U.S.S. ORISKANY (CVA-34)
Care of Fleet Post Office
San Francisco, California

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SUMMARY REPORT OF OPERATIONS DURING DEPLOYMENT IN WESTPAC

This summary is submitted to provide interested commands with a consolidated report of this ship's comments, based upon actual combat experiences, while attached to Fast Carrier Task Force 77.

PART I

SUPPLY DEPARTMENT

1. Aviation Stores

The total money value of aviation material issued to embarked squadrons was $923,334.68. During the period of deployment in the forward area 9933 items were requested of which 9629 were furnished from stock. Availability from stock was 96.9 percent. There were 32 individual ACOG item requests passed by the ship. Thirteen of these were requested for NIS allowance items; nineteen were requests for non-allowance items. Major components issued were:

Aircraft Engines

J34WE34	1
J48P6A	12
R2800-18W	4
R2800-32W	0
R3350-26WA	7
Total:	24

Wing Panels

A	A	A	F	F	F	F	
D	D	D	4	4	9	2	
3/4	4N	4W	U4	U5N	F5	H2P	
0	1	0	14	1	1	1	Total: 18

Although the aviation supply system has operated, generally, in a very effective manner, this ship received, near the end of its deployment, shipments of certain priority B initial outfitting requirements with original DDD prior to deployment. The ship was replenished on the line three times by the U.S.S. CHOURRE (ARV-1). A total of 66 tons were received; 43 tons on 19 November, 22 tons on 19 January, and 1 ton on 7 February. The COD system was

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of great value and delivery of aviation fleet freight via other replenishment vessels was of considerable value.

2. General Stores

Previous usage data was found undependable during the first combat deployment to the Far East. Unforseen requirements and unanticipated usage caused high requisitioning from service forces. Items in shortest supply were hand tools (class 40,41), teletype paper, stoddard solvent, and general mess cups.

Mobile service forces provided excellent support within their limitations.

Total value of issues for period	$211,443.20
Total value of present inventory	$242,552.97

3. Ship's Stores and Clothing and Small Stores

Woolen winter underwear has been separated from normal laundry and washed in lukewarm water in order to reduce shrinkage. Occasional breakdowns of washers, extractors, presses, and soft drink machines have required adjustments of the normal work schedule. A brief shortage of cigarettes required rationing.

Ship's store sales have been constantly high. No serious excesses have been encountered, except for a few old costume jewelry sets. Ship's store shortages have occured in watches (both dress and military), in Argus C-3 cameras, in marking tubes, on occasion in stationery, in inexpensive pens, Dial soap, shaving lotions, and, on one occasion of cigarettes. Ship's store inventory has declined in value from $150,000.00 to $45,000.00.

C&SS sales have been very high, with special demand for work items, such as dungaree trousers, dungaree jumpers, chambray shirts, black socks, gloves, etc.. The only slow moving items have been "whites" and blue cloth caps.

Many procurement difficulties were eliminated by carrying a large beginning inventory. Staple ship's store items were available in the Yokosuka area. C&SS requisitions were only from 50-70 percent filled. Souvenir items were found difficult to obtain from the Central Purchasing Office, with delivery coming from one to four months after submission of orders. No status information was available. An independent vendor was able to furnish similar material upon very short notice. Replenishment at sea was successful when used. An acute shortage of cigarettes was eliminated by a large transfer at sea. Other items were small transfers between ships, by verbal request made at the time to replenishment ships.

4. Commissary

The total tonnage of provisions received by this vessel during the period in the forward area from 30 October 1952 to 25 April 1953 amounted to 935 tons

at sea and 233 tons in port. The percentage of requisitions filled at sea was 83.9 percent and 63.7 percent in port.

During the tour in the forward area some items have been available only in limited quantities from support ships. While operating in this area a total of 1964 lbs. of crackers, 666 lbs. of powdered eggs and 25,995 lbs. of lettuce, 10,052 lbs. of fresh tomatoes have been received, against total orders of 23,500 lbs., 3,050 lbs., 47,000 lbs., 26,000 lbs. respectively.

5. Disbursing

Upon first arrival in Japan liberty parties were held up nearly one whole day because it was necessary for the Disbursing Officer to obtain MPC and Yen and then hold a currency exchange prior to their departure from the ship. If MPC had been available at Pearl Harbor, exchange could have been completed prior to arrival in Japan. By the same token, if the Disbursing Officers be allowed to turn in MPC at Pearl Harbor, thus allowing exchange to be made after departure from Japan, much last minute confusion could be prevented.

Disbursing forms are not available in any appreciable amounts in the COMNAVFE area. All ships should carry sufficient amounts to last the complete cruise with emphasis on DD-137's and tax forms 1040 and 1040A.

Repair facilities for calculators, adding machines, etc., in Yokosuka are inadequate. All machines should be cleaned and reconditioned if possible prior to departure from the United States.

6. Wardroom

The outstanding change made for the period of operation was that of cafeteria style feeding at all meals rather than the normal serving arrangement. At evening meal a second seating was used for senior officers or those preferring regular service for that meal. This meal was served 45 minutes after completion of cafeteria feeding. This innovation fitted in very well with the air operations. Any variation from the cafeteria hours was listed on the air operation schedule one day in advance to insure that meals were available for those flights unable to meet the schedule.

A tight system has been drawn up for the collection of charges from transient personnel. The system used by this ship is to have the Transfer Officer notify the Mess Treasurer by memo of new arrivals and the expected departure dates of each. In addition, each morning a schedule of the day's anticipated departures is forwarded to the Mess Treasurer.

Prices in the commissary store in Yokosuka should be compared with general mess prices. On butter, for example, a large saving can be realized.

