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

In reply refer to:
LTM:PDM:ss
CVE-115/10/A12
Ser: 0117
16 June 1953

From: Commanding Officer and Commander Task Unit 95.1.1
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
(2) Commander Task Force 95
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

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

Subj: Action Report 30 May through 8 June 1953; submission of

Ref: (a) Art. 0705 Navy Regulations
(b) OPNAV INSTRUCTION 3480.4
(c) CINCPACFLT INSTRUCTION 3480.1A
(d) CTG 95.1 OpOrder 2-52

Encl: (1) Sample Air Schedule - P. 19
(2) Weather Summary - P. 20

1. In accordance with reference (a) through (d), the Action Report of Task Unit 95.1.1 for the period 30 May through 8 June 1953 is submitted. The Commanding Officer, U.S.S. BAIROKO (CVE-115), was Commander Task Unit 95.1.1 from 2100 30 May until 2100 8 June 1953.

2. This report is divided into six parts, as follows:

Part I - General Narrative.
Part II - Chronological Order of Events.
Part III - Remarks on performance of ordnance, material, and equipment, including ammunition expenditures.
Part IV - Summary of own and enemy battle damage.
Part V - Personnel performance and casualties.
Part VI - Special comments on doctrine and operational procedures.

3. Information concerning aircraft performance is contained in greater detail in the Naval Air Warfare reports for May 1953 and June 1953 submitted by VMA-312 in accordance with OPNAV INSTRUCTION 3480.1.

PART I - GENERAL NARRATIVE

(A) During the period 30 May through 8 June 1953, the U.S.S. BAIROKO (CVE-115), under the command of Captain L. T. MORSE, USN, 62712/1310, with Marine Attack Squadron VMA-312 embarked, operated as part of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of Commander Task Group 95.1. The Commanding Officer, U.S.S. BAIROKO (CVE-115), was Commander Task Unit 95.1.1 from 2100I 30 May until 2100I 8 June 1953. The Commanding Officer of HMS OCEAN assumed command of the Task Unit at 2100I 8 June 1953 and the U.S.S. BAIROKO (CVE-115) proceeded independently to Kobe, Japan, to offload VMA-312 and to embark VMA-332. During this reporting period, Task Unit 95.1.1 consisted of the U.S.S. BAIROKO (CVE-115)

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and a daily minimum of three (3) United Nations escort vessels. The following ships operated in Task Unit 95.1.1 during this patrol:

HMS COCKADE (DD-34)	U.S.S. THOMASON (DD-760)
HMCS CRUSADER (DD-228)	U.S.S. CHEVALIER (DDR-805)
HMS CONCORD (DD-03)	U.S.S. HIGBEE (DD-806)

Normally three (3) ships were available for screening purposes daily, since one ship was provided at all times to CTU 95.1.2 for Whitbread Patrol along the enemy held coastline. Ships were assigned to this patrol in daily rotation and usually were detached about mid-day.

(B) Mission. To aid in enforcing the blockade of the West Coast of Korea south of Latitude 39° 35' N., to prevent ingress or egress, mining, or supply or reinforcement by sea; to aid in the defense of the occupied West Coast Islands; to provide air support to U. N. Naval Forces, and to contribute to the interdiction effort against enemy land forces.

(C) The U.S.S. BAIROKO (CVE-115) sailed from Sasebo, in company with HMS CONCORD, 0530I 30 May in accordance with the directions of CTG 95.1 dispatch 280350I of May. Enroute to area Nan, gunnery and window dropping exercises were conducted. The ship expended a total of two thousand, two hundred and thirty four (2,234) rounds of 40MM ammunition while firing at a towed sleeve. At 2100I, the Commanding Officer of the U.S.S. BAIROKO (CVE-115) assumed the duties of CTU 95.1.1. Task Unit 95.1.1 at this time was composed of the U.S.S. BAIROKO (CVE-115), HMS CONCORD and the U.S.S. H. J. THOMASON (DD-760) which had joined the formation at 1021I. Rendezvous with HMS OCEAN was effected at 2330I and her escort, HMS COCKADE, joined the Task Unit.

(D) At 0500I 31 May, the Task Unit commenced air operations against the enemy. For the remainder of this patrol, the Task Unit operated in the vicinity of 37° 50' N. and 124° 10' E. Daily changes in the position of Point Oboe were made to avoid a consistent morning position and to close the intended targets. The normal operating schedule provided for seven (7) launches of six (6) aircraft daily. All sorties were provided with pre-briefed targets and all sorties during this patrol, except four, were of an offensive nature. A division of aircraft was assigned daily to CTU 95.1.4 as TARCAP and a daily recconnaissance of the Han River Estuary was conducted. The enemy coastline from the mouth of the Taedong Gang north to Hanchon was reccoed every other day when F-86 Sabre sweeps were in the vicinity.

(E) Flying weather was good only two (2) days of this patrol. All flight activities were cancelled completely for a period of two (2) days. Low ceilings, light rain and haze, both in target area and in the carrier operating area, prevented maximum utilization of the aircraft throughout most of the patrol.

