ORIGINAL

DECLASSIFIED CONFIDENTIAL SECURITY INFORMATION

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

8506

In reply refer to:
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CVE-115/10/A12
Ser: 0127
20 July 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
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Subj: Action Report 5 July through 14 July 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
(2) Weather Summary

1. In accordance with references (a) through (d), the Action Report of Task Unit 95.1.1 for the period 5 July through 14 July is submitted. The Commanding Officer, U.S.S. BAIROKO (CVE-115), was Commander Task Unit 95.1.1 from 2100 5 July until 2100 14 July 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 July 1953 submitted by VMA-332 in accordance with OPNAV INSTRUCTION 3480.1.

PART I - GENERAL NARRATIVE

(A) During the period 5 July through 14 July, the U.S.S. BAIROKO (CVE-115), under the command of Captain EMMET O'BEIRNE, USN, 63251/1310, with Marine Attack Squadron (VMA-332) 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), relieved the Commanding Officer of HMS OCEAN as Commander Task Unit 95.1.1 at 2100 5 July and was in turn relieved of the duties as CTU 95.1.1 by the Commanding

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SECOND-IN-COMMAND 2-AUG 1953

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Officer HMS OCEAN at 2100 14 July 1953. During this reporting period, Task Unit 95.1.1 consisted of the U.S.S. BAIROKO (CVE-115) and a daily minimum of three United Nations destroyers. The following ships operated as part of Task Unit 95.1.1 during the period of this patrol.

HMCS IROQUOIS (DD-217)	U.S.S. CHEVALIER (DDR-805)
U.S.S. BUCK (DD-761)	U.S.S. SOUTHERLAND (DDR-743)
U.S.S. PRESTON (DD-795)	

(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 and 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, Japan at 1500I 4 July in accordance with CTG 95.1 dispatch 030738Z of July 1953. Departure was effected at this time to provide sea room for evasion of Typhoon "Kit" and to insure arrival in the operating area on schedule. At 2100I 5 July, the Commanding Officer U.S.S. BAIROKO (CVE-115) assumed command of Task Unit 95.1.1 which consisted of the U.S.S. BUCK (DD-761), the U.S.S. PRESTON (DD-795) and the U.S.S. CHEVALIER (DDR-805).

(D) Three or four destroyers were in the Task Unit during the major part of the tour and a circular concentric screen was utilized for air operations as well as night steaming. When only two destroyers were available, a bent-line screen was utilized. The Task Unit operated in the vicinity of 37° 20' N. and 124° 55'E.during the patrol retiring southward on completion of each days flight operations. Aircraft of the Task Unit were scheduled to commence air operations against the enemy at 0530I 6 July, however no flights were conducted until 0931I 7 July due to widespread rain, fog and low ceilings throughout area. The air operations schedule provided for fifty six (56) sorties daily, however bad weather usually morning fog, reduced the number of daily missions. Twenty daily sorties were supplied to tactical air controllers along the Eighth Army Front until the failure of both catapults on 10 July necessitated deck launching aircraft without external fuel tanks. External fuel, required for CAS flights to the bombline was sacrificed to facilitate deck run launches, since the relative wind across the deck was usually less than 25 knots. Scheduled daily sorties consisted of TARCAP for CTU 95.1.4, daily reconnaissance of the Han River Estuary and pre-briefed strikes. A reconnaissance of the area north of the Taedong River Estuary to Hanchon was scheduled on alternate days and were coordinated with F-86 Sabre sweeps in this area.

(E) The absence of detailed weather reports from the target area resulted in many strikes attacking alternate targets or conducting armed reconnaissance when low ceilings prevented hitting primary targets.

(F) Increased activity was evident during this patrol on the peninsula southwest of Haeju. This activity consisted of enemy construction of new trenchworks and gun positions, especially along the coastline. It was also noted that bridge reconstruction appears to be a top priority operation in northwest Korea. Daily strikes were sent to the Haeju area and a major effort was made to harass bridge reconstruction. Due to lower ceilings and higher terrain inland the major harassment effect was limited to coastal areas. This patrol was marked by an increase in intelligence information supplied by the First, Second and Sixth Partisan Infantry Regiments. All targets supplied by these units were attacked as time and weather permitted. All Partisan Infantry Regiment's target information was considered to be reliable however, it is felt that the First Partisan Infantry Regiment was the most reliable and certainly the most prompt and accurate in strike evaluation. The most important single agency for target information was the file of photographs received from HMS OCEAN.

(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 summary of damage is based on pilot assessment and reports from Partisan Regiments.

TARGET	DESTROYED	DAMAGED
Small Boats	3	9
Buildings (Troop Positions)	192	25
Warehouses	7	1
Supply Dumps	1	2
Road Bridges	3	3
Gun Positions	2	9
Observation Posts	1	0
Trucks	1	0
Oxen	31	0
Troops	73 WIA	35 WIA

TOTAL CASUALTIES UNASSESSED

(H) Aircraft of this Unit were scheduled for fifty six sorties a day and were airborne from dawn to dusk each day that weather permitted. A summary of hours and sorties is included below:

TYPE	NO. SORTIES	HOURS
CAS *	49	122.6
STRIKES	181	374.1
ARMED RECCO	44	121.6
CAP	9	18.0
TARCAP	22	51.0
PHOTO RECCO	3	8.1
TOTAL:	308	695.4

* This number of CAS sorties represents the number utilized by front line controllers. All other sorties were released to hit pre-briefed targets.

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SECURITY INFORMATION

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PART II - CHRONOLOGICAL ORDER OF EVENTS

4 July

1500I Underway from Sasebo, Japan in accordance with CTG 95.1 dispatch 030738Z of July to relieve the HMS OCEAN in Task Unit 95.1.1 by 2100I, 5 July. High winds and seas caused by the influence of Typhoon "Kit", then southeast of Formosa, necessitated an early departure from Sasebo in order to insure arrival in the operating area on schedule.

