 2 gun emplacements, 50 feet of railroad track, and 1 haystack; probably destroyed 5 boxcars, 19 buildings, 1 truck, and 1 gun emplacement; damaged 3 locomotives, 6 buildings and 3 villages; inflicted an estimated 300-325 casualties upon the enemy. The Hwachon Reservoir dam was also attacked with rockets and 2000 pound bombs, but only superficial damage resulted.

Two photo missions covered the Chongjin area and from Wonsan to Kowon.

[redacted]

24 AD's, and 34 F4U's in strikes against the enemy transportation system in the Songjin, Kilchu, and Sinpungni areas.

Damage to the enemy was as follows: destroyed 36-38 buildings, 2 buses, 1 railroad car, 2 oxcarts, sections of railroad tracks at 9 points, 2 trucks, 10-15 haystacks, 1 gun position, 2 complete bridges, 1 span of each of 3 bridges, and the approachs to 4 other bridges; probably destroyed 6 buildings, 5 oxcarts and 1 span of a bridge; damaged 1 bridge; killed 2 camels.

Two photo missions were flown covering Kilchu to Kapsan and Kilchu to Chongjin.

CAP was flown throughout the day.

4 May -

The PRINCETON replenished at sea.

5 May -

The PRINCETON launched 16 F9F's, 29 AD's, and 40 F4U's in order to furnish interdiction strikes against the enemy supply routes and CAS for the Eighth Army.

Strikes in the Kowon and Yonghung areas, along the front north of Seoul and in the eastern front areas inflicted damage to the enemy estimated as follows: destroyed 2 oxcarts, 37-40 buildings, 2 pillboxes, 5 railroad car s, 20-22 trucks, 2 factory buildings, 1 span on each of 4 railroad bridges and 1 span of a highway bridge; probably destroyed 2 oxcarts, 7 buildings, 2 railroad cars and 3 supply piles; damaged 3 trucks and 1 factory type building; inflicted an estimated 50 casualties upon the enemy.

Two photo missions covered railroad bridges from Tokchon to Sunchon and the Hwachon Reservoir Dam.

CAP and ASP were flown throughout the day.

6 May -

In order to furnish CAS and interdiction strikes along with defensive flights, the PRINCETON launched 14 F9F's, 30 AD's and 44 F4U's.

Strikes on the transportation system from Songjin to Wonsan and along the front east from the Hwachon Reservoir inflicted damage upon the enemy estimated as follows: destroyed 30-33 buildings, 4 railroad cars, 1 fuel dump, 200 bags of supplies, 3 half-tracks, 3 trucks, 5 oxcarts, 2 spans of one railroad bridge, 1 span of another railroad bridge, and 1 span of a highway bridge; probably destroyed 37-43 buildings; damaged 4 railroad cars, 1 locomotive, and 2 railroad bridges.

[redacted]AL

Two photo missions were flown covering the area from Songjin to Hongwon and a railroad bridge 10 miles west of Sunchon.

CAP and ASP were flown throughout the day.

ENS Gerald J. SULLIVAN, of VF-191, was lost when his F9F exploded in the air after being hit by AA fire near Koto-ri. ENS SULLIVAN was seen leaving the plane before the explosion, but no parachute was seen to stream.

LTJG Kenneth A. WADE, of VF-191, crash-landed his F9F at P'ohang after running out of fuel. He had been sent to P'ohang because the tail hook of his F9F would not lower for carrier landing. The pilot was unhurt.

7 May -

The PRINCETON launched 18 F9F's, 29 AD's, and 43 F4U's in order to furnish maximum CAS for advancing UN troops.

Strikes in the Inje and Kansong areas inflicted damage to the enemy estimated as follows: destroyed 80-83 buildings, 21 oxcarts, 3 supply piles, 1 gun position, and 5 trucks; probably destroyed 1 building, 1 gun emplacement, and 3 trucks; damaged 5-8 buildings and 12 oxcarts.

Three photo missions were flown covering bridges in the Sunchon area, Kumsong to Hongwon and Hoeyang to Anbyon.

CAP and ASP were flown throughout the day.

ENS Lowell R. BREWER, of VF-191, was lost when his F9F crashed after a strafing run at Ichon. The cause of the crash was unknown.

8 May -

The USS PRINCETON replenished at sea.

