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U.S.S. BADOENG STRAIT (CVE-116)
c/o Fleet Post Office
San Franci[redacted]lifornia

CVE116/HWP/jd
A16-13/30
Ser: 006

DECLASSIFIED 20 FEB 1953

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From: Commanding Officer, U.S.S. BADOENG STRAIT (CVE-116)
Commander Task Unit 95.1.1
To: Chief of Naval Operations
Via: (1) Commander Task Group NINETY-FIVE POINT ONE
(2) Commander Task Force NINETY-FIVE
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report 11 January 1953 through 21 January 1953; submission of

Ref: (a) Art 0705 Navy Regulations
(b) OpNav Inst 3480.4
(c) CinCPacFlt Inst 3480.1A
(d) CTG 95.1 OpOrder 2-52

Encl: (1) Sample Air Schedule
(2) Aircraft Usage and Availability; Chart of
(3) Rocket Barrier Diagram

1. In accordance with references (a), (b), (c), and (d) the action report of the Task Unit 95.1.1 for the period 11 January through 21 January 1953 is submitted herewith. The Commanding Officer, U.S.S. BADOENG STRAIT was Commander Task Unit 95.1.1 from 2100 on 11 January until 2100 on 20 January of this period.

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 expenditure.

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. Greater detail with respect to aircraft performance may be obtained by referring to VMA-312 Type "B" Report Command Diary for December 1952 and January 1953.

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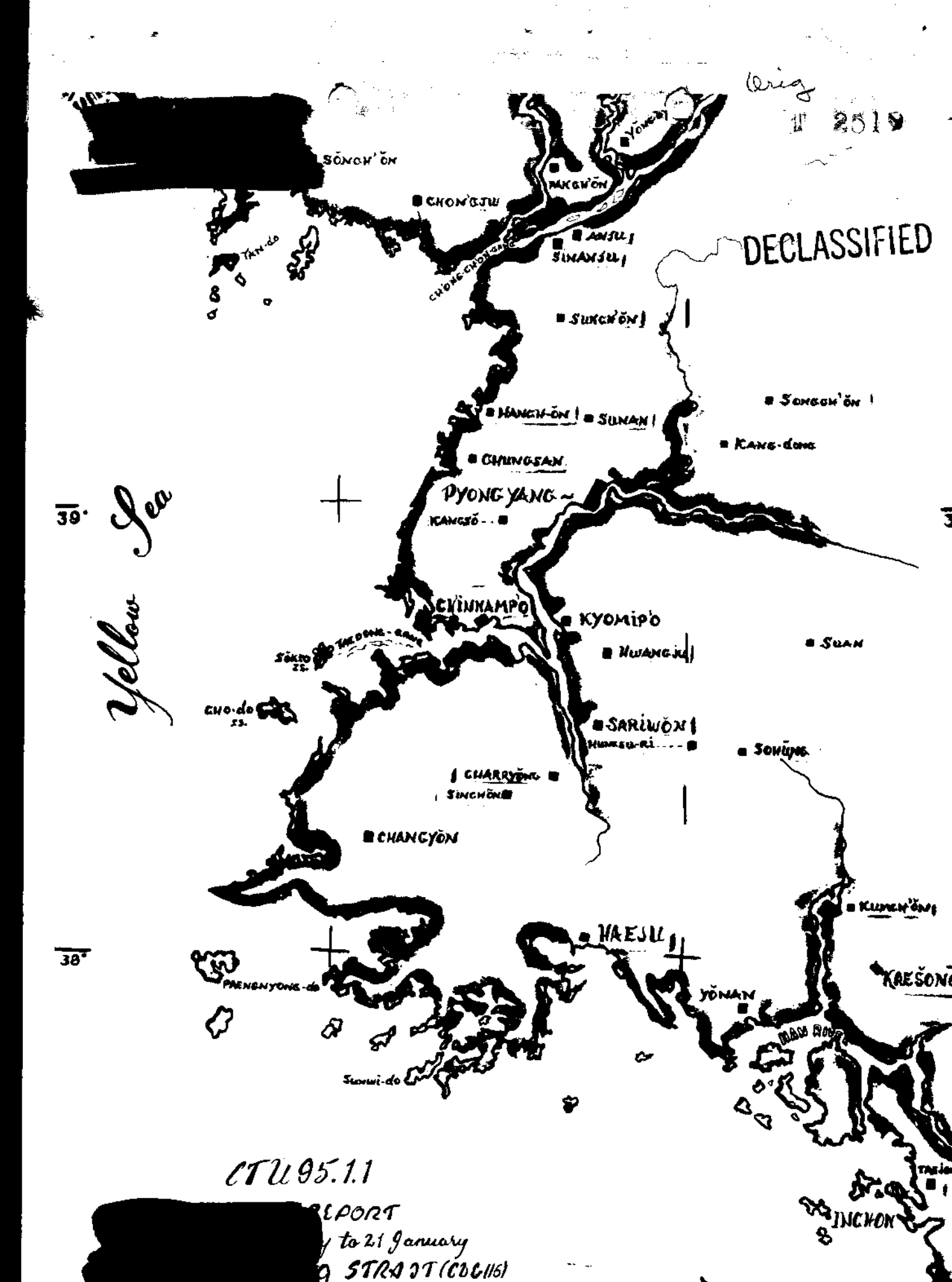