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(F) No indication of increased activity on the part of the enemy was noted during this patrol. Shipping continued to be non-existent by day and therefore no effort was expended in control of shipping. Targets and information were supplied this command by the four (4) active Partisan Infantry Regiments; 1st, 2nd, 5th and 6th. Although all units appeared to be actively collecting information, reports from the First Partisan Infantry Regiment came in with the greater regularity. Partisan reports and debriefing of pilots provided evidence to support the belief that small garrisons are maintained in most of the villages in this area. None of these garrisons appear to be particularly large or active and perform primarily police duties. The most worthwhile targets are located in the inland area north of the town of Haeju. In this area there are troops and supplies. The coastline targets consist principally of well entrenched gun positions and are less vulnerable than the inland targets.

(G) No enemy aircraft were encountered by aircraft of this Task Unit during the patrol. Part II of this report contains a flight by flight assessment of damage inflicted on enemy ground targets. The following is a summary of damage based on pilot assessment and reports from Partisan Regiments:

TARGET	DESTROYED	DAMAGED
Buildings	194	88
Revetted Buildings	12	3
Supply Sheds	8	1
Vehicles	1 Truck	1 Truck
Gun positions	3	8
Enemy Troops	40 KIA	15 WIA
Boats	1	4
Oxen	2	0
Tunnels	0	1
Radio Station	1	0

Secondary Explosions - 2

(H) Aircraft of this unit were scheduled for forty two (42) sorties a day and were airborne from dawn to dusk each day that weather permitted. Each pilot flew two (2) sorties daily in order to fulfill this schedule. A summary of hours and sorties is included below:

TYPE	NO. SORTIES	HOURS
STRIKES	165	309.2
TARCAP	24	54.9
Armed Recco.	39	88.6
CAP	2	2.1
Weather Recco.	2	4.4
	232	459.2

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Sixteen (16) sorties were assigned to JOC TADC for Close Air Support along the Eighth Army front, but no controllers or targets were provided. These flights attacked pre-briefed targets in West Korea.

PART II - CHRONOLOGICAL ORDER OF EVENTS

30 May

0530I Underway with the HMS CONCORD under operational control in accordance with the directions of CTF 95.1 dispatch 280350Z of May.

0837I Recovered ten (10) aircraft from Itami Air Force Base.

0930I Commenced gunnery exercises in area George.

1002I The U.S.S. THOMASON (DER-760) joined the formation.

1045I Completed gunnery exercises. The ship fired upon a towed sleeve for a total of twenty (20) HOW type runs. The total expenditures of 40MM ammunition was 2,234 rounds.

1100I The ship launched eight (8) aircraft to conduct a window dropping exercise.

1135I Aircraft completed dropping pre-cut window and tracking and evaluation drills were conducted.

1205I Completed window dropping exercise.

1245I Recovered eight (8) aircraft.

1315I The ship conducted an atomic defense drill.

1400I Secured from atomic defense drill.

2100I The U.S.S. BAIROKO (CVE-115), U.S.S. THOMASON and the HMS CONCORD assumed the designation of Task Unit 95.1.1.

2330I Made rendezvous with the HMS OCEAN, HMS COCKADE and U.S.S. TAYLOR. HMS COCKADE joined Task Unit.

31 May

0500I Launched event "A", consisting of six (6) aircraft. The four (4) strike aircraft attacked trucks and troops in the Taedong Bay area. 500 ft. ceilings with rain showers blanketed the target area. The attack was made at low level and no assessment of damage was made.

0515I Effected personnel and mail transfer by high line from HMS COCKADE.

0645I Recovered event "A" and suspended air operations in view of the unfavorable flying weather.

1115I Transfered Captain SCHANZE to the HMS CONCORD.

1200I HMS CONCORD was detached to Whitbread Patrol.

1430I U.S.S. HIGBEE rejoined from Whitbread Patrol.

1930I Retired on a southerly course for the night to return at 0530I to conduct air operations.

1 June

0515I Launched event "A", consisting of six (6) F4U's. A-1 flight of two (2) aircraft attacked troops in a village south of Haeju with Napalm and destroyed six (6) buildings. A-2 flight of four (4) aircraft struck troops in a village in the same area and destroyed fourteen (14) buildings with Napalm and strafing attacks.

0700I Launched event "B", consisting of six (6) F4U's. B-3 flight of two (2) aircraft, attacked two (2) villages south of Changyon with 500 lb. bombs and WP rockets. Fires were started and an estimated six (6) buildings were destroyed. B-4 flight of four (4) aircraft, supplied TARCAP for the 95.1.2 in the Taedong area. Nine (9) gun positions were hit and heavy damage was assessed.

0842I Launched event "C", consisting of six (6) F4U's. C-5 flight of two (2) aircraft, attacked troops in a village south of Haeju and destroyed two (2) buildings with rockets and Napalm. C-6 flight of four (4) aircraft, conducted a Han River Recco. and destroyed six (6) buildings and damaged two (2) boats.

1027I Launched event "D", consisting of five (5) F4U's. D-7 flight of two (2) aircraft, attacked shelters and gun positions on Choppeki point and damaged six (6) buildings. D-8 flight of three (3) aircraft, struck at revetted buildings southwest of Haeju, destroying three of the buildings.