5 July

1930I Passed HMS OCEAN and assumed operational control of the U.S.S. CHEVALIER (DDR-805), U.S.S. BUCK (DD-761) and the U.S.S. PRESTON DD-795). Continued steaming at various courses and speeds to arrive in area Nan at 0530I, 6 July 1953 to commence air operations against the enemy.

2100I The Commanding Officer U.S.S. BAIROKO (CVE-115) assumed the duties of CTU 95.1.1.

6 July

0200I The U.S.S. PRESTON was detached to proceed inshore for fuel and to return on completion of fueling.

0530I Air operations scheduled to commence at this time were delayed because of rain and low ceilings in both the carrier and target areas. High winds and seas resulted from the passage of Typhoon "Kit".

1022I The U.S.S. PRESTON rejoined the unit from inshore.

1620I HMCS IROQUOIS joined the unit from Sasebo.

1700I Air operations were cancelled and the Task Unit 95.1.1 retired on a southerly course for the night returning to conduct air operations at 0530I.

7 July

0530I Low ceilings, rain and fog rendered air operations unfeasible. The weather still reflected the passage of Typhoon "Kit".

0610I HMCS IROQUOIS came alongside to transfer mail to the BAIROKO.

0708I U.S.S. BUCK came alongside for mail transfer.

0742I The U.S.S. CHEVALIER came alongside to transfer personnel and mail.

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0931I Launched seven Corsairs. Three Corsairs constituted Thumbtack Five flight which acted as combat air patrol for the Task Unit. Six Thumbtack flight, made up of the remaining four Corsairs, conducted radar controlled bombing (MPQ) in support of the Eighth Army along the bombline.

1118I Launched eight Corsairs. Seven Thumbtack flight of four aircraft attacked troops in a village southeast of Changyon. Three buildings were destroyed and one boat was damaged. Eight Thumbtack flight of four aircraft conducted radar controlled bombing (MPQ) along the Eighth Army front.

1330I Launched thirteen Corsairs. Thumbtack One flight of two aircraft acted as CAP for the Task Unit. Three Thumbtack flight of three aircraft photographed the airstrip at Haeju and a navigation channel east of the island of Yongmae-do in the Han River Estuary. Two photo escort planes scored a direct hit on a road bridge west of Haeju on the return flight. Nine Thumbtack flight of four aircraft attacked a supply dump southeast of Yonan. The area was well covered and because of intense small arms fire no damage assessment was made. Ten Thumbtack flight of four aircraft attacked a salt processing plant and storage area on the Yonan peninsula in the Han River Estuary. Four warehouses were destroyed.

1535I Launched two Corsairs and one TBM COD plane which came aboard one hour previously with passengers and freight from K-6. Eleven Thumbtack flight of two planes escorted the COD aircraft to Point "C" and then acted as TARCAP for TU 95.1.4. This flight badly damaged one boat which was beached west of Chinnampo.

1739I Launched ten Corsairs. Thirteen Thumbtack flight of four aircraft attacked a troop concentration on the northern shore of the Taedong Man near Choppeki Point. Six buildings were destroyed, fires were started and troops were bombed and strafed. Fourteen Thumbtack flight of six aircraft attacked another troop concentration on the south shore of the same bay. This flight also started fires and scored four direct hits on bunkers in the area.

1804I Number six cross-deck pendant parted when engaged by the aircraft piloted by Captain KRUGER. As a result of this accident, the ten airborne aircraft were sent to K-6 for landing.

1700I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

8 July

0530I Adverse weather, fog low ceilings and visibility forced postponement of air operations.

0819I The U.S.S. BUCK closed the U.S.S. BAIROKO (CVE-115) for fueling.

1009I Launched eight Corsairs. All eight aircraft, Three Thumbtack and Two Thumbtack flight, conducted radar controlled bombing along the Eighth Army front.

1052I The U.S.S. CHEVALIER closed the U.S.S. BAIROKO (CVE-115) for fueling.

1454I Launched seven Corsairs. Six Thumbtack flight of three aircraft attacked revettments southwest of Changyon. Damage was not observed because of ground fire. Seven Thumbtack flight of four aircraft hit at targets located southwest of Anak. One gun position and one boat was damaged and four buildings were destroyed in a troop concentration point. Four oxen were killed as a result of strafing attacks.

1531I Launched Eight Thumbtack flight consisting of seven Corsairs. This flight destroyed an observation post and ten buildings west of Anak suspected of housing troops.

1921I Recovered One Corsair and one COD TBM from K-6.

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.

2002I The Task Unit conducted exercise "Saint Barbara" with each ship firing two rounds per barrel of each close range weapon manned. The elapsed times from signal to the first round are as follows:

U.S.S. BAIROKO	1 minute - 08 seconds
HMCS IROQUOIS	1 minute - 50 seconds
U.S.S. CHEVALIER	1 minute - 52 seconds
U.S.S. PRESTON	1 minute - 55 seconds
U.S.S. BUCK	2 minutes - 25 seconds

9 July

0200I HMCS IROQUOIS was detached to obtain mail, fuel inshore and rejoin the Task Unit.

0522I Launched nine Corsairs. One Corsair aborted with engine trouble. One Thumbtack flight of four Corsairs conducted MPQ drops along the bombline under Gundeck control. Two Thumbtack flight of four Corsairs attacked troops in a village west of Changyon. Twelve buildings were destroyed and ten were damaged in this attack.

0535I The U.S.S. SOUTHERLAND joined the Task Unit from Sasebo.

0700I The U.S.S. PRESTON was detached and released from operational control.

