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CONFIDENTIAL
SECURITY INFORMATION

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DOD DIR 5200.10

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

Subj: Action Report for the period 25 November 1952 through 13 January 1953

Ref: (a) OPNAV INSTRUCTION 3480.4

Encl: (1) Air Task Group TWO Action Report, 25 November 1952 through 13 January 1953

1. In accordance with reference (a), the Action Report for the period 25 November 1952 through 13 January 1953 is hereby submitted.

PART I GENERAL NARRATIVE

a. During the period 25 November 1952 through 13 January 1953, USS ESSEX (CVA-9) was a unit of Task Force SEVENTY SEVEN which at various times included the following additional units: USS BON HOMME RICHARD (CVA-31), ComCarDiv ONE, RADM W. D. JOHNSON, USN, embarked; USS KEARSARGE (CVA-33), ComCarDiv FIVE, RADM R. F. HICKEY, USN, embarked; USS VALLEY FORGE (CVA-45), ComCarDiv THREE, RADM A. SOUCEK, USN, embarked; USS ORISKANY (CVA-34); USS MISSOURI (BB-63), ComSEVENTHFlt, VADM J. J. CLARK, USN, embarked, and other support and screening ships.

b. During this period ESSEX operated off the East Coast of Korea in accordance with CTF 77 Operations Order 2-52 plus supplemental plans and schedules issued during this period.

c. The mission of this force was as set forth in CTF 77 Operations Order 2-52.

PART II CHRONOLOGICAL ORDER OF EVENTS

ESSEX departed the operating area for Yokosuka, Japan on 25 November, arriving 26 November. The ship remained in Yokosuka until 6 December for emergency repairs to port catapult, rejoining TF-77 and commencing operations on 8 December. On the morning of 9 December ESSEX aircraft raided railroad facilities at Hunyung. This was the northern-most raid of the Korean War. Simultaneously BON HOMME RICHARD aircraft were raiding the Musan iron works and

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ORISKANY aircraft the rail facilities at Hyesanjin. On that same afternoon ESSEX aircraft raided Rashin rail facilities. On 22 December ESSEX aircraft joined with those of the KEARSARGE and ORISKANY to destroy billeting, vehicle shelters and construction facilities at the Kwangsuwon A/F. On 27 December ESSEX and KEARSARGE aircraft briefly revived the all-out main supply route interdiction program smashing strategic rail and highway bridges and other facilities. On 30 December Rashin rail facilities again felt the blows of ESSEX and KEARSARGE aircraft. Throughout the remainder of the period ESSEX aircraft were employed in close air support and heavy attacks on enemy front-line positions, troop and supply areas. On 10 January ESSEX departed TF-77 to return to Yokosuka for further routing to CONUS, arriving in Yokosuka 13 January.

PART III ORDNANCE

1. Ship's ordnance expenditures for training were as follows:

104 rounds 5"/38 AAC
1 round 3"/50 FCL (VT) Service
390 rounds 3"/50 FCL (VT) Non-frag

2. Air Ordnance. (See Enclosure (1))

PART IV BATTLE DAMAGE

Battle damage sustained by ESSEX aircraft and damage inflicted on the enemy are listed in enclosure (1). The ship sustained no battle damage.

PART V PERSONNEL PERFORMANCE AND CASUALTIES

The performance of all personnel has been excellent and morale has been a factor requiring no special attention. There were no action casualties sustained by ship's company personnel. There was a minor epidemic of common colds and upper respiratory infections during the first two weeks of this period. There were no psychiatric disorders. Personnel performance and casualties of Air Task Group TWO are included in enclosure (1).

PART VI SPECIAL COMMENTS

1. Administrative.

a. Public Information. ESSEX concurs in recommendations made by other carriers that there should be a minimun of two full-time rated journalists assigned to PIO. ESSEX has good facilities for transmitting newsworthy photographs but was handicapped in having to send dispatches to ComNavFE to arrange transmission schedules. It is believed a regular schedule should be set up for radio transmission of photographs. In this way, photos of immediate public information value can be assured of rapid delivery.

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a. To give CIC watch officers a better understanding of the functions performed on the bridge, a program has been in effect to qualify them as Officers of the Deck underway. This has been accomplished by having two of the CIC watch officers on the deck watch list until qualified, and then replacing them with two others. The exchange training of CIC enlisted personnel and VC-11 Detachment enlisted airborne controllers has been continued. The personnel involved have been been very enthusiastic about this training and considerable mutual benfit has resulted.

3. Air Department.

a. Catapult. All catapult operations were normal. In the previous action report it was noted that the port catapult received extensive damage from a runaway shot. During the ship's stay at Yokosuka, new sheaves, cables, shuttle, instruments and piping were installed by the ship's force and SRF Yokosuka. Repairs and tests were successfully completed on 5 December 1952.

b. Arresting Gear. All arresting gear operations were routine with the exception of three barrier crashes. All crashes were caused by material failure of the F9F-2 arresting hook shoes, which split upon engaging the arresting pendant. The maximum number of landings on these hooks was twenty-one and in all cases the hooks were carefully inspected after every landing.

c. Maintenance. Some trouble was experienced with the TS-250 range calibrator during this period due to crystal failures, but in general electronic maintenance was very satisfactory. A new shielded cage was fabricated of aluminum sheet for the ARN-6 radio direction finder loop. This cage greatly improved the signal to noise ratio over the previous wire mesh cage.

Difficulty has been experienced during this period in keeping the Model X-4210 and X-4439 oxygen pumps in an operating status. The high pressure output required of the pumps to recharge the Spen oxygen servicing trailers caused the high and low pressure cylinders to require renewal of "V" packings after five hours of operation. The Oxygen-Nitrogen system to be installed during the forthcoming Navy Yard period should rectify this situation.

d. Ordnance. The shortage of senior rated personnel continues to be the greatest operating problem. This problem has existed since the beginning of this Korean tour and has made it necessary to put lower rated personnel in responsible billets. These men have neither the experience or training required to properly carry out their assigned positions without close supervision. This creates an added work load, longer hours and hardship on the few higher rated men.

4. Air Task Group TWO. (See enclosure (1))

B B C Lovett

B. B. C. LOVETT

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CTF-77 (1) Advance
ComCarDiv 1
ComCarDiv 3
ComCarDiv 5
COMAIRPAC (10)
COMSERVPAC
COMFAIRALAMEDA
COMFAIRJAPAN
NAVAL WAR COLLEGE
USS BOXER (CVA-21)
USS BON HOMME RICHARD (CVA-31)
USS KEARSARGE (CVA-33)
USS ORISKANY (CVA-34)
USS PRINCETON (CVA-37)
USS VALLEY VORGE (CVA-45)
USS PHILIPPINE SEA (CVA-47)
CVG-2
CVG-5
CVG-7
CVG-9
CVG-11
CVG-15
CVG-19
CVG-101
CVG-102
ATG-1
ATG-2 (5)

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