1046I Two (2) aircraft of Charlie flight were diverted to K-6. One aircraft suffered a damaged wing when the port wing cannon exploded.

1230I HMS CONCORD rejoined from Whitbread Patrol and HMS COCKADE was detached to Whitbread Patrol.

1232I Recovered two (2) C.O.D. aircraft from K-3.

1344I Launched event "E", consisting of six (6) F4U's. E-9 flight, consisting of two (2) aircraft, attacked troops in a village on Choppeki Point. Six (6) buildings were damaged with Napalm and WP Rockets. E-10 flight of four (4) aircraft, struck troops and gun positions west of Chinnampo with 1000# daisy cutter fuzed bombs. Ten (10) buildings were destroyed and two (2) were damaged.

1522I Launched event "F", consisting of six (6) F4U's. F-11 flight of two (2) aircraft, attacked troops in a village on Choppeki Point and left five (5) buildings burning. F-12 flight of four (4) aircraft struck troops in a village in the Chodo area and damaged ten (10) buildings.

1715I Launched event "G", consisting of seven (7) F4U's. G-14 flight of four (4) aircraft, attacked troops in a village and supplies south of Changyon. After the attack, damage was assessed as seven (7) buildings destroyed, and three (3) stacks of supplies were burning. G-14 flight of three (3) aircraft, also hit south of Changyon and destroyed five (5) buildings and damaged one (1) boat.

1915I Completed the days air operations and retired on a southerly course to return at 0530I to conduct air operations.

2 June

0715I Launched event "A", consisting of six (6) F4U's. A-1 flight of two (2) aircraft, attacked houses in a village destroying four (4) and damaging four (4) with five hundred pound bombs. A-2 flight of four (4) aircraft hit troops in a village destroying five (5) buildings and starting fires in a trench area. Both strikes were in the Changyon area.

0850I Recovered event "A", and suspended air operations because of fog and low ceilings.

1013I The U.S.S. CHEVALIER (DDR-805) joined the Task Unit from CTG 95.1.

1040I The U.S.S. THOMASON (DD-760) was detached for Whitbread Patrol.

1127I Recovered two (2) C.O.D. planes from K-3 with the HIGBEE's Chaplain aboard.

1140I The U.S.S. HIGBEE (DDR-806) was detached for CHOP to COMDESRON-3.

1208I Launched the two (2) C.O.D. to return to K-3.

1400I HMS COCKADE rejoined from Whitbread Patrol.

1630I Launched a two (2) plane weather recco. flight. The fog closed in rapidly and the two (2) aircraft were diverted to K-6 for landing.

3 June

The weather was unsuitable all day for air operations. Fog and low ceilings prevailed throughout the area. The Task Unit was exercised in surface maneuvers stressing low visibility station-keeping.

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4 June

0615I Launched event "A", consisting of six (6) F4U's. A-1 flight of two (2) aircraft and A-2 flight of four (4) aircraft, made low level attacks on trenches and command posts east of Yongyon-myon. Hits were observed but lowering ceilings prohibited damage assessment.

0817I Recovered event "A", and suspended flight operations because of low ceilings and visibility in the carrier operating area.

1135I The U.S.S. CHEVALIER (DDR-805) was detached to CTU 95.1.2 for Whitbread Patrol.

1251I Resumed flight operations and launched event "D", consisting of six (6) F4U's. D-7 flight of two (2) aircraft, struck at troops in a village located north of Changyon. Three (3) buildings were destroyed and a secondary fire, presumably gasoline, was started by 500 pound and 250 pound bombs. D-8 flight of four (4) aircraft, acted as TARCAP for Task Unit 95.1.2 in the Cho-do area. Hits were scored with 1000 pound bombs and WP rockets on a group of 76MM gun positions.

1415I Recovered two (2) C.O.D. aircraft from K-3.

1454I Recovered event "D", and suspended flight operations due to low ceilings.

1612I Resumed flight operations and launched event "F", consisting of six (6) F4U's, and two (2) C.O.D. aircraft. F-11 flight of two (2) aircraft, attacked trenches and command posts southwest of Ongjin with bombs. No damage assessment was made on this attack. F-12 flight of four (4) aircraft, made attacks with Napalm and 500 pound bombs on buildings reported to be concealing junks. Four (4) buildings were destroyed in this area.

1742I Launched event "G", consisting of ten (10) F4U's. G-13 flight, of two (2) aircraft, hit a village with Napalm southeast of Ongjin and destroyed seven (7) buildings and damaged fifteen (15). G-14 flight of four (4) aircraft, made twelve (12) runs on pumps in a village near Pyong-chon expending 1000 pound bombs and HVAR's, but did not assess the damage. G-16 flight, of four (4) aircraft, worked over a village housing troops near Changyon. Four (4) buildings were destroyed with Napalm and WP rockets.

1730I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

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5 June

0100I The U.S.S. THOMASON (DD-760) rejoined from Whitbread Patrol.