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PART II

NAVIGATION DEPARTMENT

During the present operations the Navigation Department has had excellent opportunities for the training of deck-watch-standers. The rapidity of tactical maneuvers and the great variety of situations affords excellent practice in ship handling. To supplement on-the-job training, classes were held to improve the watch standers knowledge and technique in the use of the tools of his trade. Voice-radio procedure was practiced utilizing a tape recorder which readily demonstrated improper procedure. Officers in departments not normally assigned OOD watch standing have been included in an effort to benefit as many as possible. To increase the experience of those officers already qualified, OOD's have been given practice in actually making the approaches and keeping station alongside the replenishment ships. This has greatly improved the officers' conception of relative motion.

The total number of Underway OOD qualifications granted on this Korean tour is twenty-one, bringing the total of qualified Underway OOD's to thirty-one.

During this tour the "automatic" steering device, now incorporated aboard the ORISKANY, was used approximately one half of the time. It was found generally satisfactory, and especially well suited to heavy weather steering. During heavy weather, the recording machine indicated that automatic used one half the rudder angle that the helmsman needed to maintain the same course. This greatly reduced the wear on steering engines, and reduced helmsman fatigue.

The starboard wing of the bridge has had several features incorporated to increase the comfort and efficiency of the conning officer during the winter replenishment operations. A seat was installed with a foot rest, a plexiglass windshield was erected, and a canvas awning covering the wing was installed. A blackboard is maintained on the wing on which is recorded the most recent engine RPM and course being steered.

Navigation presented no serious problems. Loran coverage was excellent in the Japanese Sea, and in most areas traversed with the notable exception of the South China Sea.

PART III

EXECUTIVE DEPARTMENT

1. Performance

a. Personnel

During the period from 28 October 1952 to 22 April 1953 the average on board count was 2795: 2011 ship's company; 62 Marines; 17 SWU; 626 CVG-12 and 79 COMCARDIV 5.

During the period covered by this report a total of 19 officers reported for duty and 26 were detached.

The overall general performance and morale of all hands was maintained at a very high level throughout the tour in the operating area.

During the period covered by this report a total of 250 enlisted personnel were received on board and 364 were transferred (excluding conferees) by the following methods:

	Received	Transferred
COD	110	138
High Line	60	143
Helicopter	70	73
Other	10	10

b. Training

Training for the period as covered by this report consisted of the following:

New classes organized	7
Active classes at the end of period	29
Number of class-hours held during period	698
Number of Navy Training Courses (texts) checked out	141
Number of Navy Training Courses (correspondence) ordered by men	192
Number of USAFI texts checked out	38
Number of USAFI Correspondence Courses ordered	145
Number of batteries of USAFI GED texts administered	92
Number of USAFI GED batteries ordered	87
Number of enrollments in college extension courses	12
Number of USAFI End-of-Month Tests ordered by men	8
Number of letters sent to civilian schools on behalf of men for counseling and placement purposes	5
Number of requests for service schools forwarded	29

c. Legal

Legal activities covered by the period of this report showed a marked decline in legal matters.

Legal matters for the latter part of this period concerned mostly the completion of the proceedings of a board of investigation.

d. Welfare and Recreation

Bingo parties were organized for morale purposes and also for various charities. Proceeds from the parties and special raffles held on board were

donated to the March of Dimes, Red Cross, Netherlands Flood Relief and the Navy Relief Society. The parties seemed to be a big success and served as an "on-the-line" morale builder for both officers and enlisted.

Happy Hours have been conducted on replenishing days, using talent from ship's company and Air Group.

The Hobby shop is open daily for use by all hands. There is a wide variety of crafts, i.e., leathercraft, model planes, automobiles, ships, sail boats, etc..

e. Religious Services

Catholic, Protestant, Jewish, Mormon and Christian Science services are held regularly and on special occasions. During the period covered by this report, special services were held for the personnel who lost their lives while in the execution of their duties.

f. Public Information

Public Information activities covered during the period of this report consisted of the following:

Navy news dispatches (by radio)	63
News feature stories and layouts (by mail)	16
News photo releases	128
Radio newscasts	2
Hometown news stories (to FHTNC)	3528
Tape recording releases	55

PART IV

MEDICAL DEPARTMENT

In the one hundred and twenty-three days of operations the health of ship's company and the Air Group has been excellent. The incidence of disease, of anxiety, and of psychic tension has been minimal. Performance has continued to improve until it has reached a peak of excellency at which point it has leveled off. Morale has remained on a very high level. The unit pride of ship's company and squadron personnel has been as high as any vessel or squadron in the area.

There has been no indication that present operating policies of Task Force 77 are inadequate in so far as personnel are concerned. An adequate balance of rest and recreation with operation has been maintained. It is, however, felt that the last period on the line was anticlimatic in nature. Had strategic requirements permitted, personnel would have rather spent an additional period on the line and then gone home, rather than going to Hong Kong only to return for fifteen days longer.

Medical Department Statistical Summary of Air Group and Ship's Company.

Admitted to sick list	997
Admitted to binnacle list	48
Percent sick days out of possible 371,010 work days	..72
Officers admitted to sick list	33
Total visits to sick call	9211
Patients received from other ships	4
Patients transferred to hospital	4
Minor injuries treated	824
Major injuries treated	12
Number of shipboard injuries resulting in death	3
Number of personnel died of disease	1
Minor surgical procedures	174
Major surgical procedures	33
Venereal disease and non-gonococcic urethritis	498
Gonorrhea	57
Chancroid	68
Non-gonococcic urethritis following sexual exposure	373

Medical Statistical Summary of Air Group Pilots and Crewmen

Planes lost, enemy action, pilot killed not recovered	3
Planes lost, pilot not recovered	4
Planes lost, operational, pilot recovered, minor injuries	2
Planes lost, enemy action, not operational, pilot recovered uninjured	5
Planes lost, operational, crewmen recovered uninjured	0
Planes damaged, enemy action crewman injured	0
Planes damaged, enemy action, pilot injured	0
Pilots temporarily grounded for medical reasons	57
Pilots permanently grounded pending medical evaluation	0
Average number days pilots grounded	7.9
Crewmen grounded for medical reasons	1

The above statistical summary does not reflect the true state of health of the Air Group pilots as two were grounded over a protracted period as a result of fractures of the lower extremities. In general, the health of the Air Group personnel was considered excellent over the period covered by this report, with no serious physical or mental illnesses in evidence.