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CHON'GJU
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TAN-do
CH'ONG-CHON-GANG
SUKCH'ŎN
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SUNAN
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CHUNGSAN
PYONG YANG
KANGSŎ
39°
Yellow Sea
CHINNAMPO
KYOMIP'O
HWANGJU
SUAN
SŎKTO IS.
TAEDONG-GANG
CHO-do IS.
SARIWŎN
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38°
PAENGNYONG-do
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CTU 95.1.1
[redacted]EPORT
[redacted] to 21 January
[redacted] STRAIT (CDG 116)

GENERAL NARRATIVE

A. During the period 11 to 20 January 1953, the USS BADOENG STRAIT (CVE-116) with VMA-312 embarked, operated as a part of TU 95.1.1, Carrier Unit, West Coast Blockade and Patrol Group, under the operational control of Commander Task Group 95.1. The Officer in Tactical Command was Captain H. L. RAY, 62691/1310, USN who, for the duration of this patrol, was also OTC, West Coast in accordance with CTG 95.1 Operation Order 2-52. Ships assigned CTU 95.1.1 as screen included the USS ROOKS (DD-804), USS ERBEN (DD-631), HMS CONSORT (D-76), HMS COCKADE (D-34) and HMCS HAIDA (DDE-215). Ships assigned the screen varied from two to three as units were rotated temporarily to CTU 95.1.2 for twenty-four hour periods for night patrols along the enemy held coast line and for replenishing enroute.

B. VMA-312, commanded by Lieutenant Colonel Robert E. CAMERON, 07207, USMC, continued aboard for operations during this period. Planes consisted of F4U-4 and F4U-4B types. At the beginning of the patrol there were a total of 16 aircraft aboard but replacements received on the third and fourth day of air operations raised this total to 24, the authorized allowance. The average number of aircraft aboard for the period was 23. Average availability was 20. Total number of sorties flown during the nine day period was 284 for a total of 637.8 hours. A total of 49.5 hours was over the [illegible] target time. A single helicopter from Helicopter Squadron ONE was aboard as plane guard and flew 44 sorties for a total of 31.4 hours.

C. The general mission of the United Nations Forces operating off the West Coast of Korea is to blockade the coast line and control the sea approaches thereto. This mission is performed by the ships of TU 95.1.2, the Naval Defense Unit; the troops of TU 95.1.5, the Island Defense Unit; and the ships of TU 95.1.1, the Carrier Unit. The Island Defense Unit is a most important portion of this group since it occupies and defends islands fringing the enemy held coastline from the HAN River on the South to the TAEDONG Estuary in the North. These islands are extremely helpful to this Task Unit in providing services for aircraft early warning, air-sea rescue, intelligence, and guerilla action. The tasks specifically assigned the Carrier Unit have been briefed in previous action reports and will not be repeated herein.

D. The BADOENG STRAIT sailed from Sasebo, Japan at 0645I on 11 January 1953 as directed by CTG 95.1 dispatch 090807Z of January. Gunnery firing exercises were conducted in area GEORGE. Shortly thereafter three aircraft temporarily based ashore at Itami Air Force Base for repairs were received aboard. These aircraft were led by Lieutenant Colonel Winston E. JEWSON, 07571, USMC, who reported aboard as the prospective Commanding Officer of VMA-312 for familiarization and requalification in carrier landings. Five replacement aircraft assigned from the USS ESSEX were flown to the ship via Korean air bases but were unable to rendezvous because of weather. These aircraft finally arrived aboard 14 and 15 January 1953. The ship became a part of TU 95.1.1 at 112100I.