9 May -

Unfavorable weather conditions delayed air operations until 1330 at which time the PRINCETON launched 9 AD's and 9 F4U's for CAS. These planes striking along the front in the Inje area inflicted damage to the enemy estimated at 15-20 buildings destroyed and 3-4 troops killed.

10 May -

Continued unfavorable weather conditions delayed air operations until 1600 at which time the PRINCETON launched 12 AD's and 8 F4U's for two CAS missions.

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Two photo missions were flown covering the area from Songjin to Hongwon and a railroad bridge 10 miles west of Sunchon.

CAP and ASP were flown throughout the day.

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CAP and ASP were flown throughout the day.

1 May -

Furnishing a torpedo attack against the Hwachon Reservoir dam along with interdiction strikes and CAS, the PRINCETON launched 22 F9F's, 20 AD's, and 30 F4U's.

Strikes in the Sanchon, Hwachon Reservoir area and along the front above Seoul inflicted damage to the enemy estimated as follows: destroyed 65-70 buildings, 11 trucks, 3 railroad cars, and 1 flood gate of the Hwachon Reservoir dam; probably destroyed 27 buildings, 2 gun emplacements and 1 supply dump; damaged 3 buildings, 1 truck and another flood gate of the above dam; inflicted an estimated 25 casualties upon the enemy.

Two photo missions covered the Chuuronjang area and transportation facilities in the Hamhung area.

CAP was flown throughout the day. The PRINCETON replenished during the evening.

2 May -

Continuing to furnish CAS a nd interdiction strikes, the PRINCETON launched 18 AD's, 8 F9F's and 18 F4U's.

Attacks in the Wonsan, Hungnam areas and along the front above Seoul inflicted damage to the enemy estimated as follows: destroyed 12 trucks, 30 buildings, 14 oxcarts, 1 warehouse, 1 tank trap, 2 gun emplacements and 1 jeep; probably destroyed 5 buildings; damaged 15 railroad cars and 1 highway bridge; inflicted 50 casualties upon the enemy.

One photo mission covered the area west from Kowon and the area north of Pyongyang.

CAP and AEW evaluation were flown through out the day.

The PRINCETON replenished during the evening.

ENS Florian L. SOBERSKI, of VF-191, was hit by AA fire near Wonsan. Although nearly blinded by fragments of his shattered canopy, ENS SOBERSKI with the aid of his wingman successfully landed his F9F back aboard the PRINCETON.

ENS Fred S. NEWMAN, of VF-192, ditched his F4U in the water at CU 7745 in Wonsan Bay after his plane lost oil pressure and his belly tank exploded from unknown causes. The pilot was recovered safely by helicopter immediately after ditching.

Moving to the north, the PRINCETON launched 12 F9F's,

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Strikes along the front in the Inje area inflicted damage to the enemy estimated at 2 buildings and 1 supply pile destroyed. However, poor visibility over the targets made it impossible to assess the true extent of the damage.

11 May -

In order to furnish CAS and interdiction strikes, the PRINCETON launched 16 F9F's, 27 AD's, and 33 F4U's.

Attacks hitting the railroads leading into Pyongyang from the north and furnishing CAS along the front in the Chunchon and Inje areas inflicted damage to the enemy estimated as follows: destroyed 25 buildings, 1 gun position, 1 vehicle, and 1 span of a railroad bridge; damaged 1 span on each of 2 railroad bridges and 200 feet of the approach to a railroad bridge; inflicted 8 casualties upon the enemy.

Two photo missions were flown covering bridges from Pukchang to Songjin and the Kangdong area.

Naval gunfire spot was flown in the Wonsan area. CAP and ASP were flown throughout the day.

LT Franklin METZNER, of VC-35, crashed on take-off from Kangnung airfield after landing there earlier due to mechanical failure. LT METZNER, and his crewman, Chief R. M. GREEN, received only minor injuries.

12 May -

The PRINCETON launched 16 F9F's, 22 AD's, and 41 F4U's as it continued pounding the enemy's supply routes and front line troops.

Furnishing the interdiction strikes in the Yangdok area and the CAS missions along the front from Inje to Chunchon, CVG 19 inflicted damage to the enemy estimated as follows: destroyed 5 trucks, 50-52 buildings, 2 oxcarts, 10-15 railroad cars, railroad track at 6 points, 1 wagon, 2 gun emplacements, 2 spans of a railroad bridge, and the approaches to two other railroad bridges; probably destroyed 3 trucks, 2 buildings and 1 railroad car; damaged 4 buildings and 1 span on each of two railroad bridges; killed 1 camel and 10-15 troops.