The following is a chronological summary of Air Group personnel lost during the period covered by this report:

11/4/52 ENS A. W. RIKER, USNR, 551737, missing in action, after bailing out over North Korea following antiaircraft damage to his aircraft.

11/15/52 LT G. A. GAUDETTE, USNR, 453144, killed in action when his plane crashed in North Korea. Circumstances unknown.

12/22/52 LTJG J. A. HUDSON, USN, 532903, killed in action when his plane crashed in North Korea. Circumstances unknown.

2/1/53 CDR J. C. MICHEEL, USN, 85362, killed in action after his plane shed wing while diving on North Korean target.

3/22/53 LTJG R. N. MEW, USNR, 394627, killed when his plane crashed into the sea after being catapulted from carrier.

4/14/53 LTJG R. (N) TAYLOR, USNR, 401295, killed when he ditched plane.

4/20/53 ENS R. T. SCOGGAN, USNR, 551739, missing in action after presumably bailing out from plane damaged by enemy anti-aircraft fire.

PART V

OPERATIONS DEPARTMENT

1. Air Intelligence

ORGANIZATION: The Air Intelligence force throughout our operations in the Korean area consisted of three officers and three enlisted men plus the Air Group AIO and two enlisted men from the Air Group Staff. No officers or men were detached during the period which greatly aided the functioning of the office. Officers and men were rotated in their billets with each tour on the line. The only enlisted man not rotated was the flak specialist.

GENERAL: Upon reporting to the Task Force for the first tour, the intelligence section experienced a degree of confusion which persisted for approximately one week. This condition is well known to other carriers reporting for their first tour. The major problem is setting up a workable procedure in compiling and disseminating the mass of information forwarded by the carrier being relieved, i.e., flak plots, chart layouts and displays, briefing aids, reporting instructions, brief notes, etc.. The importance of having a smooth functioning organization at the outset cannot be overstressed. AIO's reporting to the forward area prior to deployment helps to alleviate this problem, but this system is far from a cure-all.

To relieve this condition it is recommended that relieving carriers request a ship or squadron AIO, from the line, meet their ship at Yokosuka and remain on board until the relieving ship has operated in the Korean area for several days.

Flak: Flak for target briefings was plotted on four AMS L751 charts (scale 1:50,000). Ready reference to these charts is maintained by an overlay on a 1:500,000 scale chart. Flak for Rail and Recco Routes was plotted on AMS L751 charts backed with kraft paper. The use of flak overlays, periodically distributed by CTF-77 was of little value for target briefings due to the scale employed, i.e., 1:250,000, but is of value for hecklers and planning ingress routes to targets.

Receiving flak information when returning to the line is considered to be inadequate. Some improvement to this problem during the last tour was made when CTF-77 sent by dispatch flak positions located in the target areas.

Flak suppression continues to be a necessity in heavily defended areas. It is interesting to note that many flak positions do not open fire until the attacking aircraft have passed over the target and are on their climb out.

Stowage: Maps and charts are stored in a fan room, compartment 2-78. A card index is maintained on these maps and charts precluding the possibility of running short on any one area. Target possiers are stowed in the Registered Publications Office.

Charts: Excellent service was received from the COMFAIRJAPAN Air Navigation Office in fulfilling all chart requests. COD delivery was used to replace a low supply during the first tour.

Charts showing the highest usage factor were the AMS L751 series. It is recommended that carriers carry an initial allowance of 100 L751 charts of the area from Wonsan south to the bombline.

1:250,000 scale coverage should be obtained for the entire Far East coastal areas. Fifteen of these charts of the more important areas should suffice, further supplemented by 1:500,000 scale coverage.

It was found that no one method of arranging display boards sufficed for all ready rooms. Variations were made according to the type aircraft being flown and space limitations. All squadron AIO's found, however, that the AMS L552, plastic terrain model map of Korea, was of considerable value both for debriefing purposes and preflight tactical planning.

The majority of the pilots have expressed a preference for the AMS L552 series charts, with hill shading, over the AAC charts. During the latter part of the cruise, however, it was noted that one jet squadron changed back to the AAC chart. The reason given for the change back was that some pilots felt roads and rivers stand out more clearly on the AAC charts.

2. Communications

ORGANIZATION: The commissioned officer complement consisted of one LTJG and six Ensigns other than the Communication Officer. Upon embarking, Commander Carrier Division FIVE supplemented this complement with two CWO's of the rank of LTJG.

The operational strength of the OR Division consisted of a total of 62 men. A three section watch was maintained and proved adequate under most circumstances. The Flag supplemented this total with an additional 15 men upon embarking.

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GENERAL: Communications throughout the period covered by this summary were considered highly satisfactory. The number of frequencies and circuits manned varied, dependent upon whether the ship was, or was not, operating in the capacity of a flagship. Variance is noted below. AN/ARC1 frequencies are not included.

Assignment	Frequencies	Circuits Main Radio
Individual Unit	22	11
Flagship	30	12

In order to man the necessary circuits in main radio, a two section watch was mandatory during the first period covered by this report, necessitating the use of unqualified strikers on some circuits. However, this procedure provided valuable training, and upon all successive periods a three section watch proved adequate.

Circuit T6 provided a very effective means of moving high precedence traffic. Reception on circuit B32 was generally very good, except during the period from midnight unitl 0600.

