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SECURITY INFORMATION

U.S.S. BAIROKO (CVE-115)
Fleet Post Office
San Francisco, California

RDH:wck
CVE115/A12/10
Ser 001

3 March 1952

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

From: Commanding Officer and Commander Task Element 95.11
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
(2) Commander Task Force NINETY-FIVE
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

Subj: Action Report 15 February through 26 February 1952

Ref: (a) Article 0705 Navy Regulations
(b) OPNAV INST 3480.4
(c) CINCPACFLT INST 3480.1
(d) CTG 95.1 OpOrder 2-51 (Revised)
(e) CTE 95.11 OpOrder 2-51

Encl: (1) Sample Air Schedule

1. In accordance with reference (a), (b), (c), and (d), the action report of Task Element 95.11 for the period 15 February through 26 February 1952 is submitted herewith. The Commanding Officer, U.S.S. BAIROKO (CVE-115) was CTE 95.11 during this period.

2. The report is divided into 6 parts, as listed below:

Part I General Narrative.

Part II Chronological order of events.

Part III Remarks on performance of ordnance material and equipment, including ammunition expenditure.

Part IV Summary of own and enemy battle damage.

Part V Personnel performance and casualties.

Part VI Comments and recommendations.

PART I GENERAL NARRATIVE

(A) During the period 15 February 1952 through 26 February 1952 the USS BAIROKO (CVE-115) under the Command of Captain R.D. HOGLE 62672/1310, USN, and the Marine Aircraft Squadron, VMF-312 embarked Lieutenant Colonel J.H. MC GLOTHLIN JR., 07445/7302, USMC, Commanding Officer operated as a part of the U.S. SEVENTH FLEET in Task Force 95, under the operational control of Commander Task Group 95.1.

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(1) The Commanding Officer, USS BAIROKO, was Commander Task Element 95.11 from 2100I 15 February 1952 to 2100I 24 February 1952 at which time the Command of the Element was shifted to the Commanding Officer HMS GLORY. During the reporting period, TE 95.11 consisted of one escort carrier and a maximum of 4 DD's acting as screening vessels. The screen was reduced to less than three ships when required by operational demands. The mission of this Task Element was to conduct operations in support of the United Nations Blockade, West Coast of Korea, the United States Eighth Army in Korea (EUSAK) and to render search and rescue assistance as required.

(2) The enemy forces were the North Korean People's Army and "Volunteer Chinese Communist Forces" in enemy - held North Korea. No enemy surface or Air Forces were encountered by this Task Element and, therefore, no surface or air action is related. However, enemy small craft operating in the rivers, estuaries, and along the West Coast of Korea were attacked and destroyed by aircraft of this Element when directed or as targets of opportunity.

(3) During this operating period VMF-312 aircraft flew armed reconaissance, Target Combat Air Patrol, Combat Air Patrol, pre-briefed strikes, Air Spot for Naval gunfire, and Photo Recconaissance missions as illustrated by schedule, enclosure (1). Of the nine (9) days scheduled in the operating area, one (1) day was lost due to inclement weather delaying arrival, thus giving a total of eight (8) days of Air Operations. During these eight (8) days VMF-312 flew 317 combat sorties (of which 3 aborted) and four (4) administrative flights. There was a total of 652.3 combat hours flown for an overall average of 81.5 hours and 40 missions per day. The squadron aircraft allowance was 24, the total average aircraft flyable on board 22, and the total average aircraft availability 16.

(4) During this operation period ships of Task Element 95.11 operated in the Korean Coastal area NAN in the vicinity of Lat 37°30N and 124°30E. The screen consisted of the HMS CHARITY (D-29), HMS COSSACK (D-57), USS SOUTHERLAND (DDR-743), and for the last two days HMCS NOOTKA (DDE-213).

PART II CHRONOLOGICAL ORDER OF EVENTS

150700I The USS BAIROKO (CVE-115) got underway for the Yellow Sea Area with VMF-312 embarked in company with HMS CHARITY (D-29) and HMS COSSACK (D-57).

151100I Cancelled gunnery firing drills, on towed sleeve, because of inclement weather and reduced visibility.

152035I Rough choppy seas necessitated a reduction in speed. This poor weather condition held throughout the night.

152100I Relieved the HMS GLORY and assumed duties of CTE 95.11.

160001I Steamed throughout this day at reduced speed due to high winds and high seas-precluding a timely arrival in the operating area for air operations.

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PART II - CHRONOLOGICAL ORDER OF EVENTS (CONT'D)

161050I The USS SOUTHERLAND (DDR-743) and the USS MARSHALL (DD-676) joined CTE 95.11.

161207I The USS MARSHALL (DD-676) was released from CTE 95.11 to return to Sasebo.

161800I Arrived in the operating area.