0542I Launched event "A", consisting of six (6) F4U's. A-1 flight, of two (2) aircraft, struck troops in a village south of Changyon. Two (2) buildings were destroyed and two (2) buildings were damaged with Napalm and WP rockets. A-2 flight, of four (4) aircraft, attacked troops and a command post south of Sinch-on with Napalm and 500 pound bombs. Four (4) buildings were destroyed in this attack.

0727I Launched event "B", consisting of six (6) F4U's. B-3 flight, of two (2) aircraft, hit trenches and a command post west of Changyon with 260 pound bombs and WP Rockets. The trench line was damaged in the attack. B-4 flight, of four (4) aircraft, attacked troops and command posts in the same area. This target was well covered with 1000 pound bombs and WP rockets, however no damage assessment was made.

0912I Launched event "C", consisting of six (6) F4U's. C-5 flight of two (2) aircraft, again struck in the Changyon area on village housing North Korean Troops. One (1) house was totally destroyed and fifteen (15) were left aflame after the attack with Napalm. C-6 flight, of four (4) aircraft, attacked a village southwest of Changyon with Napalm and 500 pound bombs. Two (2) Oxen were killed and six (6) buildings were destroyed. The area was left aflame.

0930I Recovered G-15 flight, which consisted of four (4) aircraft returning from K-6. This flight made a hit and run attack on a village housing troops south of Haeju with 500 pound and 100 pound bombs and returned without assessing damage.

1030I HMCS CRUSADER (DD-228) joined the Unit from CTG 95.1 for operational control.

1043I HMS COCKADE was detached to CTG 95.1 for operational control.

1229I Launched event "D", consisting of six (6) F4U's. D-7 flight, of two (2) aircraft, attacked a command post southwest of Haeju with Napalm and WP rockets. The area was well covered, but damage assessment was not made. D-8 flight, of four (4) aircraft,,hit storage buildings east of Yonan with 1000 pound bombs and Napalm. Four (4) buildings were destroyed and eight (8) were damaged in this attack.

1304I HMS CONCORD was detached for Whitbread Patrol.

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1309I U.S.S. CHEVALIER rejoined from Whitbread Patrol.

1414I Launched event "E", consisting of six (6) F4U's.

1600I Cancelled event "F", due to fog.

1605I Diverted E-9 flight of two (2) to K-6. E-10 flight made an attack on troops in a village southwest of Haeju. A total of eleven (11) buildings were destroyed with Napalm by this flight of four aircraft.

1730I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

6 June

0600I Fog in the carrier operating area delayed the first sorties.

0620I HMS CONCORD rejoined from Whitbread Patrol.

0648I HCMS CRUSADER was detached to Whitbread Patrol.

0740I Launched events "A" and "B", consisting of ten (10) F4U's. A-1 flight of two (2) aircraft attacked a troop concentration and command post south of Haeju with Napalm and 260 pound fragmentation bombs. Five (5) buildings were left burning in this area. A-2 flight of four (4) aircraft, struck a strong point of coastal defense damaging a revetted building and a smallboat. B-4 flight of four (4) aircraft hit troops in a village southwest of Changyon and destroyed eight (8) buildings with 500 pound bombs.

0929I Launched event "C", consisting of six (6) F4U's. C-5 flight, of two (2) aircraft, attacked trenches and a command post west of Changyon. The damage inflicted on the enemy was not assessed. C-6 flight of four (4) aircraft as TARCAP for CTU 95.1.4, hit gun positions southwest of Chinnampo. Ground fire made damage assessment impractical, but one gun position was reported destroyed.

1124I Launched event "D", consisting of six (6) F4U's. D-7 flight of two (2) aircraft, attacked troops and a command post southeast of Ongjin. No damage assessment of the attack was made. D-8 flight, of four (4) aircraft hit at troops and trucks located southeast of Chaeryong. Five (5) buildings were destroyed and trucks were strafed as they dispersed.

1138I Recovered B-3 flight made up of four (4) aircraft from K-6. This flight had made an attack on stores and supplies located southwest of Changyon. Gun positions were well covered in the area by strafing and five (5) stacks of supplies were left aflame.

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1259I Launched event "E", consisting of eight (8) F4U's. E-9 flight of four (4) aircraft, struck a village housing troops southwest of Changyon. Four (4) buildings were possibly destroyed and two (2) more positively destroyed. E-10 flight of three (3) aircraft, (one aircraft aborted with a rough running engine), attacked trucks and supplies in the area west of Anak. One truck and one revetted building was destroyed with 500 pound bombs and HVAR's.

1415I Fog and low ceilings in the operating area temporarily delayed air operations.

1620I Resumed air operations by launching event "F", consisting of six (6) F4U's. F-11 flight, of two (2) aircraft, attacked gun positions west of Changyon. Three (3) bunkers were damaged and a trench line was destroyed with a 500 pound bomb and HVAR's. F-12 flight of four (4) aircraft, hit at troops in a village west of Anak with two (2) Napalm and two (2) 500 pound bombs plus twenty eight (28) HVAR's. No damage assessment was made.

1726I Launched event "G", consisting of six (6) F4U's. G-13 flight, of two (2) aircraft, hit a village due west of Chaeryong with one (1) 500 pound bomb, and fourteen (14) HVAR's. One (1) building was left burning. G-14 flight, of four (4) aircraft, attacked troops in a village southwest of Changyon with Napalm, 500 pound bombs and HVAR's. Eight (8) buildings were destroyed in this attack and two (2) more were damaged.