Little or no difficulty was experienced in maintaining communications on the primary and secondary tactical circuits. This ship employed two separate transmitters and receivers on these circuits, thereby ensuring protection should the problem of equipment failure arise.

Cryptographic facilities were frequently overloaded. It is felt that the tendency of using precedences of "O" and "OP" indiscriminately, is a practice that could lead to a major weakness in the force communication linkage. A notable portion of the traffic bearing such precedence consists of summaries of past actions and other unrelated matters, which of themselves do not warrant such urgency, compared with traffic of an immediate operational nature. Overclassification is another factor tobe considered with regard to the situation of overloaded cryptographic facilities.

Visual communications consisted almost entirely of flashing light and Nancy. The OS Division operated with a divisional strength one-half of that set forth in the allowance list for a CVA class vessel of this conversion. Had flag hoist communications been used extensively, the complement of the OS Division would have been definitely inadequate.

RECOMMENDATIONS: Subject to the above comments, the following recommendations are submitted:

That commands review current instructions defining the correct use of precedence.

That a separate circuit be designated for traffic pertaining to tactical situations of an immediate nature and other urgent matters. Close supervision should be maintained to ensure that no commands violate the use of this net.

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That commands ensure that personnel authorized to assign security classification are familiar with the regulations pertaining to such assignment.

3. Photographic Interpretation

ORGANIZATION: The Photographic Interpretation unit consisted of one officer, one CPO and two enlisted men. The officer and CPO were primarily concerned with interpretation and targeting. The enlisted Alameda graduate PI assistant assembled and annotated target mosaics. The other enlisted man was used to file photography.

GENERAL: A total of 208 photo sorties were interpreted during the cruise. Interpretation as directed by CTF-77 consisted of railroad and highway route surveillance, flak studies, airfield surveillance, damage assessment and target search. Target search was emphasized during this cruise. Targeting itself was generally limited to supply areas, troop concentrations, vehicle parks and small industrial facilities.

Photo sorties from all carriers were plotted on 1:250,000 maps and keyed to carrier and sortie number, under which the photography was filed. It was occasionally desirable to have more than one coverage of each area, but space limitations restrict the photo file to only the latest current set of photography.

A secondary cockpit briefing aid was developed during the cruise which proved very valuable to the pilot. The coverage of each target mosaic was plotted on 1:50,000 maps with nearby flak. This was reproduced and when combined with the CTF-77 target mosaic, became a valuable cockpit target folder. It enabled pilots to navigate more easily to the exact target area and enabled them to plan flak free avenues of attack and withdrawal.

An atlas of Korea was composed in such a manner that four adjoining 1:50,000 maps could be viewed simultaneously. In this atlas is maintained a continuous plot of CTF-77 designated targets, confirmed flak, hospitals, POW camps, bomb-line information, CD guns and suspect areas. This information when plotted proved the basis for a more comprehensive approach to interpretation than had previously been employed by this carrier. The duplication of already existing targets was eliminated, providing instead a means of informing CTF-77 of the condition of targets. The established status and position of flak made it possible to report abandoned flak as well as new positions. The overall effect of the system is to furnish a composite picture of all pertinent intelligence which had been obtained from previous TF-77 photography and Air Force reported flak and target areas. In addition, the mechanical composition of the atlas provided a much simpler method for photo tracking.

Stereo briefing was employed successfully on a few occasions. It is recommended for the more difficult targets. However, the use of stereo on all targets is presently beyond the capabilities of a small interpretation unit.

COMMENTS: It is suggested that some permanent system be established whereby experience gained in the combat area could be pooled. New systems which are constantly being improvised by Photo Interpretation units in the forward area need to be evaluated for the benefit of other units. A possible solution is the "detachment" method employed by the VC-61 Photo Squadron, which would enable Photo Interpretation Units to be assembled and trained as a unit prior to embarking for a forward area.

4. Photographic Laboratory

ORGANIZATION: Two crews were assigned to have all photography completed by 0730. Each crew worked 12 hours, the day crew starting at 0730 with the night crew taking over from 1930 to 0730 the following morning. The day crew having the majority of men, developed all the aerial film, made all flash prints, manned flight quarter stations and kept up the routine work. One photo detachment man assisted in the processing of aerial film and the loading of aerial camera magazines. This was discontinued after the first operating period ended and the lab personnel did all the film processing and loading of magazines for the remaining periods on the line. This arrangement proved satisfactory since it gave the photo detachment personnel more time to take care of installation and checking of photographic equipment in the planes. Air Group personnel processed all 16mm black and white gun camera film and maintained gun cameras in the aircraft. They also covered some of the PIO photography of the Air Group. The night crew of six men, headed by the AF1 camera repairman, completed all printing of sorties, plot charts and target pin point photographs.

GENERAL: Upon arrival in the operating area on 28 October 1952 the number of photographic personnel assigned was 19, including one Warrant Officer, 1 AFC, 2 AF1, 1 AF3, 1 PH3, and 13 nonrated men. The majority of personnel were inexperienced in the processing and printing of aerial film and all equipment connected with aerial photography. Work load for the first operating period on the line was far below expectations due to non-flying days, A8B magazine and K-38 camera failures. However, much needed experience was gained and speed and efficiency in production increased in each operating period.

The combination of using D-19 film developer and Tri-X panchromatic aerial film produced very satisfactory negatives both before and during the winter periods when snow blanketed Korea. D-72 paper developer was used to make all prints. Flash prints were made from all rolls of aerial film.

More photographic work was accomplished upon returning to the line, but malfunctioning of the A8B magazines and K-38 cameras resulted in lost sorties. Taper pins in the K-38 camera case drive sheared, when film back lashed and jammed after 200 feet of film was exposed. Plastic gears were stripped and replaced with metal gears in all A8B magazines. However, the malfunctioning continued.