17 Feb A total of thirty-eight (38) flights (2 of which were administrative) were flown this date. The weather was generally fair with low overcast and reduced visibility in scattered snow showers.

171626I HMS COSSACK (D-57) was detached to carry out night patrol in the Paengnyong-Do Kirin-Do area. The remainder of the force retired to the southward for the night. VMF aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
34	500 lb GP bombs	0	CAP
241	5" HVAR rockets	12	ARMED RECCO
61	3.5" rockets	0	PHOTO
4	Napalm bombs	16	TARCAP
20,500	Rounds .50 cal. ammo	8	STRIKE
		2	Other

18 Feb A total of 40 flights (8 of which were defensive) were flown this date. The weather remained generally the same.

181632I Detached the USS SOUTHERLAND (DDR-743) to carry out night patrol assignment in the Paengnyong-Do Kirin-Do area.

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
5	1000 lb GP bombs	8	CAP
27	500 lb GP bombs	8	ARMED RECCO
221	5" HVAR rockets	16	TARCAP
32	3.5" rockets	8	STRIKE
25,200	rounds .50 cal. ammo		

19 Feb A total of 39 flights (10 of which were defensive) were flown this date. The weather remained gnerally the same.

191614I One F4U-4 missed all wires and crashed into barrier and island. structure. Wreckage quickly cleared - operations continued as usual - on time.

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PART II - CHRONOLOGICAL ORDER OF EVENTS (CONT'D)

191625I Detached HMS CHARITY (D-29) to carry out night patrol assignment in the Paegnyong-Do Kirin-Do area.

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
27	500 lb GP bombs	10	CAP
193	5" HVAR rockets	14	TARCAP
24	3.5" rockets	9	ARMED RECCO
25,600	Rounds .50 cal. ammo	4	STRIKE
		2	PHOTO

20 Feb A total of 43 flights (12 of which were defensive) which were flown this date. The weather remained ganerally good with improved ceilings and visibility.

201640I HMS COSSACK (D-57) detached to carry out night patrol assignment in the Paegnyong-Do Kirin-Do area.

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
28	500 lb GP bombs	12	CAP
183	5" HVAR rockets	16	TARCAP
64	3.5" rockets	12	ARMED RECCO
3	Napalm bombs	3	STRIKE
36,600	Rounds .50 cal. ammo		

21 Feb A total of 42 flights (10 of which were defensive) were flown this date. The weather was excellent with unlimited ceiling and visibility.

211622I Detached the USS SOUTHERLAND (DDR-743) to carry out night patrol assignments in the Paegnyong-Do Kirin-Do area.

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
4	1000 lb GP bombs	10	CAP
22	500 lb GP bombs	14	TARCAP
235	5" HVAR rockets	8	ARMED RECCO
5	Napalm bombs	8	STRIKE
26,375	Rounds .50 cal. ammo	2	SPOT

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PART II - CHRONOLOGICAL ORDER OF EVENTS (CONT'D)

22 Feb A total of 36 flights (6 of which were defensive and 2 administrative) were flown this date. Weather remained generally excellent.

221618I Detached HMS CHARITY (D-29) to carry out night patrol assignment in the Paegnyong-Do Kirin-Do area.

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
22	500 lb GP bombs	6	CAP
197	5" HVAR rockets	12	TARCAP
3	Napalm bombs	2	PHOTO
18,300	Rounds 50 cal ammo	2	SPOT
		12	OTHER

23 Feb A total of 40 sorties (12 of which were defensive) were flown this date. The weather remained excellent unrestricted ceiling and visibility.

231315I The ship exercised the crew at General Quarters conducting anti-aircraft tracking drills.

231646I Detached HMS COSSACK (D-57) to carry out night patrol assignment in the Paengnyong-Do Kirin-Do area.

VMF-312 accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
28	500 lb GP bombs	12	CAP
224	5" HVAR rockets	16	TARCAP
26,450	Rounds .50 cal ammo	12	ARMED RECCO

24 Feb A total of 43 flights (12 of which were defensive) were flown this date. The weather remained generally excellent with a slightly reduced visibility over the previous day.

241430I Detached USS SOUTHERLAND (DER-743) and HMCS NOOTKA (DDE-213) to join Task Element 95.12, to carry out night patrols as assigned, and to join HMS GLORY as directed. Turnover notes, LCDR LUBBERTS from the BAIROKO, and LCDR O'CONNOR from CTF 95 Staff aboard the USS SOUTHERLAND for transfer to HMS GLORY.

241815I USS BAIROKO with VMF-312 embarked, accompanied by HMS CHARITY and HMS COSSACK took departure from the operating area for Sasebo, Japan.

242100I Command of Task Element 95.11 passed to the Commanding Officer HMS GLORY.