1930I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

7 June

Fog and low ceilings prevailed from 0001I until 0600I. This condition delayed the scheduled air operations for one (1) hour.

0700I. Launched event "A", consisting of ten (10) F4U's. A-2 flight, of eight (8) aircraft, attacked the command post of the "21st NKA Brigade" southwest of Ongjin. Assessment of the attack by the pilots and of the photos taken by the A-1 flight, indicated that the installation was 75% destroyed.

0843I Launched event "B", consisting of six (6) F4U's. B-3 flight, of two (2) aircraft, struck the village of Ongjin. No damage assessment was made. B-4 flight, of four (4) aircraft, was unable to hit its primary target while acting as TARCAP because of bad weather in that area. This flight also attacked the village of Ongjin, destroying seven (7) buildings, and damaging four (4) more.

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1032I Launched event "C", consisting of six (6) F4U's. C-5 flight, of two (2) aircraft, was unable to hit its primary target due to weather and attacked trenches and a gun position west of Haeju. Three (3) buildings were destroyed and three (3) were damaged. C-6 flight, of four (4) aircraft, hit the same target as the "A" event, when its primary target was obscured by weather. No further damage assessment was accomplished.

1200I HMCS CRUSADER rejoined the Unit from Whitbread Patrol.

1200I U.S.S. THOMASON (DD-760) was detached for Whitbread Patrol.

1320I Received a request from JOC Korea for Close Air Support along the Eighth Army front.

1411I Launched event "D", consisting of eight (8) F4U's. This flight was assigned to Watchcase as CAS along the MLR. No targets were provided in the bombline area and the flight conducted armed recco. The ordnance load was expended on the command post of the 21st NKA Brigade. No damage assessment was made.

1513I Launched the E-10 flight, of event "E", consisting of four (4) F4U's. This flight reported to Watchcase for CAS, but no targets were provided. As an armed recco. flight, they then destroyed three (3) buildings and damaged two (2) buildings and two (2) tunnels, ten (10) miles north of Haeju.

1602I Launched the remaining four (4) aircraft of event "E", consisting of the E-10-5 flight. No targets were provided for CAS and the flight hit targets of opportunity. Three (3) revetted buildings were destroyed and two (2) gun positions were damaged on the Ongjin peninsula.

1930I Task Unit 95.1.1 retired on a southerly course for the night returning to conduct day air operations at 0515I the following day.

<u>8 June</u>

0556I Launched event "A", consisting of six (6) F4U's. A-1 flight, of two (2) aircraft, attacked troops in a village south of Changyon. Three (3) buildings were destroyed and two (2) damaged in the attack. A-2 flight, of four (4) aircraft, were directed to JOC TADC for CAS along the MLR. No targets were provided and the flight hit its pre-briefed target of revetted buildings in the village of Ongjin. Seven (7) buildings were destroyed by Napalm and 500 pound bombs.

0747I Launched event "B", consisting of six (6) F4U's. B-3 flight, consisting of two (2) aircraft, attacked a radio station southwest of Changyon. The radio station and seven (7) surrounding buildings were destroyed and a secondary explosion was observed. B-4 flight, of four (4) aircraft, assigned as CAS on the bombline, was provided no targets and returned to act as TARCAP for CTU 95.1.4. In the attack in the Chodo area, three (3) buildings were destroyed and two (2) were damaged.

0929I Launched event "C", consisting of six (6) F4U's. C-5 flight, of two (2) aircraft, struck a gun and a command post west of Anak. Six (6) houses were damaged and the area was well covered. C-6 flight, of four (4) aircraft, were not assigned targets as CAS along the bombline and hit their pre-briefed targets west of Changyon. Five (5) buildings were destroyed and six (6) were damaged in a village and gun position.

1225I Launched event "D", consisting of ten (10) F4U's. D-7 flight of two (2) aircraft, attacked a command post south of Yonan and reported the target well covered, but conducted no damage assessment. D-8 and D-10 flight each consisting of four (4) aircraft, were sent to K-6 via the target area for further flight to Itami AFB. Both flights hit pre-briefed targets in the Haeju estuary. No damage assessment was made.

1230I The U.S.S. THOMASON (DD-760) rejoined from Whitbread Patrol and the U.S.S. CHEVALIER (DDR-805) was detached to Whitbread Patrol.

1425I Launched event "E", consisting of seven (7) F4U's. E-12 flight attacked coastal guns, southeast of Ongjin, damaging two (2). E-14 hit troops in a village in the same area and destroyed six (6) buildings.

1630I Retired on a southerly course to effect a rendezvous with the HMS OCEAN.

2100I The Commanding Officer of the HMS OCEAN assumed duties of CTU 95.1.1.

2130I Made rendezvous with the HMS OCEAN and detached all ships to the command of CTU 95.1.1. The U.S.S. BAIROKO (CVE-115) commenced steaming independently enroute Kobe, Japan.

PART III - REMARKS ON PERFORMANCE OF ORDNANCE EQUIPMENT AND MATERIAL

(A) Performance of Ordnance Equipment and Material.