Work increased greatly on the third trip on the line. A8B magazines worked satisfactorily after the camera repairman removed heavy oil found on the

spring clutch. The K-38 cameras gave minimum trouble. The K-38 36" lens kits were used frequently and no difficulty was encountered in the conversions from the 24" to the 36" lenses. The heater switches in the A10A dryers burned out, due to over heating. Ship's electricians repaired the switches and time lost in drying was negligible. The B-5 developing outfit worked well in processing film and sonne prints of 200 foot lengths. Rolls of 390 feet had to be cut in order to fit on the B-5 outfit which resulted in lost exposures in the middle of the rolls. Upon receipt of a B-6, 400 foot developing outfit, this difficulty was eliminated and time was saved in processing and handling of 390 foot rolls.

Photographic copying of plot charts, overlays, and target pin point photographs were done in the print shop by print shop personnel. The photo lab furnished all the necessary film and photographic personnel did all the developing of exposed film and the making of all prints.

T. L. MC GRAW, PHAN, was killed by bomb fragments while at his flight quarter station in the after starboard catwalk. After this accident, only one man on the 06 island level was used to cover both landings and take offs.

Upon receipt of instructions from COMCARDIV 5 an image motion compensator for use on the K-38 camera was manufactured. With the aid of personnel from the U.S.S. PHILIPPINE SEA (CVA-47) and VC-61, this was accomplished in two days. The ground test proved satisfactory, and with the limited time left on the line, only a few sorties were flown. The results of these flight tests also proved satisfactory.

STATISTICS: Photographic sorties flown during the operating periods on the line were 208. The usable aerial negatives and prints made from these sorties are as follows:

4,791 9x9 inch negatives	11,174 9x9 inch prints
18,291 9x18 inch negatives	106,361 9x18 inch prints

Still negatives and prints of plot charts, overlays, and target pin point photographs for ACI, Staff, and pilot briefings were as follows: 1,627 8x10 inch negatives; 23,643 8x10 inch prints; 724 20x24 inch prints. This figure does not include negatives and prints made for PIO, RUDM's and other routine work. Total negatives and prints of all sizes made (exclusive of aerial negatives and prints) were: 7,908 negatives and 45,642 prints. 57,553 feet of black and white gun camera film was processed.

Major chemicals expended are as follows: 477 gallons D-19 film developer; 556 gallons D-72 paper developer; 2268 gallons acid fixer.

Sonne printing paper expenditures are as follows: 1,394 rolls, of this 946 rolls were grade #3.

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RECOMMENDATIONS: It is recommended that all units operating with the K-38 cameras and A8B magazines be supplied with a total of two B-6 aerial film developing outfits. There is a critical need for a qualified camera repairman on the ships operating in the Far East due to numerous camera and equipment failures caused by constant use. It has been recommended that the present allowance list be revised to include one camera repairman.

The amount of aerial photography accomplished is indeed great and since the developing outfits for film and sonne prints contain 5 gallons or more solution, it is desired that D-19 and acid fixer be supplied in 5 gallon containers. It is believed that time in mixing the chemicals and saving of money would result because of the larger containers.

5. Combat Information Center

ORGANIZATION: A minimum of two full time Air Controllers were required during operating periods. A third controller was assigned whenever the flying day became extended. Remaining officers were assigned as CIC watch officers. Newly reporting officers and enlisted section leaders performed the duty of assistant CICWO.

A radar control officer was required during all flight operations to aid in identification and to insure a complete up to date summary plot. This duty was normally performed by an experienced petty officer stationed at a VK repeater in front of the vertical board. It is necessary that the RCO have access to MK-10 IFF controls and that he continuously monitor the strike control frequency.

GENERAL: Prior to the ship's arrival in the combat zone the CIC Officer and an Air Controller of the ORISKANY were given TAD aboard operating carriers of TF-77 for a brief period of indoctrination. This opportunity to observe TF-77 operational procedures and practices was of great value in that it prepared ORISKANY's CIC team to assume its control functions with a minimum of initial error and confusion.

During the six month operating period on the line ORISKANY's CIC served as Flag CIC for three months for COMCARDIV 5. Four men were assigned from the OI Division to perform Flag CIC duties on a full time basis.

Five CIC watch officers have been qualified as OOD underway and a like number of OOD's have been indoctrinated in CIC procedures, capabilities and limitations. Besides furthering the qualifications of the officers concerned, immediate benefits have been realized in that each officer now has a much better appreciation of the problems of the other and a smoother CIC-BRIDGE relationship has resulted.

Air Controllers from destroyers and cruisers have been ordered aboard for refresher training and observation. Day intercept practice can be afforded these controllers but the nature of the Task Force operations affords little opportunity for all-weather practice intercepts. ORISKANY has also been assigned

stand-by guard for CAP when CAP control has been assigned to DD's. This guard requires continuous plotting of CAP and monitoring of the CAP frequency by a qualified air controller. Control of CAP had to be assumed from DD's on numerous occasions since many of the destroyers had inadequate equipment for control of jet CAP. In most cases positive control of jets at medium and long ranges can be maintained only through use of MK-10 IFF.

ELECTRONIC EQUIPMENT: Air and surface search radar performance was uniformly excellent throughout the period of operations. However, performance of the SX height system has been poor. Even when the height gear is operating at peak performance, no altitude information can be obtained on targets at ranges greater than 45-55 miles. This range is considerably reduced on small flights of jet aircraft. The ship has been unable to assume an altitude guard assignment on occasion due to equipment breakdown. Shearing of the SX drive gear has been experienced on four separate occasions. It is believed that the altitude determining capabilities of the entire Task Force constitutes the greatest limitation to adequate air defense. Accurate altitude information is of primary importance in the consumation of a jet air intercept at an acceptable range.