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PART II - CHRONOLOGICAL ORDER OF EVENTS (CONT'D)

VMF-312 aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
27	500 lb GP bombs	12	CAP
216	5" HVAR rockets	16	TARCAP
28,400	Rounds .50 cal ammo	11	ARMED RECCO
		4	SPOT

25 Feb USS BAIROKO with HMS CHARITY, HMS COSSACK enroute Sasebo, Japan.

251100I USS BAIROKO, HMS CHARITY and HMS COSSACK carried out Anti-aircraft firing practice in area GEORGE

251137I HMS CHARITY detached to proceed independently to Kure, Japan in accordance with previous instructions.

251742I Moored at buoy #18, Sasebo harbor to remain through 3 March 1952 for replenishment and recreation.

PART III - PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT INCLUDING AMMUNITION EXPENDITURE

A. No undue difficulties were experienced in the handling of ordnance.

B. A total of 98 rockets, or about five percent of all rockets loaded, both 5 inch HVAR and 3.5 inch W.P., were returned to the ship as hung rockets. 95% these came off the launchers after arrested landings and were immediately jettisoned by means of a ramp extended over the port side of the flight deck. A rolled-up cargo net barrier was pulled into position just aft of the forward elevator as recommended by the USS BADOENG STRAIT when recovering aircraft with hung rockets. Cross deck pendants were left in the up position after the aircraft engaged a wire, and in most cases the free rocket was arrested by the cross deck pendants and did not reach the carrier net.

C. Numerous cases of erratic flight characteristics with the 5" HVAR rocket were reported by the pilots. This erratic flight consisted mainly of a tendency on the part of the rockets to fall off of the anticipated flight path causing the impact point to be short of the target. Whether the difficulty was due to low propellant temperatures, deteriorated propellant, or error in sighting on the part of the pilot has not been determined, but the few remaining 5" rocket motors on board will be turned in and an entire new lot of motors drawn prior to the next employment period.

D. One underwater explosion resulted from the jettisoning of a 5" HVAR rocket. Depth of water was 40 fathoms. The rocket entered the water fin first and exploded approximately fifteen (15) seconds after entry. Nose arming wire remained attached to the arming solenoid and the vane cup was released from the nose. No other damage was noted to the AN-MK-49 nose fuze prior to jettisoning.

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PART III - PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT INCLUDING AMMUNITION EXPENDITUE (CONT'D)

E. Ammunition expenditures.

1. During the operating period covered by this report the following ordnance was expended:

BY VMF-312 AIRCRAFT.

1000 lb. GP bombs	19
500 lb. GP bombs	215
5" HVAR rockets	1,710
3.5" rockets	171
Napalm bombs	15
.50 cal (Belted)	207,435

BY USS BAIROKO

40MM	1,503
20MM	2,794

PART IV SUMMARY OF OWN AND ENEMY BATTLE DAMAGE.

A. Own Battle damage.

1. None of the ships of the task element sustained battle damage.

2. For damage sustained by aircraft see Naval Air Warfare Report (OPNAV 338.5 revised 4-51) submitted for this operating period.

B. Battle damage inflicted on the enemy.

1. Ships of this Task Element inflicted no damage on the enemy while operating as part of screen during the period covered by this report.

2. For battle damage inflicted on the enemy by aircraft of the task element see Naval Air Warfare Report (OPNAV 338.5 revised 3-51) submitted for this operating period.

PART V PERSONNEL PERFORMANCE AND CASUALTIES

A. Personnel performance was considered to be excellent especially in view of the fact that this was the first combat tour for both the BAIROKO and VMF-312.

B. Casualties.

1. No casualties experienced.

PART V PERSONNEL PERFORMANCE AND CASUALTIES(CONT'D)

C. Personnel requirements and individual department comments.

1. Executive Department: No comment.

2. Air Department:

V1 Division: Adequate rated personnel, but short about ten (10) AN/AA to provide adequate number of plane handlers. This is over and above present complement.

V2 Division: No Comment.

V3 Division: No Comment.

V4 Division: Two additional AD or AD strikers required to keep Quick Engine Change unit ready for installation. A ready QEC Unit will expedite shipboard engine changes, and thus cut down on the period of time that aircraft requiring engine changes are not available for combat duty.

V6 Division: Require one (1) Aviation Cheif Boatswain Mate (allowed by complement but not on board) to assist the Gasoline Officer in the proper supervision, operation, and maintenance of the gasoline system, and the refueling and defueling of aircraft.

3. Gunnery Department:

Recommend that this department be brought up to complement as soon as possible. Continious Condition III watches, Condition 1AA at dawn and dusk, and the possibility of fueling operations present a serious problem that can be solved only by the presence of adequate personnel. (4 BM1, 1 BM3, 4 GM2, 5 GM3, 1 FCC, 1 FC2, 1 FT1).

4. Medical Department: No Comment.

5. Supply Department: No Comment.

6. Navigation Department:

Recommend that a second and first class QM and two seamen allowed by complement but not on board be made available at the earliest possible time to bring this department up to best possible combat readiness.