Three photo missions were flown covering railroad bridges from Anbyon to Yongpyong-ni and bridges and roads in the Yonghung area.

Naval gunfire spot was flown for the Songjin bombardment group. CAP and ASP were flown throughout the day.

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ENS Robert D. JACKSON, of VF-192, ditched his F4U in the ocean near Chodo-ri after his plane lost oil pressure. ENS JACKSON was recovered by the USS Orleck DD-886.

13 May -

Continuing to hamper the enemy's effort to resupply his front line troops and to strike at those troops, the PRINCETON launched 20 F9F's, 24 AD's, and 35 F4U's for interdiction strikes and CAS missions.

The attacks on the supply routes in the Yangdok, Pachunjang and Iwon areas and the CAS along the front in the Chunchon, Kapyong and Inje areas inflicted damage to the enemy estimated as follows: destroyed 95-96 buildings, 2 gun positions, 6 ox-carts, 1 group of fuel drums, 1 truck, 1 trailer, 13 railroad cars, 2 groups of supplies, 1 40 foot boat, 2 spans on each of 2 railroad bridges, 4 spans of a railroad bridge by-pass, and 100 to 200 feet of another railroad bridge by-pass; probably destroyed 6 buildings, 1 truck, and 1 group of supplies; damaged 4 buildings, 1 span of a railroad bridge and the approach to a railroad bridge; killed 8-10 troops and 7 camels.

Two photo missions were flown covering bridges in the Pachunjang, Taep'yong-ni, and Majon-ni areas.

Naval gunfire spot was flown for the Songjin bombardment group. CAP and ASP were flown throughout the day.

14 May -

The USS PRINCETON replenished at sea.

15 May -

Unfavorable weather forced the cancellation of all air operations.

16 May -

Unfavorable weather conditions delayed flight operations until 1700 at which time the PRINCETON launched 9 F9F's, 9 AD's, and 13 F4U's for CAP, ASP, and interdiction strikes in the Yonghung area. Damage inflicted upon the enemy was estimated as follows: destroyed 8 buildings, 4 railroad cars and 20 feet of railroad track; probably destroyed 1 truck.

Two photo missions were flown. One aborted due to weather. The other covered bridges in the Pyongyang area.

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17 May -

In order to continue blasting the enemy's supply routes, the PRINCETON launched 12 F9F's, 13 AD's, and 13 F4U's. Pilots returning from strikes in the Yonghung to Hamhung area estimated the damage as 1 truck destroyed and 3 highway bridge bypasses, 1 railroad bridge bypass, and 1 section of highway made impassable.

One photo mission was flown covering the Hamhung area. CAP was flown throughout the period of air operations.

At the conclusion of air operations, the PRINCETON departed Task Force 77 and proceeded toward Yokosuka, Honshu, Japan.

18 May -

In order to bring Task Force 77 up to maximum strength for support of hard pressed UN troops, the PRINCETON returned to the operating area.

Furnishing CAS against the Communist offensive, the PRINCETON launched 8 F9F's, 33 AD's, and 39 F4U's. Strikes along the front and on the supply routes leading to the front inflicted damage to the enemy estimated as follows: destroyed 100 trucks abandoned by UN forces, 8 buildings, 2 locomotives, 20 railroad cars containing munitions and fuel, and 5 gun emplacements; probably destroyed 2 gun emplacements; damaged 1 gun emplacement; inflicted an estimated 75-96 casualties upon the enemy.

Two photo missions were flown covering the transportation facilities in the Haeju and Pyongyang areas.

CAP and ASP were flown throughout the day.

CDR. R. C. MERRICK, commanding officer of CVG-19, was lost when his AD crashed at CS 6076 after being hit by AA fire.

LT H. M. HAWKINS, of VF-871, was lost after bailing out of his F4U at DS 0595. Attempts at helicopter rescue were unsuccessful.

19 May -

The PRINCETON launched 23 F9F's, 23 AD's, and 20 F4U's for interdiction strikes and CAS missions against the enemy. Strikes in the front line areas and along supply routes to the front inflicted damage to the enemy estimated as follows: destroyed 12-15 railroad cars, 1 warehouse, 1 barracks, 20-25 abandoned friendly vehicles, 1 tank, and 1 jeep; probably destroyed 35-45 buildings; killed 1 troop.