VHF radio communications have been good to excellent. However, it has been necessary to utilize TDQ transmitters and AN/ARC receivers for voice communications at extreme ranges. Cross-talk on AN/ARC's has been reduced but not eliminated. Alignment of the mixer circuit in the transmitter to prevent spurious radiations as outlined in COMAIRPAC ltr ser 73/2832 has failed to eliminate radio interference. Interference continued to handicap controllers using TDQ-RCK's as well as AN/ARC's on circuits E1z and E1aa with only a 0.18 MC separation.

There is a great need for additional MK-10 IFF equipment. MK-10 video presentation should be available to repeaters for the RCO, two air control stations and the search radar operator. These four stations are considered the minimum necessary and each should have a separate IFF presentation control system.

RECOMMENDATIONS: That every effort be made to develop a radar suitable for installation aboard CVA's which is capable of accurate altitude determination of jet type aircraft at a range of at least 100 miles.

That VHF circuits be assigned with due regard to adequate frequency separation for commonly used air control and tactical nets to prevent mutual interferences.

That a minimum of four C-814/UPX-1 radar set controls be made available to each CVA for adequate IFF presentation.

6. Air Operations

ORGANIZATION: Air Operations should have a minimum of ten enlisted personnel assigned. At least three of these ten men should be rated air controlmen.

If a CCA personnel unit (minimum of ten men) is on board, these men can be utilized to man both Air Operations and CCA with a resulting increase in efficiency for all concerned. The ORISKANY's CCA personnel were quickly able to learn and actually perform most of the duties of Air Operations. The duty air controlman made practically all the radio transmissions. This permits the air operations watch officer to act as a general supervisor and greatly increased the efficiency and value of Air Operations.

GENERAL: A general and gradual improvement was noted in all phases of air operations as the line tours progressed. From the experience gained the following comments are submitted as summarizing the more valuable lessons learned.

COMMENTS: A sound powered telephone direct to the open bridge should be installed. This is a considerable convenience for the Captain and greatly expedites obtaining decisions and reports concerning air operations. It is of particular value during emergency situations.

Air Operations should handle all outgoing communications to the departing aircraft (launch report, switch to control frequency, last minute instructions, etc.) and primary fly should control incoming aircraft on the land/launch frequency as they report to the ship from strike control etc.. This eliminates much of the inter-com on sound powered transmissions and, it is believed, effects a much more positive and smoother control of aircraft. Air Operations, being in direct contact with the Captain, controls all except the most immediate of emergencies.

Air Operations on this ship was fortunate in its physical arrangement since four radios were always available for its use. One TDQ-RCK was used for the land/launch frequency and two CCA VHF stations were set up for guard, strike, and CAP control. The fourth radio was set up on the recently established UHF air operations net. The strike control CCA radio was also crystallized for all Task Force 77 carrier land/launch frequencies. This enabled Air Operations to relieve or assist primary fly with the helicopter communications and with emergencies involving other carriers' planes. It was also frequently very convenient to monitor the strike or CAP circuits. However, the land/launch and guard radios are the only two considered essential.

Air Operations should be generally arranged physically so that the watch officer can see the status and availability boards, contact the Captain and primary fly, via intercom circuits, and reach all radios without moving. The many daily "in extremis" situations arising in combat aircraft operations makes this an almost mandatory requirement. It also greatly improves the endurance and dispositions of all connected with Air Operations.

Along with other ship's representatives, an Air Operations Officer was among the operations department officers who were ordered to Task Force 77 about three weeks in advance of the ship's arrival in the operating area. This experience proved very helpful and is highly recommended.

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PART VI

AIR DEPARTMENT

GENERAL: During the operating period just completed, the Air Department carried out all assigned duties with an average on board count of 460 enlisted personnel and 12 officers. The helicopter detachment assigned to this ship was comprised of 2 officers and 7 enlisted men. There were no accidents involving helicopters on board this vessel during the period. A small cadre of experienced and energetic petty officers, warrant officers, and division officers contributed to the development of the high morale and teamwork exhibited by the crews during this period. There were 2 fatal accidents; one resulting from a bomb explosion on the flight deck and the other during respot operations when a plane handler fell beneath the wheel of an AD type aircraft. One man was blown over the side during a jet launch but was rescued immediately by the plane guard helicopter.

The average on board count of aircraft was 72 plus 1 helicopter. As a result of the development of an efficient maintenance control organization, aircraft availability improved greatly. The close coordination existing between the aircraft handling officer and CVG maintenance officer insured economy of time and effort.

RECOMMENDATIONS: The most serious problem confronted by the department during the period was created through loss of personnel by transfer and/or separation without replacement. The department on board count varied from a high of four hundred seventy to a low of four hundred forty. The first figure is considered low for the type operations scheduled and the latter figure so jeopardized assigned functions that a transfer of forty SA/SN's from the Gunnery Department was effected immediately. The rapid respot, rearming, and servicing of aircraft required in the Task Force can only be accomplished smoothly and safely with sufficient personnel, particularly for plane handling crews. A minimum allowance of 496 enlisted men is recommended for the Air Department of the CVA-34 class carriers while engaged in operations in the Korean area. This is particularly desired during winter months.

It is highly recommended that all enlisted personnel in the Air Group be thoroughly indoctrinated and trained in shipboard safety precautions and orders before embarking on the ship. This applies particularly to plane captains, trouble shooters, and ordnancemen. All plane captains should be sent to fire fighting school.