7. Squadron:

Recommend that one (1) engineering clerk MOS 7031, and six (6) aircraft engine mechanics MOS 6413 and three (3) metalsmiths MOS 6444 be added to the squadron complement in order to provide more efficient operations while at sea. Squadron in excess two (2) Electronics technicians MOS 6600.

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PART V - PERSONNEL PERFORMANCE AND CASUALTIES CONT'D

8. Engineering Department:

Recommend that the department be brought up to complement especially with respect to diesel and refrigeration mechanics. Department able to operate adequately with present personnel assigned but not at best combat efficiency.

9. Operations Department:

In view of the exceedingly heavy amount of paper work and reports involved in the Ships Air Intelligence functions during an operations such as this, it is recommended that the ships complement of first class yeomen be increased by one (1) and that yeoman be specifically assigned to intelligence duties. There is an urgent need for the various teleman ratings and the ships complement should be filled to whatever extent possible.

PART VI COMMENTS AND RECOMMENDATIONS

1. From an over all viewpoint it is considered that the operations of the USS BAIROKO with VMF-312 embarked as part of TE 95.11 for the period 15 February through 26 February 1952, were conducted in a satisfactory manner. It is felt that the primary mission of the Task Element, that of providing the necessary air cover in the enforcement of a seaward and coastwise blockade of the West Coast of Red held Korea, was effectively accomplished.

2. Coordination of effort and cooperation between the various ships of the Task Element was excellent. Tactical maneuvering posed no problem whatsoever.

3. Air Operations were conducted in an expeditious manner with a minimum of delay. In the majority of cases all flights schedueld were flown. Aircraft Maintenance Crews performed a very commendable job in providing maximum availability possible.

4. Damage to aircraft from small arms fire was noticeable greater on missions flown on inland targets than on the coastal targets. Strikes on inland targets, while an effective method of interdication, are not considered as high priority flights as compared with Coastal Recon, Tarcap and NGF spotting.

5. Normally only three destroyers were attached to the Task Element. One destroyer was detached each evening for special patrol and returned to the TE in the morning. Therefore, only two destroyers were available for night screening. It is felt that this number represents the absolute minimum for anti-submarine protection, and that if at all possible four destroyers should normally be assigned to CTE 95.11.

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R. D. HOGUE

AUTHENTICATED:

R. M. ALLISON
Commander, U.S. Navy

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FLIGHT SCHEDULE FOR
21 February 1952

SUNRISE 0727 SUNSET 1828

EVENT	COMP	MISSION	LAUNCH	LAND	AMMO	FUEL
A1	2	CAP	0715	0915	Note 1	380 Gals
A2	2	TARCAP	0715	0915	Note 4	380 Gals
A3	4	STRIKE	0715	0915	Note 3	380 Gals
B4	2	CAP	0900	1100	Note 1	380 Gals
B5	2	TARCAP	0900	1100	Note 4	380 Gals
B6	2	SPOT	0900	1100	Note 1	380 Gals
C7	2	CAP	1045	1245	Note 1	380 Gals
C8	2	TARCAP	1045	1245	Note 4	380 Gals
C9	4	COAST RECCO(N)	1045	1245	Note 4	380 Gals
D10	2	CAP	1230	1430	Note 1	380 Gals
D11	2	TARCAP	1230	1430	Note 4	380 Gals
D12	2	SPOT	1230	1430	Note 1	380 Gals
E13	2	CAP	1415	1615	Note 1	380 Gals
E14	2	TARCAP	1415	1615	Note 4	380 Gals
E15	4	COAST RECCO(S)	1415	1615	Note 4	380 Gals
F16	2	CAP	1600	1750	Note 1	380 Gals
F17	2	TARCAP	1600	1750	Note 4	380 Gals
F18	4	STRIKE	1600	1750	Note 6	380 Gals

NOTE 1 - All A/C full load..50 cal.
2 - 500 lb GP/DC - 8 HVAR
3 - NAPALM - 8 HVAR
4 - 500 lb. GP 1/100 delay - 8 HVAR
5 - Maintain 2 A/C condition 11 after each launch from one half hour before sunrise until sunset. 1 A/C each CAP flight with ADSK 1 mounted
6 - 1,000 lb. GP 1/1000 nose .025 tail - 8 HVAR

APPROVED

R. M. ALLISON
CDR, USN
OPERATIONS OFFICER

SUBMITTED

J. C. COULTHARD
LCDR, USN
AIR OPERATIONS OFFICER

Copy to: CO, XO, OOD, OPS, AIROPS, AIR, VMF-312, NAV, AERO LAB, GUNNERY AIR INTELLIGENCE, RR #2

Enclosure (1) to USS BAIROKO'S ltr Ser 001 of 3 March 1952