Three photo missions were flown covering supply routes from Hamhung to Wonsan and south to the front.

CAP was flown throughout the day.

The PRINCETON departed the force and proceeded toward Yokosuka, Honshu, Japan.

20-21 May -

The PRINCETON proceeded toward Yokosuka, conducting AA practice firing enroute.

22 May -

The PRINCETON arrived Yokosuka, Honshu, Japan for scheduled availability and recreation.

PART III - Performance of Ordnance Material and Equipment:

A. Maintenance:

(1) The general performance of the ordnance equipment for the period covered by this report was very good. Only routine maintenance repair was required on all gun mounts. Material failures for this period were considered normal in number and type; the majority of casualties being to Fire Control and Fire Control Radar equipment. Casualties were fewer in number than during previous colder operating periods. This was considered normal in view of more favorable weather.

(2) Particularily noteworthy during this operating period was the outstanding operational performance of the two GFCS MK.56, which was manifested in the high state of readiness of the equipment and by rapid target acquisition. This performance is accredited equally to the excellent preventative maintenance system established and the increased proficiency of the operating crews resulting from the current training program. De-energizing the after GFCS MK.56 when ship speed exceeded twenty-five (25) knots materially reduced the number of casualties attributed to excessive vibration.

(3) The MK.25 Radar installed in Director 51 (forward MK.37 Director) gave a generally unsatisfactory performance throughout the period covered by this report. Analysis indicated that overall poor material condition of the equipment was the cause rather than the failure of any one unit.or the long hours of necessary operation of the equipment. During previous operating periods the Condition III watch was maintained almost continually in Director 51, however, a

recent procedural change resulted in the Condition III watch being set alternately in Director 51 and Director 53 for two (2) day periods. It is believed that this new procedure will allow proper preventative maintenance to be held on the equipment concerned and thus eliminate probable causes of future failures in this system.

B. Deck Evolutions:

(1) Deck evolutions (i.e., fueling, ammunition replenishing, etc.) during the period of this report were continued under excellent operational conditions. The operations of the task force require many transfers at sea from the fantail (frame 207), after transfer station, and forward burtoning station. These evolutions have been executed with the minimum amount of difficulty and an insignificant number of material failures. Due to constant inspection and immediate repair of all equipment, the deck gear has been ready for immediate use at all times.

(2) The ammunition replenishment reached a new peak of efficiency on 28 April 1951, when a rate of one-hundred-sixty-six and two-tenths (166,2) tons per hour was established in transferring two-hundred-twenty-eight (228) tons aboard from the U.S.S. PARICUTIN (AE-18).

C. Ammunition Expended: - during period of this report.

Bombs		Fuzes	
2000 lb GP	214	AN-M103A1	115
1000 lb GP	309	AN-M139A1	1400
500 lb GP	327	AN-M140A1	172
250 lb GP	944	AN-M168	7556
100 lb GP	3883	AN-M100A2	8913
350 lb DB	4	AN-M101A2	317
260 lb Frag.	4540	AN-M102A2	450
Bomb Ejector Cartridge Mk. 1	206	AN-M166	620
		M115	88
Napalm		M116	4
		M117	30
		M125A1 (6 hr)	23
Jap Manufactured Napalm Tanks	1552	AN-M230	2
Napalm Thickner	57,540	T4E1	2
		M157	2946
Torpedoes			
Mk. 13	8		

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Rockets		Aircraft Ammunition	
6"5 ATAR Head	835	20MM Aircraft	165,592
5"0 Head HVAR Mk.6	1338	Calibre .50	573,750
5"0 Motor	2170	A/C Parachute Flares Mk.6	102
3"5 Head Mk.8	4		
3"25 Motor	4		
Fuze Rocket Mk 149	1338		

D. Recommendations: None.

PART IV Resume of Battle Damage - Own and Enemy:

A. Own - The ship sustained no battle damage.

B. Enemy - For damage inflicted upon the enemy see Enclosure (1).

PART V Personnel, Performance, and Casualties:

A. Casualties:

There were no personnel casualties suffered by ship's company during these operations. See Enclosure (1) for Air Group NINETEEN casualties.