AIRCRAFT HANDLING: While operating in the Korean area, a total of 7,001 sorties were flown. About 3 weeks were required to shakedown the handling crews and get accustomed to the type operations being conducted in this area, after which time, most of the spotting and respotting was routine. A noticeable decrease in hangar deck and flight deck handling accidents was apparent as the time progressed. Flight quarters averaged about 15 hours daily, however, approximately one third of the plane handling crews averaged 18 hours on duty. The crews were rotated regularly and, as a whole, the health and morale remained

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very high. Handling the F9F type aircraft presented a problem because of the ease with which it can be tipped over when turned broadside to a strong wind. In order to reduce the wind pressure on the wing area, tail tow bars were used when practicable. Prior to securing from flight quarters daily, hurricane cables were placed on all aircraft on the flight deck, as additional security of the planes was warranted by the frequent high increase in winds without warning. Material shortages were few during this operational period because adequate preparations were made prior to departure from CONUS. Accordingly, it is strongly recommended that all carriers anticipating a tour in the Korean area make a special effort to obtain over-allowances on chocks, two bars, tie-downs, reels, and hurricane cables.

ARRESTING GEAR: Number of arrested landings: 6,984. Conventional barrier engagements: 7. Jet barrier engagements: 20. Complete barricade engagements: 7. Pendants used; short: 51; longs: 10. Yielding elements replaced: 77.

Installation of a small jet blast deflector aft of number two elevator provides protection to the barricade and barrier operator by dispersing the blast of aircraft being taxied onto the elevator during recoveries. The deflector is a fixed installation, set back far enough not to interfere with operations and deflecting the blast over and around personnel in the port catwalk stations.

During cold weather operations, water condensation in the arresting gear air supply lines caused these lines to freeze. Although frequent draining was accomplished, this condition was best remedied by lagging the lines with asbestos cloth.

CATAPULTS: During this Korean cruise, a total of 4,114 shots were fired from both catapults as follows:

Port Catapult		Starboard Catapult	
No loads	14	No loads	11
Conventional aircraft	229	Conventional aircraft	193
Jet aircraft	1798	Jet aircraft	1869

MAINTENANCE: One of the first problems of the maintenance division was the stowage of equipment and materials that accumulated on the hangar deck. It became immediately apparent that to provide ample working and aircraft parking space, only essential items could be accommodated on the hangar deck, particularly in hangar bay three. Section "G" allowance list items were closely reviewed and all excess items off-loaded at the first opportunity. In this connection, it would be desirable to off-load any allowed equipment which is not used; i.e., engine overhaul stands. QEC "L" stands for reciprocating engines also consume much space and are bulky to handle. Since their use is necessary, only the upright portions of the stands were used and these were welded to the bulkhead. This installation saved considerable space.

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Other savings of space were made by hanging occasionally used items, such as snow plows and brooms and Herman-Nelson heaters, in the open areas under the flight deck suspended from beam clamps attached to the underside of the flight deck.

Equally important is the requirement for suitable facilities for the accomplishment of maintenance work. Work stands are essential and it was found that rearming stands are not only suitable but more desirable because of their sturdier construction and ease of collapsable stowage when not in use. A 3 tier tool box rack was installed between the stanchions on the port side of number three elevator which conserved space and added to the neatness of the hangar deck for stowing the many squadron's tool boxes. The work bench in the center of the Accessory Shop was removed, cut in half, and tacked to the deck in the after portion of hangar bay three to facilitate work on engine build-up and engine changes. A squadron work bench area installed on the port side below and aft of the squadron tool cages adjacent to number three elevator provides a useful and convenient area for many repair jobs.

A positive system for determining the status of aircraft was necessary for efficient operation. Tight flight schedules and movements of aircraft from the flight to hangar deck for maintenance work made such a system a must. A maintenance status board was mounted in hangar bay two to provide a ready source of information. This board is also used as the reporting center for changes in status of all aircraft. The board and "maintenance talker" in flight deck control, manned by Air Group personnel, are the basis of the system.

In order to provide adequate Aviation Electronics maintenance facilities for all squadrons of the Air Group, personnel were pooled and assigned to shop maintenance of specific installations. This method made best use of well qualified men and permitted maintenance work to run smoothly.

The following items have been manufactured from ideas of the maintenance division personnel or from similar devices of other ships and have proven successful and useful in saving time and manpower.

A portable work stand which attaches easily to the fingers of a conventional fork lift truck and it is used extensively for painting, changing light bulbs or other high work on the hangar deck.

Beam clamps to hold chain falls or block and tackle for wings, propeller and engine changes throughout the hangar deck.

An APU plug-in on the LeTourneau crash crane for cold weather starting boosts.

A hydraulic tire bead breaking machine with adapters to fit all wheels. This machine has been valuable due to the high usage of F9F tires.

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A fork lift truck crane adapter that is useful for engine, propeller and wing installation or removal as well as many other weight lifting tasks.

An oxygen servicing hose reel cart that facilitates movement and handling of necessary 200 feet of oxygen hose on the flight and hangar decks.

A two bar hitch for plane handling tractors that speeds removal or attachment of the tow bar especially when under tension.

A hangar deck rust remover and polisher made from a number of long tine wire brushes attached to a weighted pallet and towed by a tractor.

GASOLINE: Gasoline and aviation lube oil expenditures; 28 October 1952 to 21 April 1953:

Gasoline (gallons)	Aviation Lube Oil (gallons)
3,781,100	24,265

This ship uses the six inch quick disconnect Robb coupling for refueling at sea. Cooperation of fleet tankers in sending the proper coupling hose fitting has reduced hook-up time to an average of 4 minutes, however, this time could be reduced to a matter of seconds if the male part of the Robb coupling could be sent over with the first hose. The main difficulty in hooking up in rough seas is holding the flange end of the tanker's hose steady enough to remove the blank flange and attach the male fitting.

AVIATION ORDNANCE: The MK-1 bomb skid requires continued inspection and repair to the "V" center brace which prevents the bomb from slipping forward and aft while it is being hauled. A skid similar to the MK-1 but with larger wheels and grooved edge tires for rolling bombs over barriers and arresting gear cables would be an improvement over the present MK-1.