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E. In performing its assigned tasks, the Task Unit continued conducting dawn to dusk air operations, operating during daylight in the vicinity of 37°30' North Latitude, 124°E Longitude and retiring southward for the night. However, it was often necessary for the carrier to operate as far North as 38°25' North Latitude to find adequate ceiling and visibility. Normally five deck load launches were made daily at intervals of two hours, with approximately 50 per cent of available aircraft in each launch. A two plane CAP for TU 95.1.1 was assigned in each deck launch, while a four plane TARCAP was provided once each day for the vessel of CTU 95.1.2 stationed in the vicinity of SOKTO Island. All STRIKE groups assigned targets in the CHODO-SOKTO area, however, were briefed to assist CTU 95.1.2 whenever their services were requested.

F. During the first several days of the patrol air operations were hampered by weather. On the twelfth of January northwest winds as high as 38 knots and gusts to 54 with resulting heavy seas precluded air operations for the first time since this vessel commenced operations in the Yellow Sea on 29 October 1952. On the succeeding five days, minimum temperatures during daylight hours ranged from 15° to 22°F. Minor technical difficulties resulting therefrom reduced aircraft availability. Personnel working on the flight deck in this weather found it extremely bitter and were slowed down. Freezing spray and light snow on the flight deck were also a problem, but delayed only one sorties. Thereafter the mercury continued rising until minimum daylight temperatures reached 32°F. on the final day of air operations. The effect of the temperature on air operations can be gauged from the chart of aircraft usage and availability (enclosure (2)) hereto. It should be noted that minimum temperatures are normally experienced during daylight hours since the Task Unit retires to the warmer southern waters at night.

G. Directives from higher authority required this unit to provide general air coverage for troop convoys approaching the INCHON area from the South on 14 January.. Coverage afforded the convoys on this date was very general indeed since frequent snow showers and low ceilings curtailed operations. Three aircraft returning to the ship from K-6 covered the entrance to INCHON harbor during one period of the day. Air operations were resumed in the afternoon when improved weather was found to the North, but low ceilings and visibility continued to preclude air operations in the sea areas to the South.

H. The Task Unit provided immediate assistance to HMS SPARROW on 15 January when she came under fire from shore batteries in the vicinity of HAEJU. Two returning CAP aircraft were diverted to the scene, and provided cover until a four plane STRIKE group arrived with full ordnance loads. Photographs taken indicated that one gun position was destroyed and one gun position and command post damaged by this group and the subsequent STRIKE group which attacked them.

I. The extension of [redacted] ice incident to lowered temperatures demanded increased air support. Twelve planes struck targets south of HAEJU because ice conditions made it difficult for the Frigate operating there to give

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necessary cover to YONGMAE-DO. Close pack ice around SOKTO and CHODO opened the possibility of an overland invasion from the mainland and reduced the ability of surface ships to operate in and cover those areas. Increased reconnaissance of this area was instituted, and all aircraft transiting the area were briefed to establish communication with the ships stationed there and to provide assistance if requested.

J. The difficulties of qualifying pilots for carrier operations in the combat area are illustrated by the experience of the prospective commanding officer of VMA-312 on this patrol. After his initial landing aboard in a pre-frontal rain squall while the ship was enroute to the operating area, he was scheduled for CAP in order to conduct his carrier qualification landings while strike aircraft were away from the ship. Each time this was attempted some unforeseen circumstances of weather, emergency landing, or emergency launch precluded practice landings. After two such attempts, and in view of his excellent carrier landing technique and previous experience, he was assigned regular missions. He returned from the nine days of air operations with nine landings, of which nine were combat sorties. No formal carrier qualification landings were made.

K. On previous patrols a serious effort was made toward selecting targets and then tailoring the ordnance loading on the assigned strike aircraft to attain greatest results. Because of the difficulty of rearming during this patrol in the exceptional cold weather a modification to this system was adopted in an effort to speed up rearmament. For a given period - a full day when practicable - targets of a given type were selected for attack so that a standard ordnance loading could be used with good effect. This system reduced the work load on ordnance crews to a considerable degree, and expedited rearming. It is recommended for adoption where circumstances are appropriate.