0751I Launched seven Corsairs and one TBM COD aircraft. Three Thumbtack flight of four aircraft attacked a village housing troops northwest of Changyon destroying twenty buildings. Four Thumbtack flight of three aircraft attacked troops in a village northwest of Changyon. Six buildings were destroyed in the village. Captain W. E. LINDBERG was killed in action during this flight. The aircraft disentegrated and burned after colliding with the ground, apparently as a result of his failure to pull out from a strafing run. Ground fire was a possible cause.

0930I Conducted gunnery firing exercises. All ships in company fired on balloons released from BAIROKO.

1003I Launched eight Corsairs and recovered one which aborted because of a malfunctioning engine. Five Thumbtack flight of three aircraft conducted MPQ drops under Garlic control in support of the Eighth Army. Six Thumbtack's flight of four aircfaft reported to Satan who controlled the flight for drops in the Choppeki Point area. Six Thumbtack flight was originally scheduled to strike the Haeju air strip and to photograph a navigation channel in the Han River Estuary but weather prevented accomplishment of the mission.

1015I The H-2 catapult retrieving cable parted putting the catapult out of commission.

1032I Recovered Fourteen Thumbtack flight of three Corsairs from K-6. This flight destroyed one large building and killed six enemy troops in an attack upon a troop area northwest of Changyon.

1053I HMCS IROQUOIS rejoined the Unit from refueling inshore.

1229I Launched eight Corsairs. Seven Thumbtack flight of four aircraft attacked a village known to be housing troops south of Ongjin after being released from CAS by Elgin TADC. Fires were started in the village but the extent of damage was unassessed. Eight Thumbtack flight of four aircraft, unable to conduct a Han River Recco because of weather, left a supply area in flames while acting as TARCAP for TU 95.1.4. Launched Nine Thumbtack flight of four Corsairs. This flight was released from CAS and hit targets of opportunity on the Ongjin peninsula destroying one revetted building and closing one cave entrance.

1703I Launched seven Corsairs and recovered one which aborted because of complete hydraulic failure. Eleven Thumbtack flight of three aircraft destroyed five buildings and damaged one gun position in the area west of Anak. Twelve Thumbtack flight of three aircraft attacked troops and revettments on the island of Sunwi-do off the Ongjin peninsula. No damage assessment was made because of low ceilings and visibility.

2000I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

10 July

0530I Fog in the operating area delayed launching of the first scheduled air event.

0744I Launched seven Corsairs at this time. Three Thumbtack flight, of four aircraft, attacked a small supply area north of Haeju. Five buildings were destroyed in the attack. This flight landed at K-6 because of hung ordnance, refueled, re-armed, and returned to the ship via the target area where a bridge and village southeast of Ongjin were attacked. Twenty buildings and the road bridge were destroyed. Four Thumbtack flight of four aircraft attacked troops in a village southeast of Ongjin. Eight buildings were destroyed by this flight.

1004I Launched eight Corsairs. Five Thumbtack flight, of four aircraft conducted MPQ drops along the Eighth Army front under the control of Garlic TACP. Six Thumbtack flight of four aircraft destroyed one building and damaged one road bridge south of Yonan.

1223I Launched one Corsair to escort one COD TBM to K-6. Further launchings were cancelled due to two pump failures in the H-4 catapult. Light winds prohibited deck launches at this time.

1453I Partial repairs were effected to the H-4 Catapult and eight Corsairs were launched. One aircraft aborted because of a malfunctioning engine. Nine Thumbtack flight of four aircraft reported for CAS, but struck its pre-briefed target when released by Elgin TACC. A cluster of villages housing troops north of Yonan was attacked and a total of eleven buildings were destroyed. Ten Thumbtack flight of three aircraft attacked troops in a village south of Hanchon and destroyed ten buildings. Moderate, accurate 37MM and 20MM flak was encountered in the attack.

1704I Launched nine Corsairs. Eleven Thumbtack flight, of four aircraft, attacked three targets south of Changyon. The first, troops in a village, was well covered, destroying eleven buildings and damaging thirteen more. The second target, a gun position in a cave, was hit with HVAR's. Four more buildings were destroyed and direct hits on trenches were made with the remaining ordnance. Twelve Thumbtack flight of five aircraft hit the island of Sunwi-do. One gun position was damaged, eight buildings destroyed and fifteen damaged on the island.

2000I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

11 July

0527I Launched four Corsairs. One Thumbtack flight, of four aircraft, conducted a MPQ bomb drop along the Eighth Army front and proceeded to K-6 for landing. These four aircraft, plus one replacement aircraft, conducted drops controlled by Satan TADC on the return flight to the Task Unit. These drops were upon the island of Yuk-to in our assigned target area.

0802I Launched Four Thumbtack flight of four Corsairs. This flight strafed a village housing troops slightly south of Chinnamp'o. No damage assessment was made because of haze and low ceilings.

0828I The U.S.S. SOUTHERLAND closed the U.S.S. BAIROKO (CVE-115) for fueling.

0925I Launched seven Corsairs. Five Thumbtack flight of four aircraft and Six Thumbtack flight of three aircraft conducted armed reconnaissance missions throughout the target area. No targets were attacked by these flights.

1117I Launched Seven Thumbtack flight of three Corsairs. The flight attacked enemy emplacements on the island of Ku-do in the Haeju Bay. A trench area was well covered by strafing and one command post was left aflame.

1310I Launched Nine Thumbtack flight of four Corsairs. The flight conducted an armed reconnaissance of the west coast from Haeju to Cho-do. The flight killed five oxen by strafing in the area east of Point "X-Ray".

1334I Launched Ten Thumbtack flight of four Corsairs. This flight conducted an armed reconnaissance in the Haeju Bay area and strafed two villages housing troops.

1407I The U.S.S. BUCK closed the U.S.S. BAIROKO (CVE-115) for fueling.