Elevator stoppage and over-travel were encountered due to old and faulty General Electric controllers. The relays stuck causing the main high speed contact points to arc and weld closed. This causes over-travel resulting in the stoppage of the elevator. These controllers have been overhauled but new equipment should be installed. At present, no spare contact points are available. It is recommended that an adequate supply of these contact points be carried by all ships during a cruise using this type of control box.

At present, this ship has one bomb disposal ramp. In an emergency, this would not be adequate. It is recommended that 2 more be installed, one aft of the island on either port or starboard side, and one made with wooden rollers, aft on the port side to dispose of napalm tanks.

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PART VII

GUNNERY DEPARTMENT

REFUELING AT SEA: This ship refueled from oilers 25 times, receiving a total of 9,344,336 gallons of fuel oil. During 25 of these refuelings 3,781,000 gallons of aviation gasoline was received.

REARMING AT SEA: During the 26 rearming operations effected, a total of 5,497 tons of ammunition were received at an overall average rate of 96 tons per hour. The largest single rearmament consisted of 377 tons received from the U.S.S. PARICUTIN (AE-18) on 24 January 1953 at 103 tons per hour. The best rate was achieved on 30 January 1953 when 328 tons were received from the same ship at 148.8 tons per hour. The U.S.S. RAINIER (AE-5) gave the best service, averaging 119 tons per hour for two rearmings. Four rearmings from the U.S.S. VIRGO (AKA-20), three from the U.S.S. FIREDRAKE (AE-14) and two from the U.S.S. MT BAKER (AE-4) averaged between 103 and 110 tons per hour. It is believed that these rearming ships are primarily responsible for this highly satisfactory performance because of the two following results of their well-planned deck spots.

(1) The type of load being handled at a particular station was changed as little as possible, permitting the receiving crews to establish and perfect the most expeditious routine for clearing the loading stations.

(2) The quarter deck loading station was in use during the full period of rearming, permitting nearly one third of the total load to be handled here.

Total ammunition receipts.

Ship's ammunition

5"/38 projectiles	676
5"/38 powder	376
3"/50 cartridges	939

Aircraft ammunition

2000 lb GP bombs	371	3"5 rocket heads (solid)	468
1000lb GP bombs	1,947	3"5 rocket heads (smoke)	50
500 lb GP bombs	3,004	3"25 rocket motors	424
250 lb GP bombs	13,416	5"0 rocket heads (ATAR)	1,565
100 lb GP bombs	2,780	5".0 rocket motors	1,025
1000 lb SAP bombs	74	Rocket fuzes	2,085
500 lb SAP bombs	45	20mm a/c ammo	447,225
350 lb AD bombs	115	.50 cal a/c ammo	320,574
220/260 frag bombs	5,232	Napalm (gallons)	1,300
500 lb frag clusters	25	Napalm igniters & fuzes	679
Bomb fuzes	53,993	Pyrotechnics	2,377
Bomb boosters & dets	17,531	Arming wires	57,895

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The electric-hydraulic winches installed at replenishment stations 1 and 3 suffered several breakdowns which were repaired by ship's force. The breakdowns occasioned during the early periods on the line were primarily attributable to non use of the winches and the non availability of manufacturers spare parts. All replacement items to place winches back in service were fabricated on board.

The other objectionable features of the winches was their slow speed and limited weight lifting capacity. These deficiencies were discussed in prior action reports and it is understood that a corrective study is currently being made by BUSHIPS.

PROVISIONING AND PROCUREMENT OF AVIATION STORES AT SEA: The ship provisioned 11 times and a total of 935 tons of food and 66 tons of aviation stores were received. The best hourly rate was 91 tons from the U.S.S. ALUDRA (AF-55) on 15 March 1953.

REFUELING DD's AT SEA: This ship refueled 16 destroyers discharging 884,262 gallons of fuel oil. Numerous transfers of freight, personnel and mail were conducted.

PART VIII

ENGINEERING DEPARTMENT

1. Damage Summary

During operating periods coursed by Action Reports numbers I-V (28 October 1952 - 22 April 1953) the U.S.S. ORISKANY sustained the following damage to hull structure and engineering machinery:

a. Major Damage

Damage to #3 elevator platform and auxiliary elevator platform involving destruction of two longitudinal deck girders and approximately 46 square feet of deck plate, twisting and bending of intermediate transverse girders and secondary damage to surrounding area, caused by explosion of 250 lb. general purpose bomb.

b. Minor Damage

(1) Damage to hull structure and external units consisting of cracks in structural plating and minor damage to ready service lockers, protective clothing lockers, gun director 31, mounts 31 and 37, boat boom storage cradle caused by storm and heavy seas. Six 3"/50 ready service lockers torn loose and lost overboard and the port side gasoline filling platform deflected due to storm and heavy seas.

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(2) Approximately 3500 linear feet of flight deck planking damaged due to routine aircraft landings and 360 linear feet destroyed by bomb explosion.

(3) Superficial damage caused to number two squadron locker by class "A" fire.

(4) Two boiler casualties occurred during subject period as follows:

(a) Plastic fire clay dislodged in superheater side of #6 boiler due to maloperation of soot blower.

(b) Rupture of superheater tube in #7 boiler due to possible corrosive condition of boiler tubes.

2. Summary of Recommendations

a. None.

3. Steaming and Fueling Data Summary

The following are statistics pertaining to operating periods covered by Action Reports I-V (28 October 1952 - 22 April 1953).

Days underway - 144.6 (3,470.9 hours).
Engine miles steamed - 50,362.1.
Fuel oil consumed - 8,447,563 gallons.
Fuel oil delivered (16 DD's) - 884,261 gallons at an average rate of 130,050 gallons per hour.
Fuel oil received (25 tankers) - 9,344,336 gallons at an average rate of 175,925 gallons per hour
Fresh water distilled (feed and potable) - 11,266,325 gallons.