L. On retiring from the operating area on the evening of 20 January, a total of 48 fishing vessles were sighted in the prohibited area between latitudes 37° and 36° N in the vicinity of longitude 124° 40' E. This is a large increase over numbers previously encountered and would appear to represent a concerted encroachment on an area reserved for combat operations.

M. At 202100I the BADOENG STRAIT was replaced in TU 95.1.1 by the HMS GLORY relinquished the duties of OTC West Coast, and retured toward Sasebo in company with HMS CONSORT. Anti-aircraft firing exercises on a towed sleeve were conducted by both ships the next day. Upon completion, CONSORT conducted a torpedo firing exercise using the BADOENG STRAIT as target. The execution of the attack and the retirement appeared excellent, but accuracy could not be judged since the torpedo was not observed from the target ship.

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PART II

CHRONOLOGICAL ORDER OF EVENTS

11 January

0645I/ In accordance with CTG 95.1 dispatch 090807Z of January 1953, the USS BADOENG STRAIT (CVE-116), with VMA-312 embarked, departed Sasebo, Japan for Korean West Coast Operating Areas, "MIKE" and "NAN".

1128I/ Commenced 40MM AA firing on a towed sleeve in area "GEORGE".

1155I/ Completed 40MM AA firing having expended 1823 rounds of 40MM ammunition.

1335I/ Recovered three VMA-312 aircraft from Itami, Japan. Six additional aircraft, scheduled to land aboard from K-3, returned to base due to weather.

2100I/ Relieved the HMS GLORY (CVL-19). Assumed duty as CTU 95.1.1 and OTC of Naval Blockade Forces off the West Coast of Korea.

Weather Summary:
Broken clouds with a ceiling of 5000 feet and overcast at 10,000 feet during the day. Wind increased from three knots at 1630I to thirty-six knots by 2030I, and maintained this velocity throughout the night. Heavy seas slowed the speed of advance to eight knots and prevented rendezvous with other ships of TU 95.1.1 as previously scheduled.

12 January

1530I/ Arrived in Korean Operating Area "MIKE".

1630I/ USS ROOKS (DD-804) and HMCS HAIDA (DDE-215) joined the Task Unit. Upon detachment by HMS GLORY on 11 January, these ships were diverted to patrols in area "NAN" rather than join BADOENG STRAIT earlier because of heavy seas.

1820I/ USS ERBEN (DD-631) joined the Task Unit from WHITBREAD patrol.

2330I/ Arrived in Korean Operating Area "NAN".

Weather Summary:
Cloud cover variable broken to overcast with ceilings of 500 to 1500 feet. Moderate snow showers throughout the day. Surface winds northwest thirty-two to thirty-eight knots with gusts to fifty-four knots. Maximum and minimum temperatures were 35° F. and 24°F. High seas of sixteen to twenty feet delayed arrival in operating area and caused cancellation of air operations.

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13 January

0745I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked and damaged a railroad tunnel near ONGJIN.

0849I/ HMCS HAIDA (DDE-215) came alongside for transfer of mail and personnel. LT John G. MARSHALL, RN, and LT R CARVIN, RN, pilots from the HMS GLORY (CVL-19), came aboard by highline to observe air operations.

0912I/ USS ERBEN (DD-631) came alongside for transfer of mail.

0930I/ Four plane STRIKE launched. Two planes returned from K-6 were used as defensive CAP. STRIKE group damaged a railroad tunnel and four buildings near ONGJIN. Two planes diverted to K-6 to remove hung ordnance.

1025I/ Recovered 0745I launch plus four VMA-312 replacement aircraft from K-6.

1050I/ HMS CONSORT (D-76) joined the Task Unit.

1108I/ USS ROOKS (DD-804) came alongside to transfer mail.

1145I/ Two plane CAP and three plane STRIKE launched. STRIKE attacked troop villages near SUNWI-DO destroying two buildings and damaging three. One plane of the flight spotted gunfire from the HMS NEWCASTLE near RONGGANG-NI.

1200I/ ROOKS detached to CTU 95.1.2 for WHITBREAD patrol.

1212I/ Recovered remainder of 0930I launch plus two replacement planes from K-6.