1517I Launched Eleven Thumbtack flight of five Corsairs. This flight attacked a supply area south of Changyon inflicting moderate damage.

1654I Launched Thirteen Thumbtack flight of five Corsairs. This flight strafed a command post located west of Ongjin.

1726I Launched Fourteen Thumbtack flight of three Corsairs. This flight strafed gun positions south of Changyon inflicting moderate damage.

1937I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

12 July

0130I HMCS IROQUOIS was detached to fuel inshore and to pick up mail for the Task Unit.

0558I Launched eight Corsairs. One Thumbtack flight of four aircraft attacked a road bridge and a village housing troops in the area northeast of Haeju. The road bridge was destroyed and the village was left aflame. Two Thumbtack also attacked a village housing troops southeast of Changyon destroying three buildings.

0740I Launched eight Corsairs. Three Thumbtack flight of four aircraft attacked barges in Haeju bay. Four barges were strafed and two were assessed as destroyed. Four Thumbtack flight of four aircraft destroyed one supply building west of Haeju. Four oxen were killed by strafing attacks.

0941I Launched five Corsairs. Five Thumbtack flight of two aircraft attacked troops in a village northwest of Anak destroying six buildings. Six Thumbtack flight of three aircraft conducted a reconnaissance of the Taedong River Estuary. Three oxen were killed during the flight.

1053I HMCS IROQUOIS rejoined the Task Unit from refueling inshore.

1108I Launched seven Corsairs. Seven Thumbtack flight of four aircraft strafed machine gun positions south of Yonan. No damage assessment was made because of ground fire. Eight Thumbtack flight of three aircraft attacked troops in a village and supply buildings south of Changyon. Major damage was inflicted on a warehouse and one building was destroyed.

1252I Launched six Corsairs. Nine Thumbtack flight of four aircraft attacked a village housing troops west of Ongjin and a bridge in the same area. The bridge and three buildings were damaged in the attack. Ten Thumbtack flight killed one oxen while making a reconnaissance of the area surrounding Yonan.

1324I Recovered one TBM COD from K-3.

1355I The U.S.S. BUCK was detached to proceed on a special mission involving electronic countermeasures (Passive).

1440I Launched seven Corsairs and one TBM COD. Eleven Thumbtack flight of four aircraft hit at storage dumps south of Changyon destroying three buildings. Two oxen were killed on the return flight. Twelve Thumbtack flight originally of three, but one Corsair aborted, made photographic runs of the Taedong Estuary.

1628I Launched seven Corsairs. Thirteen Thumbtack flight of three aircraft attacked caves and troops southwest of Yonan possibly destroying the cave. Fourteen Thumbtack flight of four aircraft conducted an armed reconnaissance of the Ongjin peninsula.

1745I Launched six strike Corsairs and one Corsair for K-6. Fifteen Thumbtack flight of six aircraft attacked an observation post west of Ongjin. No damage assessment was made because of low ceilings and ground fire.

2000I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

13 July

0531I Launched eight Corsairs. One Thumbtack flight of four aircraft attacked its primary target, a road bridge northwest of Haeju, under a five hundred foot overcast. No damage assessment was made. Two Thumbtack flight attacked a village housing troops northeast of Changyon destroying two buildings.

0712I Launched six Corsairs. Three Thumbtack flight of four aircraft attacked a road bridge northwest of Ongjin when its primary target was closed in by weather. Slight damage was inflicted upon the bridge. Four Thumbtack flight of two aircraft participated in the attack with Three Thumbtack.

0800I The U.S.S. SOUTHERLAND closed the U.S.S. BAIROKO (CVE-115) for fueling. Fueling was suspended at 0832I to permit recovery of a Corsair with a malfunctioning engine.

0908I Launched eight Corsairs. Five Thumbtack flight of four aircraft conducted an armed reconnaissance of the Ongjin peninsula destroying two buildings in a village housing troops. Six Thumbtack flight of four aircraft conducted radar controlled bombing under the directions of Satan TADC located on Paengnyong-do.

0920I The U.S.S. BUCK rejoined from special mission.

1136I Recovered Five and Six Thumbtack flights and suspended flight operations because of low ceilings and visibility in the target area. Recovered a two Corsair strike from K-6. This flight jettisoned due to poor weather.

1310I The U.S.S. BUCK closed the U.S.S. BAIROKO (CVE-115) for fueling.

1357I The U.S.S. SOUTHERLAND closed the U.S.S. BAIROKO (CVE-115) to complete its fueling.

1552I Launched eight Corsairs. Thirteen Thumbtack flight of four aircraft was unable to reach its pre-briefed target because of rain, fog and low ceilings in the area. This flight attacked a village housing troops destroying nine buildings. Fourteen Thumbtack flight of four aircraft attacked gun positions in the Haeju Bay area, two 37MM emplacements were damaged.

1735I Launched ten Corsairs. One Corsair aborted because of engine trouble, and one Corsair acted as CAP. Fifteen Thumbtack flight of three aircraft destroyed four buildings south of Yonan. Sixteen Thumbtack flight of five aircraft completely destroyed a supply area near a village south of Yonan. Large fires were started and two secondary explosions occurred.

2000I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

14 July

0216I Detached the U.S.S. BUCK to proceed inshore for mail.

0530I Flight operations were cancelled because of fog, low ceilings and rain in both the carrier and target area.

1203I The HMCS IROQUOIS was detached to CTU 95.1.2.

1400I Prepared to launch all available aircraft for CAS support of the Eighth Army in answer to a request from JOC.

1508I Launched eight Corsairs, One Thumbtack and Two Thumbtack flights for CAS along the Eighth Army front.

1633I Launched eight Corsairs, Three Thumbtack and Four Thumbtack flight for CAS along the Eighth Army front.