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

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2. Listed below are the malfunctions encountered during this period:

a. 20MM Guns.

(1)	Broken Firing Pin	-	5
(2)	Faulty Round	-	1
(3)	Broken Sear	-	1
(4)	Broken Cannon Plug	-	2
(5)	Link Chute Stoppage	-	3
(6)	Broken Firing Pin Plunger	-	1
(7)	Snubbed Rounds	-	6
(8)	Broken Breech Block Lock	-	1
(9)	Faulty Charger	-	5
(10)	Faulty Feeder Mechanism	-	1

b. .50 Caliber Guns.

(1)	Out of time and headspace	-	4
(2)	Link Chute stoppage.	-	2
(3)	Ruptured Rounds	-	4
(4)	Failure to eject	-	2

c. Hung 5" HVAR Rockets.

(1)	Faulty Rocket AERO 14A Launcher	-	5
(2)	Faulty Igniter, AERO 14A Launcher	-	2
(3)	Faulty Igniter, MK-9 Launcher	-	3
(4)	Returned un-plugged on aircraft	-	2

d. Hung 3.25" WP Rockets.

(1)	Faulty Rocket, AERO 14A Launcher	-	5
(2)	Faulty Igniter, AERO 14A Launcher	-	2
(3)	Faulty Rocket, MK-9 Launcher	-	11
(4)	Faulty Igniter, MK-9 Launcher	-	3
(5)	Cut Pigtail, MK-9 Launcher	-	2
(6)	Electrical Failure in aircraft	-	2

e. Hung 260# Frag.

(1) Faulty MK-55 Bomb Rack - 1

f. Hung 100# GP Bomb.

(1) Faulty AERO 14A Bomb Rack - 1

g. Dud Napalm.

(1) Undetermined (Arming Wires Returned) - 1

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h. Dud 1000# GP Bombs.

(1) Electrical Failure in Arming Circuit - 1
(2) Undertermined (Arming Wires Returned) - 1

i. Dud 100# GP Bombs.

(1) Electrical Short in Arming Circuit - 2

(B) Ammunition Expenditures.

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

BY VMA-312 AIRCRAFT

1000# GP	40
500# GP	87
250# GP	40
100# GP	424
260# Frag.	48
Napalm	65
5" HVAR	346
3.25" WP	491
20MM Rds.	30,600
50 Cal. Rds.	18,800

BY U.S.S. BAIROKO (CVE-115)

40MM (Fired at Towed Sleeve)	2,234

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage.

1. None to vessel.

2. Two aircraft received hits by small arms fire.

(B) Battle Damage Inflicted on Enemy.

1. Ships of this unit inflicted no damage on the enemy.

2. During this period of combat operations, the aircraft of this this unit inflicted the following damage on the enemy:

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TARGET	DESTROYED	DAMAGED
Buildings	194	88
Revetted Buildings	12	3
Supply Sheds	8	1
Vehicles	1 Truck	1 Truck
Gun Positions	3	8
Enemy Troops	40 KIA	15 WIA
Boats	1	4
Oxen	2	0
Tunnels	0	1
Radio Station	1	0

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

(A) Personnel.

1. Morale was high during the second patrol on the line.

2. The personnel strength of squadron and ship's company was as listed below:

	VMA-312	BAIROKO
Officers:	33	69
Enlisted Men:	160	796

(B) Recreation.

1. The following activities for Welfare and Recreation were available during this period:

a. A daily newspaper, the Bairoko News, was distributed to ships in the screen with the guard mail trips.

b. The crew's library was open each evening until taps.

c. Eight (8) movies were shown on the hangar deck.

(C) Divine Services:

1. Protestant Morning Devotions were held each morning at 0740. Catholic Rosary was said each day at 1605 in the crew's library. Bible Classes met three times a week at 1900.

2. Sundays, 31 May and 7 June, Protestant Divine Service was held in the crew's library at 0900, followed by Catholic Rosary.

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(D) Casualties - Personnel.

1. There were no personnel casualties due to enemy action.

2. Only two (2) injuries occured which are worthy of note. The first was a crushed terminal phalynx of the left thumb which resulted from a man trying to lower a bomb cart into the catwalk without assistance. The other injury resulted when a man's foot was run over by the port wheel of an F4U. No bones were broken, but soft tissue damage was moderate. A return to full duty is not expected for approximately three (3) weeks.

(E) Casualties - Material.

1. Engineering.

a. Main Propulsion, Auxiliaries and Electrical Equipment.

(1) Developed minor leaks in four handhole plugs on the economizer header of No. 3 boiler. Temporary repairs were effected underway, using sheet asbestos gasket material which proved satisfactory. No other casualties occured to main propulsion plant, auxiliaries or electrical equipment during this operation. Routine maintenance and upkeep was accomplished underway.

b. Damage Control.

(1) No damage or failures occured.

c. Electronics.

(1) DBF-1 VHF direction finder: The output voltage from the AN/URD-2 Antenna assembly used with the DBF-1 direction finder was determined to be low, indicating that the gonimometer driving motor, B-401, was running below its rated RPM. Being unable to obtain a floating crane, due to weather conditions in port, in order to reach this otherwise inaccessible antenna for repairs, this equipment was inoperative during the operating period.