1345I/ Three plane Gunfire Spot group launched. This group spotted gunfire for HMS NEWCASTLE and attacked troop villages near RONGGANG-NI. In addition to damage inflicted by ships gunfire the flight destroyed three buildings and damaged three. Flight diverted to K-6 due to communication difficulties and marginal weather.

1400I/ The primary Air Search Radar (SK) became inoperative. Spare parts required for repair were not available aboard ship.

1407I/ Recovered 1145I launch.

1545I/ Two plane CAP and four plane TARCAP launched. CTU 95.1.2 requested TARCAP to attack a gun position in a cave which had been firing on CHODO Island. The entrance to the cave was destroyed. One large building was damaged near CH'INNAMPO. Light AA fire was encountered.

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1607I/ Recovered two aircraft that had diverted to K-6 from 0930I launch.

1638I/ ERBEN reported a sonar contact at 38-13N, 124-36E.

1640I/ ERBEN evaluated sonar contact as non-submarine.

1732I/ Recovered 1545I launch.

1733I/ Task Unit retired southward for the night.

2200I/ ERBEN reported a sonar contact at 37-32N, 124-38E, HAIDA designate assisting ship.

2202I/ CTU 95.1.1 informed ERBEN of an underwater object listed in CTG 95.1 Operation Order 2-52 as being in this approximate location.

2217I/ ERBEN reported sonar contact dead in the water with no doppler effect.

2252I/ ERBEN and HAIDA evaluate sonar contact as doubtful submarine.

2328I/ Final evaluation of sonar contact was doubtful submarine. CTU 95.1.1 directed ERBEN and HAIDA to rejoin the screen.

Weather Summary:
The operating area had low broken clouds with a ceiling of 2000 feet lowering to 1500 feet by 1100I. Visibility varied from one to ten miles in sea fog and snow showers. Winds were from the northwest at twenty-two to twenty-seven knots. Maximum and minimum temperatures were 23°F and 15°F. Target area was clear throughout the day.

Mission Summary:
Eight CAP, four TARCAP, eleven STRIKE, and three Gunfire Spot for a total of twenty-six sorties.

14 January

0030I/ USS ERBEN (DD-631) and HMCS HAIDA (DDE-215) rejoined the screen.

0815I/ Two plane CAP and four plane STRIKE launched. Because of low visibility and snow showers, it was necessary for the Air Controller to direct the rendezvous of the STRIKE group. The flight then attacked troops and supplies near YONAN. Three buildings were destroyed with one secondary explosion observed. Two planes diverted to K-6 due to marginal weather.

0838I/ HAIDA came along side for mail transfer.

1035I/ Commenced recovery of 0815I launch. Snow showers reduced visibility to less than one mile and required radar control of planes entering the landing pattern. One plane caught number

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six wire and engaged number three barrier, damaging the propeller and engine cowling.

1106I/ Completed recovery of 0815I launch. Aircraft launching operations suspended because of weather.

1131I/ Recovered three planes that had diverted to K-6 from 1345I launch 13 January, plus one "COD" TBM. The three Corsairs flew convoy cover in the vicinity of LST's, AKA's and APA's in accordance with instructions since low visibility in operating area prevented TU 95.1.1 CAP from covering the convoy from seaward.

1152I/ USS ROOKS (DD-804) rejoined from CTU 95.1.2, WHITBREAD patrol.

1240I/ ERBEN detached to CTU 95.1.2 for WHITBREAD patrol.

1400I/ Eight plane STRIKE launched. Flight attacked a railroad tunnel near CHAERYONG. Both entrances to the tunnel were damaged and four rail cuts were made. Low visibility and snow showers continued in the southern part of the operating area and prevented launching CAP to cover convoy.

1440I/ HAIDA chopped to CTG 95.1 before being relieved by HMS COCKADE, since COCKADE was diverted by COMNAVFE to investigate a Japanese fishing boat reported in distress.

1520I/ Four plane TARCAP launched. Two planes, diverted to K-6 from 0815I launch, returned to act as defensive CAP. TARCAP attacked a troop village near HAEJU damaging six buildings.

1546I/ Recovered 1400I launch.

1603I/ CTU 95.1.1 received a flash dispatch from LEOPARD (Army Liaison Group on PAENGYONG-DO) requesting an immediate air strike against eighty North Korean Troops with three 82MM guns attacking friendly positions on CHANGSAN-GOT Peninsula (XC 484192).