1840I Recovered One Thumbtack flight. Two Thumbtack proceeded to K-6 for landing.

1922I Recovered Three Thumbtack flight. Four Thumbtack landed at K-6.

The sixteen CAS sorties supplied along the Eighth Army front were launched, flew about three hours and made their MPQ drops under instrument conditions. Eight of these aircraft returned to the ship and made a radar controlled letdown.

2000I Task Unit 95.1.1 retired on a southerly course to effect rendezvous with HMS OCEAN.

2000I Detached the U.S.S. BUCK and the U.S.S. SOUTHERLAND to proceed independently and await rendezvous instructions from the HMS OCEAN.

0045I Passed the HMS OCEAN and continued to proceed independently enroute Yokosuka.

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.

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

a. Guns.

(1)	Failure to extract	- 1
(2)	Link jams	- 3
(3)	Charger brackets broken	- 2
(4)	Faulty timing and headspace	- 3
(5)	Bad solenoid	- 1
(6)	Ruptured cartridges	- 5
(7)	Ammunition snagged feedway	- 2
(8)	Feeder mechanism trouble	- 3
(9)	Oil buffer closed	- 1
(10)	Failure to withdraw	- 1
(11)	Faulty chargers	- 7
(12)	Wire broken at canon plug at solenoid	- 2

b. Rocket.

(1)	Pigtails blown out	- 7
(2)	Pigtails broken	- 2
(3)	Duds	- 7

c. Bomb - Center Load.

(1)	Dud (armed solonoid failure)	- 1
(2)	500# GP dropped manually - sway braces to tight	- 1
(3)	Napalm tank hung up - caught in rear hook twisting shackle - came off on landing at K-6. Bridal caught tank on take off twisting shackle.	- 1

d. Bombs - outer panel.

(1)	100# GP failed to release from Mk-55 rack - faulty rack.	- 1

(B) Amunition Expenditures.

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

BY VMA-332 AIRCRAFT

1000# GP	3
500# GP	166
250# GP	6
260# Frag.	12
100# GP	928
Napalm	15
5" HVAR	464
20MM Ammo.	40,200 Rds.
50 Cal. Ammo.	34,425 Rds.

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage.

1. None to vessel.

2. One aircraft was lost presumably to small arms fire. The Corsair desintegrated upon collision with the ground and burst into flames.

(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 unit inflicted the following damage on the enemy.

TARGET	DESTROYED	DAMAGED
Small Boats	3	9
Buildings (Troop Positions)	192	25
Warehouses	7	1
Supply Dumps	1	2
Road Bridges	3	3
Gun Positions	2	9
Observation Posts	1	0
Trucks	1	0
Oxen	31	0
Troops	73 KIA	35 WIA

TOTAL CASUALTIES UNASSESSED

PART - PERSONNEL PERFORMANCE AND CASULTIES

(A) Personnel.

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

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

	VMA-332	BAIROKO
Officers:	42	68
Enlisted Men:	186	814

(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.

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

c. Movies were held nightly on the mess deck and in the Wardroom.

(C) Divine Services:

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

2. Sunday 5 July and 12 July Protestant Divine services were held in the crews library at 0900, followed by Catholic Rosary. Latter Day Saints service was held at 1400 in the library.

(D) Casualties - Personnel.

1. One pilot was lost to enemy action during this patrol. Captain W. E. LINDBERG was killed when his aircraft failed to recover from a low altitude strafing run. Due to presence of enemy troops it is assumed that the pilot, aircraft, or both were hit by small arms fire. The aircraft collided with the ground in a level flight position at approximately 300 knots and disintegrated before coming to rest. There was no possibility of pilot's survival.

(E) Casualties - Material.

1. Air Department.

a. No. 4 arresting gear engine purchase cable: This purchase cable, on the 87th landing, snapped 25 feet from the port poured fitting on the second landing for this engine of the day. The aircraft was arrested by the barrier. Upon visual check, no cause for breakage was found. Ship's force re-reeved the No. 4 engine on both small and large sheaves, poured fittings and tested.

b. H-2 Catapult expansion tank fitting: The top of the expansion tank, which is threaded on to the main body of the tank on the forward buffer, carried away after 2,317 launchings. Silver solder repairs by ship's force proved to be satisfactory.

c. H-2 Catapult retrieving cable: The retrieving cable snapped between the cable tensioner and the fixed crosshead on the buffer assembly. This was the 632nd launching on this cable and the indicator card showed a normal shot. This discrepancy will be repaired during yard availability in Yokosuka.

d. H-4 Catapult union nut on the composite valve return line: The union nut on the composite valve return line sheered into two parts after serving for 3,534 launches. Silver solder repairs by ship's force proved to be adequate.

e. H-4 Catapult, No. 2 oil gear pump: After 3,538 launches number two oil gear pump went out of commission due to the fact that effective pumping action could not be maintained above 1300 psi.

f. H-4 Catapult, No. 1 oil gear pump: After 3545 launches, number one oil gear pump went out of commission due to the fact that effective pumping could not be maintained above 1700 psi. Both number one and two oil gear pumps will be replaced in Yokosuka during yard availability.

2. Engineering.

a. Main Propulsion, Auxiliaries and Electrical Equipment.

(1) None.

b. Damage Control.

(1) None.

c. Electronics.

(1) The YE-3 Radio Beacon was inoperative during the last two days of operations. The transmission line to the antenna was determined to be shorted between the Barco Rotary Joint and the antenna. The antenna and antenna drive shaft will have to be lifted to effect repairs. During our period of restricted availability this in-port period the antenna will be lifted and repairs will be effected with the assistance provided by COMSERDIV-31.

(2) The SP Radar was inoperative again this cruise due to the antenna hunting in train and the nutator drive motor being overloaded. Pending receipt of required parts repairs will be effected with the assistance of METU service engineers during the forth-coming in port period.