(2) AN/SPS-6D: Air Search Radar: Due to a defective short pulse forming network 2103, the magnetron output current is limited to seven (7) milamperes. The operation of the radar is satisfactory in long pulse. However, this condition is considered very critical since the long pulse is formed by a segment of the network 2103.

PART VI - COMMENTS AND RECOMMENDATIONS

(A) Operations Department.

1. Air Operations.

a. Total daily sorties were limited by the inadequate number of pilots attached to VMA-312. The patrol began with twenty three (23) pilots available, and ended with nineteen (19).

b. A total of thirty two (32) aircraft were assigned to JOC TADC for CAS along the Eighth Army Front on the 7th and 8th of June. The weather along the MLR prevented employment of these aircraft. The weather information as a rule tends to be about two (2) hours old when it reaches this Task Unit. It is felt that a more rapid means of transmission, for example the Radar Reporting Net, of weather information in instances such as call CAS would eliminate needless deployment of aircraft.

(B) Air Department.

1. The second period on the line for the ship with the squadron embarked marked the last time on the line for the Checkerboard Squadron. Safety on the flight deck was stressed and no personnel casualties, other than two (2) minor ones, resulted.

2. As reported in the last Action Report, the age of the aircraft again caused maintenance difficulties. With the acquisition of four (4) new replacement VHF units, however, the radio maintenance difficulties decreased considerably. The ordnance racks on the aircraft caused loading difficulties for Air Department as well as for squadron personnel. Thirteen (13) aircraft, when originally received on board, were judged incapable by the squadron of carrying certain types of aircraft loading as follows:

a. Thirteen (13) aircraft not capable of carrying a 1000 pound bomb - A premature drop of a 1000 pound bomb from the Mark 8 Mod. 2 center rack during a catapult shot in March of 1953, severely damaged the horizontal stabilizer of the aircraft. This resulted in a RUDM and the discontinued use by the squadron of this rack for a 1000 pound bomb. Mark 51 Mod. 12 racks were ordered as replacements, but as yet, have not been received.

b. Two aircraft not capable of carrying full wing rocket loading - This was traced to wiring difficulties and was corrected by by-passing the present wiring during this period on the line.

c. One (1) aircraft not capable of carrying wing bomb loading - This also was traced to wiring difficulties and was corrected by by-passing the present wiring during this period on the line.

3. The helicopter had more than its share of troubles during this period. Due to outstanding maintenance by the Unit embarked, the helicopter was grounded for approximately one day only during operations. The day before the ship was to sail, the helicopter became operative after being

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ACOG for four (4) days due to the lack of a driven bell assembly. That afternoon, a test flight saw the helicopter again grounded as a main rotor hit a hawk causing replacement of all the main rotor blades. On 4 June, it was found necessary to change the tail rotor gear box and both magnetos. As there were no spare magnetos on board, this necessitated the grounding of the helicopter until the magnetos were cleaned, re-adjusted and tested. It is recommended that all Section Baker allowance material for CVE's operating out of Sasebo be checked carefully to ensure that it is complete.

4. No deck run launches were made during this patrol. Relatively light winds and heavy aircraft gross weights dictated the use of catapults for all launches. The arresting gear and catapult machinery gave trouble-free service during this patrol. Two hundred and forty (240) catapult launchings with an average wind of twenty nine (29) knots resulted in the expenditure of seven (7) bridles. Two hundred and forty four (244) landings were effected with an average wind of twenty seven (27) knots across the deck. Three (3) cross deck arresting pendents were replaced during this patrol.

(C) Supply Department.

1. The Supply Department continued to function at a pace required by the demands of operations on the line. No difficulties were encountered except as noted in paragraph four (4).

2. The following were ACOG at the dates indicated, and all items were received rendering aircraft operational prior to the commencement of oerations 30 May.

Date	Aircraft	Bureau No.	Quantity	Stock No.	Nomenclature
19 May	F4U-4B	62916	1 ea.	R82-CV-VS-52013-2	Wing Assy.
21 May	F4U-4B	62916	1 ea.	R83-CV-VS-34326	Valve
25 May	HO3S-1	123141	1 ea.	R82-SKY-5535061	Bell Assy.

3. The following item which was in short supply the previous operation was obtained prior to 30 May from NDS Sasebo:

30 Ea. "N" Kits with two lugs ea.

These kits were used to attach the droppable fuel tanks to the Corsairs.

4. The aviation supply ship, U.S.S. JUPITER (AVS-8), will meet us on 27 June. Our last replenishment from the JUPITER was on the 14th of May. Reliance for items in short supply was on the "COD" aircraft. It is felt that more frequent replenishment periods from the JUPITER is required or greater use of the "COD" aircraft and the over-burdened communication system will be necessary. Replenishment from the JUPITER after each

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operation would be highly desirable. Depletion of even common items of stock without source of supply is greatly affecting the service which the Supply Department is expected to provide and which it desires to furnish.

(D) Medical Department.