1650I/ Four plane STRIKE launched. Flight attacked troop area and gun positions on CHANGSAN-GOT Peninsula as requested with unassessable damage. One plane was hit in the propeller by small arms fire.

1727I/ Recovered 1520I launch plus two planes diverted to K-6 from 0815I launch.

1747I/ Recovered 1650I launch.

1748I/ Task Unit retired southward for the night.

Weather Summary:
The operating area had broken clouds to overcast conditions

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throughout the day with ceilings varying from 1500 feet to 400 feet in snow showers. Visibility was five to eight miles lowering at times to less than one mile in snow showers and sea smoke. Surface winds were from the northwest at twenty to twenty-four knots. The target area was clear throughout the day. Maximum and minimum temperatures were 22°F and 17°F. Flying conditions were marginal to undesirable.

Mission Summary:
Four CAP, sixteen STRIKE, four TARCAP, and three Convoy Escort for a total of twenty-seven sorties.

15 January

0425I/ HMS COCKADE (D-34) joined the Task Unit.

0730I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a troop village near UPCH'O-RI destroying nine buildings and damaging six. Flight then flew reconnaissance to HAN River.

0827I/ COCKADE came along side to transfer mail.

0930I/ Two plane CAP, four plane Armed Reconnaissance and one TBM "COD" for K-6 launched. CAP attacked a troop village near UPCH' O-RI destroying six buildings and damaging four. Flight then returned to act as defensive CAP. This flight was then sent to aid CTU 95.1.6 (HMS SPARROW) which was being fired upon by shore batteries located on the ONGJIN Peninsula. Gun positions were strafed with unassessable damage. The flight remained on station to cover CTU 95.1.6 until relieved by 1130I STRIKE group. RECCO group attacked a troop village North of CH'INNAMPO destroying ten buildings and damaging ten. Four vehicle bunkers were destroyed. The flight observed an F9F crash into the water three miles North of SOK-TO Island. The plane was destroyed and survival of the pilot was believed impossible.

0944I/ Recovered 0730I launch.

1040I/ CTU 95.1.6 requested TARCAP immediately. TU 95.1.6 (HMS SPARROW) was covering mine sweeping operations North of YONGYON Islands when enemy shore batteries from the ONGJIN Peninsula opened fire.

1056I/ Defensive CAP departed to aid TU 95.1.6.

1107I/ CTU 95.1.1 reported to JOC Korea that TARCAP was being provided for CTU 95.1.6.

1130I/ Two plane CAP and four plane STRIKE launched. STRIKE group reported to CTU 95.1.6 and relieved CAP of the 0930I launch. Two gun positions and a command post were damaged on the ONGJIN Peninsula. Light AA fire was encountered with one aircraft suff-

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ering minor damage. CAP flight reported to CTU 95.1.6 and was released to attack pre-briefed target. Flight destroyed seven buildings in a troop village near ONGJIN then returned to act as defensive CAP for TU 95.1.1.

1155I/ Recovered four planes of 0930I launch.

1201I/ USS ERBEN (DD-631) rejoined from CTU 95.1.2, WHITBREAD patrol.

1253I/ Recovered four planes of 1130I launch and remaining two planes of 0930I launch.

1305I/ HMS CONSORT (D-76) detached to CTU 95.1.2 for WHITBREAD patrol.

1430I/ Two plane CAP, three plane TARCAP, and four plane STRIKE launched. CAP attacked a troop village near ONGJIN, destroying three buildings and damaging four. Flight then returned to act as defensive CAP. One plane of this flight remained airborne and joined the 1600I launch as defensive CAP. CTU 95.1.2 released the TARCAP to attack a gun position near SONGHWA. The gun position was damaged. Six buildings were destroyed in a troop village near RONGGANG-NI. The STRIKE group attacked a troop village near SINCH'ON destroying eight buildings and damaging seven.

1457I/ Recovered remaining two aircraft of 1130I launch.

1600I/ One plane CAP and four plane STRIKE launched. CAP was joined by one plane from 1430I launch. STRIKE group attacked a troop village near CHANGNYON destroying nine buildings with one secondary explosion observed.

1625I/ Recovered eight planes of 1430I launch.

1734I/ Recovered 1600I launch plus one plane from 1430I launch.

1815I/ Task Unit retired southward for the night.