B. Performance:

The performance of personnel during the period of this report was excellent.

PART VI Special Comments:

A. Operations:

1. Aerology:

During this period the summer monsoon became well established. In the operating area, days with persistent advection fog and low ceilings were more numerous than during previous action periods. Many scheduled flights were cancelled or delayed because of poor visibility and/or low ceilings either over the force or in the target area. On one replenishment day the fog lasted all day and was so thick that visibility was seldom greater than 200 yards.

In addition to the fog, pilots were further plagued by heavy haze and smoke in the vicinity of the front lines which often reduced visibility to less than one mile.

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On several days this haze and smoke layer extended to 10,000 feet, or higher, and was brought out into the operating area by westerly winds.

Some statistics for the period follow:

Maximum temperature	71°F
Minimum temperature	47°F
Average temperature	56°F
Max. Sea temperature	66°F
Min. Sea temperature	42°F
Avg. Sea temperature	55°F
Max. Wind velocity	40 kts
Min. Wind velocity	CALM
Avg. Wind velocity	14.6 kts
Prevailing wind direction	SW

2. Intelligence:

a. Target photographs:

Since the naval air operations in Korea are such that they require a pilot to become familiar with up to four targets each day, it is advisable that he be furnished a picture of his target to carry with him in his plane as an aid in target recognition and identification. It had been the practice of intelligence to furnish such a picture to each pilot just prior to the strike briefing and to explain all target information (location, description, elevation, etc.) orally in the brief. As a result of the pilots inability to absorb and retain the details of several targets along with general information and instructions, he was forced to write them on his knee pad along with a maze of other information.

It therefore was advisable that this information be furnished to the pilot in printed form and included with the target photograph. To do this, a 4" X 9" sheet of white paper with the details of the target typed on it, was mounted on a piece of heavy cardboard along side of the 9" X 9" target photograph. The two were photographed as a unit and reproduced on a 7" X 10" piece of paper. This size was chosen in order that one copy could be retained in a cardex file for ready reference. Each such "target card" was given a negative number to facilitate ordering photographs should the same target be attacked at a later date. Should later photography show new construction such as a bridge bypass, which would change the appearance of the target, a new card is made up to replace the old outdated one.

Photographs for these "target cards" are selected for clarity and the presence of good recognition features. Whenever available, an oblique photograph is used in preference to a vertical, since it shows much more of the surrounding terrain which is important in locating the target. A typical photograph given to strike pilots is appended as Enclosure (2).

b. Deception brochure:

A brochure was prepared to acquaint the relieving pilots of Air Group 19 with deception techniques used by the Communists in North Korea. This brochure accompanies this report as Enclosure (3). The material was collected from intelligence reports and sightings reported by pilots of Air Group 19. It is considered that this intelligence brochure shortens the indoctrination period required by new pilots by enabling them to recognize camouflaged targets more easily.

B. Engineering:

1. Damage Control - no comments.
2. Main Propulsion - no comments.
3. Electrical - no comments.
4. Electronics - no comments.

C. Navigation:

1. During the period of the report weather was poor on the average for celestial observations either because of cloud cover or very poor horizons. Less than fifty percent of morning and evening positions were from star sights because of the poor weather.

2. The DBE Loran could have been of great value during this period except that it was out of commission during the greater part of the time despite the expenditure of a great deal of effort by a G.E. Electronics Technician and three Chief Electronics Technicians.

3. It is recommended that the DBE Loran be redesigned so as to provide much greater reliability and also to improve accessibility for maintenance.

D. Supply - no comments.

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CON[redacted]

Statistics do not, of course, tell the whole story, but it is interesting to compare the above figures with some others at hand.

During her entire combat life of two years in the last war, the ESSEX (officially termed "The Fightingest Ship in the Navy") dropped a total of 4,143 tons of bombs including Napalm. This was for the period 8/43 to 8/45, a total of twenty-four months. In this period the ESSEX also fired a total of 8,412 rockets and dropped 83 torpedoes not included in the above tonnage.

Other figures at hand indicate that Air Group Eleven during nine (9) months in the PHILLIPINE SEA off Korea dropped a total of 2120 tons of bombs plus 54 tons of napalm. In the same period ~~Air~~ Group Eleven fired 11,898 rockets and 1,176,782 rounds of ammunition.

W. O. GALLERY

[redacted]

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