1. Fifteen (15) patients were admitted to sick bay during this period. Forty man-days or approximately 2.7 days per admission were spent in sick bay. The only cases which may have been related were three (3) cases of acute conjuntivitis which improved rapidly on penicillin opthalmic ointment.

2. One patient was received from the U.S.S. HIGBEE (DER-806) via high line for medical observation.

3. Only three cases of venereal disease were diagnosed during this period. One was urethritis acute due to gonococcus, one chancroid, and one non-gonococcic urethritis. Twenty two cases were reported for the previous month. This gives an incidence of 2.1% which is less than 50% of the reported 4.5% average for the fleet.

4. No pilots were grounded for medical reasons.

5. An average of thirty (30) men a day have visited sick call. The majority of complaints are mild upper respiratory complaints.

6. The health and morale of the crew are exceptionally good.

L. T. MORSE

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					1 A/C A		BEARLUND
A2	0600	0750	8	STRIKE	4 A/C B	YC058023	JEWSON
					4 A/C C	CP	OBRIEN
							BEARD
							GAUSE
							ORR
							CLINTON
							VESPER
							PERRY

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B3	0745	0935	2	STRIKE	1 A/C D	XC720288	GRAY
					1 A/C B	TIV	KURFESS
B4	0745	0935	4	TARCAP	1 A/C E	XC695557	COOPER
						GUN POSIT	CONWAY
							GUNNESCH
							STOCUM
C5	0930	1115	2	STRIKE	1 A/C F	XC723258	JEWSON
					1 A/C B	GOV HDQTRS	THOMAS
C6	0930	1115	4	HANCHON	4 A/C E	XD924153	
				RECCO		guns in cave	LUDDEN
							ORR
							VETTER
							BEARLUND
D7	1300	1450	2	STRIKE	1 A/C G	YC280128	LYONS
					1 A/C B	SUPPLIES	OBRIEN
D8	1300	1450	4	STRIKE	4 A/C H	YC226131	MCQUAY
						RR BRIDGE	PERRY
							STOCUM
							GUNNESCH
E9	1445	1635	2	STRIKE	1 A/C G	YB348970	CLINTON
					1 A/C B	TIV	GAUSE
E10	1445	1635	4	STRIKE	4 A/C I	YC4011268	COOPER
						BRIDGE	VESPER
							BEARD
							THOMAS
F11	1630	1815	2	STRIKE	1 A/C B	YB206978	LYONS
					1 A/C G	TIV	KURFESS
F12	1630	1815	4	STRIKE	4 A/C B	YC328157	LUDDEN
							CONWAY
							VETTER
							TOPE

NOTE: 1. Fuel all A/C full internal plus 100 gal. in belly tank.
2. All A/C full MG ammo.

		WEIGHT
AMMO:	A. SAR - 4 260 Frag. DC/ND	14,887
	B. 1 NAP - 6 HVAR	15,340
	C. 1 1000# DC/ND - 2 250# inst/.1	15,310
	D. SAR - 6 100# DC/ND	14,525
	E. 1 500# 0/4-5 - 6 100 inst/.1	15,015
	F. SAR - 100# inst/.1	14,525
	G. SAR - 6 HVAR	14,675
	H. 1 500# inst/.1 - 6 100 # inst/.1	15,015
	I. 1 500# inst/.01 - 6 100# inst/.01	15,015

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WEATHER SUMMARY

Yellow Sea May 31 to June 8 1953

A large low pressure cell covering Manchuria, Korea, Yellow Sea, Japan Sea and the Southern Japanese Islands persisted during the entire operating period. The Polar front remained well to the North of Korea. A quasi-stationary front, oscillating North and South along the South coast of Japan, across the east China sea, and trailing into central China had frequent, and regular, open wave cyclone developments. These open waves traveled along the front at verying speeds (10-30 knots) pushing the front into the Yellow Sea about every other day, causing low ceilings and poor visibility, accompanied with fog patches and occasional rain showers. After the passage of Typhoon "Judy" along the Southern Japanese Islands, 6 June, a weak high pressure cell emerged from the depths of China, bringing clearing skys and unlimited visibility.

The average sky cover was eight tenths. On 1, 7, and 8 June, during daylight hours, the ceiling and visibility were unlimited. There were fog patches five hours 31 May, 15 hours 2 June, 18 hours 3 June, and 14 hours on 6 June. It rained 5 hours, intermittently, on 31 May, 2 hours on 1 June (early morning), and sprinkled early morning 1 June, 4 June and evening of 6 June. The average relative humidity was 93 per cent. The highest daily average was 99 per cent on 2 June and the lowest 95 per cent on 8 June. Except in fog and rain visibility was absolutely unlimited. The highest wind velocity was Southeasr 29 knots on 3 June, and the lowest 2 knots from South on 6 June. The average wind velocity was 13 knots. There was a warm frontal passage at 0400Z and a cold frontal passage at 0900Z 31 May. The maximum temperature observed was 65 degrees and the minimum temperature was 55 degrees. The average daily sea temperature rose from 55 degrees on 31 May to 61 degrees on 7 June. The state of the sea was slight. A low southerly swell was caused from "Judy", otherwise unknown.

Enclosure (2)

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