Weather Summary:
The operating area had broken clouds to overcast conditions with ceilings variable from 1000 to 2000 feet. Light sea fog and snow showers were in the area. Surface winds were from the northwest at sixteen to twenty-two knots. Maximum and minimum temperatures were 23.5°F and 15°F. The target area was clear throughout the period.

Mission Summary:
Nine CAP, three TARCAP, four Armed Reconnaissance and sixteen STRIKE for a total of thirty-two sorties.

16 January

0715I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a troop village near ANAK destroying eleven buildings.

0915I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CAP attacked a troop village near ONGJIN destroying three buildings and damaging three. Flight returned to act as defensive CAP. CTU 95.1.2 requested TARCAP to attack a gun position. Position was attacked with unassessable damage. Flight then attacked a troop village near CHANGNYON destr oying five buildings. The STRIKE group attacked gun positions on the ONGJIN Peninsula that had fired on CTU 95.1.6 on the previous day. One gun position and a command post were destroyed also a second gun position was neutralized.

0946I/ Recovered 0715I launch.

1027I/ Landed one plane of 0915I launch due to an electrical fire.

1130I/ Two plane CAP and eight plane STRIKE launched. CAP attacked a troop village and gun position near ONGJIN. Two buildings were destroyed and a gun position hit with unassessable damage. Flight then escorted a TBM "COD" to the ship and remained as defensive CAP. STRIKE group split into two divisions and attacked each end of a rail tunnel near SINWON-NI. One end of the tunnel was closed and the other end damaged. Two planes of this flight diverted to K-6 with hung ordnance.

1209I/ Recovered remainder of 0915I launch.

1220I/ HMS COCKADE (D-34) detached to CTU 95.1.2 for WHITBREAD patrol.

1225I/ HMS CONSORT (D-76) rejoined from CTU 95.1.2, WHITBREAD patrol.

1315I/ Two plane CAP and four plane STRIKE launched. One CAP plane aborted due to an electrical fire. Remaining plane acted as de defensive CAP. STRIKE group attacked a troop village near CHINNAMPO destroying seventeen buildings and damaging four. Light AA fire was encountered.

1343I/ Recovered five planes of 1130I launch.

1352I/ Recovered three planes of 1130I launch plus one TBM "COD" from Itazuki.

1408I/ Recovered one plane from 1315I launch due to an electrical fire.

1425I/ CONSORT came alongside to transfer mail and personnel. The Operations Officer and three other officers from his department

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of the USS BATAAN (CVL-29) came aboard by highline to observe operations of TU 95.1.1.

1545I/ Seven plane STRIKE launched. One TBM "COD" launched for Itazuki via K-16 with two pilots of HMS GLORY (CVL-19) and one officer from the BADOENG STRAIT Air Department as passengers. Two pilots from GLORY departed after completing observation of BADOENG STRAIT Air Operations. The BADOENG STRAIT officer departed to attend an Escape and Evasion Seminar conducted by the FIFTH Air Force in the Joint Operation Center, Korea. The STRIKE group attacked a troop village near CH'INNAMPO destroying twelve buildings and damaging five.

1600I/ Recovered remainder of 1315I launch.

1714I/ Recovered 1545I launch plus two planes that diverted to K-6 from 1130I launch.

1750I/ Task Unit retired southward for the night.

Weather Summary:
The operating and target area had varying high broken clouds to overcast conditions with unlimited ceilings. Surface winds were northwest at twelve to sixteen knots. Maximum and minimum temperatures were 28°F and 18°F. Flying conditions were good.

Mission Summary:
Nine CAP, four TARCAP, and twenty-seven STRIKE for a total of forty sorties.

17 January

0715I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a troop village near CHANGNYON destroying eight buildings and damaging five. An estimated twelve troops were killed and fifteen wounded.

0946I/ Recovered 0715I launch. Flight operations were discontinued due to snow showers and reduced visibility.

1200I/ HMS COCKADE (D-34) rejoined from CTU 95.1.2, WHITBREAD patrol.

1202I/ Two plane CAP, four plane TARCAP and four plane STRIKE launched. CAP attacked a troop village near SUNWI-DO destroying eight buildings and damaging four. Flight then returned to the ship to act as defensive CAP. CTU 95.1.2 released TARCAP to attack a troop village near CHANGNYON. Three buildings were damaged and a gun position hit with unassessable damage. STRIKE group attacked a troop village near CHANGNYON destroying eight buildings and damaging four.