(3) The DBF-1 Radio Direction Finder was inoperative again this cruise due to goniometer drive motor being inoperative. This motor was requested by priority "B" requisition No. CVE-115/6444-53(s) dated 1 June 1953 with DDD of 16 June 1953. The motor is scheduled for air shipment to the BAIHOKO from NSC Oakland in accordance with Commander Service Division-31 message 081217Z of June 1953.

(4) The AN/SPS-6B Radar was unreliable due to frequent failure of TR Tubes. Four TR Tubes had to be replaced during a period of twelve days operation. METU engineers and ships maintenance personnel were unable to determine the cause of the TR Tube failures prior to leaving port, however temporary repairs have been affected and further assistance has been requested from the METU unit in Yokosuka.

PART VI - COMMENTS AND RECOMMENDATIONS

(A) Operations Department

1. Air Operations.

a. Five CAS missions were furnished daily from the beginning of this patrol until 10 July when casualties to both catapults necessitated deck launching the majority of all flights. Relative wind conditions were such that aircraft weights had to be reduced. Therefore, in order to retain the maximum effective ordnance load, the external fuel load was sacrificed. The internal fuel capacity of the Corsairs limited the radius of action to a point where assignment to CAS was impracticable. Accordingly aircraft were assigned targets within an acceptable range in order to fully and effectively utilize all sorties.

2. C.I.C.

a. Radar conditions encountered were exceptional. Ducting effect due to temperature inversions enabled tracking of surface contacts at ranges of 35-40,000 yards and air contacts up to 80 miles when aircraft altitudes were less than 5,000 feet. IFF return could be held consistently at 100 miles. During periods when air operations were suspended, individual and team training exercises were conducted.

b. Calibration difficulties with the ECM receivers reduced the effectiveness of intercept search during the patrol. Several contacts were made both while EMCON orders were in effect and also during periods of maximum radar operation in the Task Unit, however, all were evaluated as friendly.

c. The U.S.S. BUCK (DD 761) was detached 121400I to proceed on a special ECM mission along the West Coast of Korea from Chinnamp'o to Cholsan. Excellent results were obtained and a complete report was submitted by the BUCK to ComNavFe.

3. Communications.

a. When the BAIROKO first took station "on the line" off the West Coast of Korea as CTU 95.1.1, there were few communication personnel who had previous experience or prior knowledge of communications peculiar to this area. It was originally felt that a two section watch was in order to handle the traffic load adequately, but it was soon learned that morale and efficiency would be impaired thereby. Once a three section watch was placed in effect, most personnel problems were eliminated and a renewed interest and enthusiasm was evinced. Strikers were given every opportunity to qualify in standing circuit watches and by regular rotation a remarkable flexibility was achieved. Recent graduates of the ComFair Hawaii radio school demonstrated the greatest overall improvement and quickly qualified as competent circuit operators. This radio school has done a thorough and commendable task in rapidly training interested candidates to fill the gaps left by the release of qualified rated reservists and the general service-wide shortage of radiomen.

b. The switch-over from copying Radio Guam Fleet Broadcast to HongKong FE was accompliched with little difficulty. Although traffic moves at a fast pace of 25-30 words a minute on the latter broadcast, most radiomen were able to copy it solid in a short time. Inexperienced men were used to "back up" the circuit until sufficiently proficient to take over. Considerable difficulty has been encountered on the JOC-5th Air Force CW net, which CTU 95.1.1 guards for all the surface Naval units on the West Coast of Korea. It is understood that the U.S. Air Force has gone over to radio teletype almost entirely as the primary medium of communication, and if this is true, it would explain why there are few qualified CW operators controlling this net. Generally traffic moves slowly and there are many requests for repetitions, corrections, etc. HMS OCEAN which acted as CTU 95.1.1 when the BAIROKO was rotated to port, usually assigned three or four radiomen to handle the ship's traffic for JOC at Seoul. This solution appears to be an adequate one, and were the BAIROKO to have more than one remaining tour of Korea duty, serious consideration would be given to instituting a similar program. In the long run it would result in increased efficiency and speed in delivery of messages to and from the Task Unit.

c. Prior to the BAIROKO's first appearance off Korea this year, an increase in CSP-2900 allowance was received, this increase in itself contributed considerably to the rapidity with which outgoing messages were encrypted and check-decrypted, and incoming coded traffic processed and disseminated within the ship. No crypto repair man is aboard, although one is presently finishing this school shortly and will return to the ship.

It is almost imperative in such cases that two machines be always operable, and therefore, the extra machine came in quite handy. At all times two machines were being used, and if the situation warranted, which was rather often, all three were operated, it is recommended that all CVE's and CVL's be permitted this extra CSP-2900 before assuming CTU 95.1.1 in Korean waters, if no crypto repair man is aboard.

d. Classified ship movements constituted a large percentage of the incoming coded traffic handled by the crypto-board. In most cases this information, which was either a reencryption or readdressal of the individual ship's movement report by MRO Tokyo, was of only slight interest to CTU 95.1.1. Generally ships proceeding to the West Coast Op Zone reported to commanders of Task Units East of the area in which CTU 95.1.1 operated and were not sighted. In view of the already overloaded Navy communication circuits it is felt that were this information more stringently restricted to commands that "needed to know", other vital and more important traffic could be delivered more expeditiously and accurately.

4. General.

a. This patrol was marked by a general improvement in performance by all units involved. The squadron, VMA-332, continued to display an increased proficiency in all aspects of operations. Screening ships conducted maneuvers expeditiously and smartly. Especially commendable was the sound knowledge of seamanship displayed in fueling and high-line transfers. The practice of rotating the Screen Commander assignment daily is considered to be sound for it not only provides training but creates an added interest in the normally routine screening maneuvers.

(B) Air Department.

1. This period on the line was an extremely difficult one for the Air Department. Casualties to both catapults caused frequent improvisations, ordnance load changes, spot changes, etc. On 9 July, the retrieving cable snapped on the H-2 catapult placing it permanently out of commission. On 10 July, numbers one and two oil gear pumps on the H-4 catapult went permanently out of commission causing the launching interval to be greatly increased. On 11 July, to decrease this interval and to ease the strain on the catapult, the decision was made to deck-launch part of the aircraft. A total of 97 deck launches were made as follows:

11 July	Deck Launched	- 35	Catapulted	- 4
12 July	"	"	- 40	"	-16
13 July	"	"	- 22	"	-18
14 July	"	"	- 0	"	-16

2. Weather condition varied from barely 21 knots of wind across the deck to a period when bare steerage way gave forty knots of wind across the deck. The minimum wind encountered almost resulted in the two-blocking of the arresting gear on one landing and the maximum wind together with wet and slippery decks prevented deck launching aircraft on a separate occasion. There were three barrier crashes and one aircraft received strike damage when a slightly wheels-first landing during low wind conditions resulted in a badly wrinkled fuselage.

3. Marine Air Attack Squadron VMA-332 on their second tour on the line found routine air operations aboard ship a great deal easier with greatly improved aircraft maintenance and ordnance loading. Hydraulic troubles were the major maintenance difficulty, as twelve complete hydraulic failures required emergency measures to lower wheels and flaps. The squadron, to alleviate this, asked for an increase of two hydraulic repair personnel to supplement their maintenance force.

4. Three replacement aircraft were received while on the line, one to replace the aircraft lost in action and two to replace the wrinkled fuselage and one barrier crash. This resulted in a total of twenty six aircraft assigned the last two and one-half days on the line. In spite of the various difficulties encountered, this period on the line resulted in approximately one hundred more missions performed than the previous period on the line and approximately fifty more than any other period on the line. The increased number of missions enabled the squadron to develop their carrier landing proficiency to a high degree especially in the latter days of this period.

5. Helicopter.

a. The helicopter BuNo. 123139 went out of commission on 8 July. After the main rotors were unable to be engaged, an investigation disclosed that two metal particles, one roller and a piece of retaining ring, were in the oil sump drain. This helicopter had been received on 14 June to replace the former helicopter transferred to the U.S.S. BREMERTON, and had been flown 34 hours by the Unit based aboard, before the casualty occurred.

6. During this period of operations the flight deck crews performed in an exceptionally capable manner in spite of the various difficulties encountered. The casualties to the catapults required frequent departure from the established routine in order to make the scheduled flights. At times, it was necessary to change the ordnance load just prior to the launch in order to make satisfactory deck launches with the changing wind conditions. A maximum effort was required on the part of all flight deck personnel, including squadron, ordnance, catapult and arresting gear crews to make operations successful in spite of the adverse conditions encountered. The necessary changes were carried out expeditiously with a high degree of safety and with exceptionally high morale.

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EO:PDM:ss
CVE-115/10/A12
Ser: 0127

(C) Navigation

1. During day operations in area Nan, Radar navigation bearings were used primarily. At such times as visibility permitted, visual bearings were obtained on islands in the Sir James Hall group. However, with extremely light and variable winds during most of the cruise, it was not always feasible to approach the above islands sufficiently close to permit visual observations. During the entire ten day period, celestial observations of stars could be obtained on only two occasions; either the skies were overcast, or the horizon was not suitable because of restricted visibility. Due to the relatively flat sea bottom, the fathometer was of little use in navigation.

2. For night steaming, a track was used which avoided the usual traffic lanes. As a general rule two course changes were scheduled for the night, with a one-hour cross leg, so that it would not be necessary to traverse the same water. Course changes were scheduled at times other than those in which watches would be relieved. While LORAN was not generally reliable in the area, the period from about midnight to 0430 was found to be the best, and half-hourly observations were made during these hours each night.

(D) Supply.

1. Aviation stores were obtained from the Aviation Supply Ship U.S.S. JUPITER during our last period at Sasebo. This replenishment eliminate most of our current avaiation shortages and resulted in a greater number of stores being available for the Squadron and Air Department.

2. The ACOG Report is as follows:

Date	Aircraft	Bureau No.	Stock Number	Nomenclature
7-5-53	F4U-4B	63060	R83-CV-VS-48948	Valve Assy.

The above part was received on 8 July 1953.

(E) Medical.

1. While on the line this period there were only nine admissions to the sickbay with a total of 49 sick days.

2. Venereal disease continues to be the largest medical problem. There were only six cases of urethritis due to gonococcus and no chancroid during this period but the number of chronic cases of non-gonococcal urethritis is steadily increasing. One man developed a mild reaction with hematuria to sulfadiazene. The hot humid weather with associated excessive perspiration increases the hazard of the use of sulfa drugs but sulfadiazene remains the drug of choice for a new case of urethritis not due to gonococcus.

3. On 14 July a patient with jaundice was transferred to this activity from the U.S.S. SOUTHERLAND. The patient is thought to have received an injection of some drug ashore and been infected by the use on a nonsterile needle. The patient will be transferred ashore upon our arrival in port.

[redacted]

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[redacted] SECURITY INFORMATION

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4. The only casualty was on 9 July when Captain W. E. LINDBERG was presumed to have been hit by small arms fire and was seen to crash in enemy territory. Observers relate there was no possibility for the pilot to have survived.

5. The morale and health of the crew are excellent.

EMMET O'BEIRNE

[redacted] SECURITY INFORMATION

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DISTRIBUTION LIST

CNO	2 Advance
CTG 95.1	8
CTF 95	2
CINCPACFLT	2 Advance
CINCPACFLT EVALUATION GROUP	1
COMNAVFE	1 Advance
COMNAVFE EVALUATION GROUP	1
COMSEVENTHFLT	1 Advance
CTF 77	1 Advance
COMAIRPAC	5
COMSERVPAC	1
COMFAIRJAPAN	1
NAVAL WAR COLLEGE	1
COMCARDIV-15	1
COMCARDIV-17	1
CO, FAIRBETUPAC	2
COMMARCORPS	1
CG, AIRFMFPAC	1 Advance
CG, FMFPAC	1 Advance
CG, 1st MARAIRWING	1
CO, VMA-332	1
CO, U.S.S. RENDOVA (CVE-114)	1
CO, U.S.S. BADOENG STRAIT (CVE-116)	1
CO, U.S.S. POINT CRUZ (CVE-119)	1
CO, U.S.S. BATAAN (CVL-29	1
COMNOTS INYOKERN	1
CO, MAG-12	1
PARTICIPATING DESTROYERS	1 Each

[redacted]

SUNRISE 0531

AIR OPERATIONS SCHEDULE
14 July 1953

SUNSET 2004

~~DECLASSIFIED~~

EVENT	LAUNCH	RECOVER	COMP.	MISSION/TARGET	AMMO	PILOT
A1	0645	0815	4 A/C	STRIKE RR BRIDGE YC408126	3 A/C A 1 A/C B	AILEN WHITESIDES BEEGHLY SIMMON
A2	0645	0815	4 A/C	STRIKE ROAD BRIDGE XC962015	4 A/C C	LUDDEN SLEE PETERSON DE BONDT
B3	0800	1000	4 A/C	HANCHON RECCO TIV XD992231	3 A/C D 1 A/C B	MC QUAY JONES HAIDT BROWN
B4	0800	1000	4 A/C	STRIKE STORES YC617146	4 A/C C	KURFESS BEASLEY MOSS HEWLETT
C5	0945	1145	4 A/C	TARCAP GUN POSIT XC768714	3 A/C A 1 A/C B	BERTELING CAREY VEACH LIPETZKY
C6	0945	1145	4 A/C	STRIKE REVETTMENTS XC926609	4 A/C C	BEARLUND LAWSON KRUGER LOVELACE
D7	1130	1330	4 A/C	STRIKE STORES YC313295	3 A/C A 1 A/C B	AILEN WHITESIDES LAWRENCE SIMMON
D8	1130	1330	4 A/C	STRIKE ROAD BRIDGE YC358549	4 A/C C	LUDDEN SLEE HUME MC LENON
E9	1315	1515	4 A/C	HAN RECCO GUN POSIT BS603916	3 A/C A 1 A/C B	WARD CLARK GEEGHLY [illegible]
E10	1315	1515	4 A/C	STRIKE TIV BS466889	4 A/C C	MC QUAY JONES HAIDT BROWN
F11 *	1500	On Arrival	4 A/C	STRIKE ROAD BRIDGE YB273969	3 A/C A 1 A/C B	BERTELING CLEVELAND O'NEILL EVANKO
F12 *	1500	On Arrival	4 A/C	STRIKE TRENCHES XB995775	4 A/C A	STOCUM LAWSON KRUGER LOVELACE

(Con't next page)

Encl: (1)

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* Aircraft wt. plus 700 lbs.

NOTES: 1. All A/C full internal fuel. F11 and 12 full internal fuel plus 100 gal. in belly tank.

2. All A/C full MG ammo.

AMMO:		WEIGHT
A.	1 500# GP inst/.025 - 6 HVAR	14,465
B.	SAR KIT - 1 500# GP inst/.025 - 6 HVAR	14,520
C.	1 500# GP inst/.025 - 2 100# GP inst/.025	13,875
D.	Napalm - 2 HVAR	14,080

[redacted]

WEATHER SUMMARY DECLASSIFIED 5-14 July 1953

The remnants of typhoon "KIT" entered the Yellow Sea 5 July as a tropical storm moving into the Japan Sea late on the 6th as an extra-tropical system, dragging the Quasi-stationary front well to the Northward, having finally attached itself to it in the Japan Sea. The front was then left lying across central Korea but became weak and diffuse retreating to the Southward slowly as a ridge of high pressure pushed Southwestward across the Japan Sea, Korea, and the Yellow Sea. However, the target area was in general cluttered with low clouds, while the ceiling and visibility was mostly unlimited in the Oboe area from 8-12 July, inclusive, during daylight hours. On 13 July the ceilings began to lower in advance of a low pressure system moving Northeastward from China. The system intensified and enlarged in the Yellow Sea 14 July with accompanied wide spread precipitation and winds of gale force.

The average sky cover was 7/10 with 10/10 coverage the 6th, 13th, and 14th. Intermittent rain, associated with "KIT" ended at midnight 6 July, at which time fog set in, becoming patchy by 0400 and dissipating by 0900. There were fog patches again the morning of the 8th ending by 0700 and patches of fog the morning of 10 July becoming CAVU by 1000. Intermittent rain began the 14th at 0600 ITEM and continued throughout the day. The average relative humidity was 92% and the lowest daily average was 89% on 11 and 12 July. Visibility except in fog and rain, was 8 miles or better. The maximum wind observed was 35 knots from the East on 6 July, and there were gusts to 35 knots again on 14 July from the South. It was calm at mid day on the 11th and 12th, with the average for those two days being 6 knots. Fronts associated with the lows are diffuse and ill defined at the surface. It is assumed that the lows moving out of China are more tropical than extra-tropical until entry into the Japan Sea. The maximum temperature observed was 81 and the minimum 68. The average sea temperature rose from 67 to 74 during this tenure. The state of the sea was very rough 5, 6, and 14 July, otherwise moderate to calm.

Enclosure (2)

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