1215I/ USS ROOKS (DD-804) detached to CTU 95.1.2 for WHITBREAD patrol.

1400I/ Two plane CAP and two four-plane STRIKE groups launched. CAP attacked a troop village near SUNWI-DO destroying seven buildings and damaging three. Flight then returned to ship to act as defensive CAP. First STRIKE group attacked supply buildings near CH'INNAMPO. Two buildings were damaged and a supply dump hit with unassessable damage. Light AA fire was encountered. The second STRIKE group attacked a North Korean Police Headquarters near CH'INNAMPO destroying nine buildings and damaging seven.

1426I/ Recovered 1202I launch.

1600I/ Two plane CAP and seven plane STRIKE launched. CAP attacked a troop village near ONGJIN destroying two buildings and damaging one. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked supply and transformer buildings near ANAK. Four buildings were destroyed and two damaged. Blue flashes were observed as bombs hit the transformer building.

1620I/ Recovered 1400I launch.

1728I/ Recovered 1600I launch.

1810I/ Task Unit retired southward for the night.

Weather Summary:
The operating area was overcast with high and middle layers of clouds. Low clouds formed after sunrise causing variable ceilings from 1000 to 8000 feet. Visibility good but reduced at times to less than one mile by snow showers. The target area had an overcast at 4000 feet in northern area and at 1500 feet in the southern area with light snow. Weather was variable in both areas due to a low depression passing two hundred miles South. Maximum and minimum temperatures were 32°F and 22°F. Flying conditions were average becoming undesirable in snow showers.

Mission Summary:
Eight CAP, four TARCAP, and twenty-three STRIKE for a total of thirty-five sorties.

18 January
0715I/ Two plane CAP and four plane TARCAP launched. CTU 95.1.2 released TARCAP to attack a railroad tunnel near CHANGYON. Entrance to the tunnel was damaged and one rail cut made.

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0915I/ Two plane CAP and seven plane STRIKE launched. CAP attacked a troop village near SUNWI-DO destroying six buildings and damaging four. Flight then returned to the ship to act as defensive CAP. STRIKE group split and attacked each end of a railroad tunnel near HAEJU. Both entrances to the tunnel were damaged and two rail cuts were made. Light AA fire was encountered.

0944I/ Recovered 0715I launch.

1115I/ Two plane CAP and four plane STRIKE launched. CAP attacked a troop village near SUNWI-DO destroying eight buildings and damaging four. Flight then escorted a "COD" TBM back to the ship and resumed station as defensive CAP. STRIKE group attacked and damaged a gun position and command post near RONGGANG-NI. Flight then destroyed three buildings and damaged one in a troop village near SUNWI-DO.

1134I/ Recovered 0915I launch.

1143I/ USS ERBEN (DD-631) detached to CTU 95.1.2 for WHITBREAD patrol.

1240I/ USS ROOKS (DD-804) rejoined from CTU 95.1.2, WHITBREAD patrol.

1315I/ Two plane CAP and eight plane STRIKE launched. CAP attacked a troop village near SUNWI-DO destroying eight buildings. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked a railroad tunnel near HAEJU. One entrance was damaged and one rail cut made. Flight then damaged a gun position and command post near RONGGANG-NI.

1335I/ Recovered 1115I launch, plus one TBM "COD" from K-6.

1515I/ Two plane CAP and seven plane STRIKE launched. STRIKE group attacked two railroad tunnels near CHANGYON. Entrances to both tunnels were damaged and three rail cuts were made. One plane of this flight suffered minor damage from small arms fire.

1524I/ One TBM "COD" launched to K-6 with the Operations Officer and three other officers from the Operations Department of the USS BATAAN (CVL-29) aboard as passengers.

1531I/ Recovered 1315I launch.

1645I/ Recovered seven planes of 1515I launch.

1721I/ Recovered remaining two planes of 1515I launch.

1723I/ Task Unit retired southward for the night.

1835I/ HMS COCKADE (D-34) reported a sonar contact, ROOKS designated assisting ship.

[redacted]

DECLASSIFIED

[redacted]

1845I/ COCKADE evaluated sonar contact as non-submarine and was directed to resume screening station.

2000I/ CTU 95.1.6 requested CTU 95.1.1 provide air strikes against troop and supply concentration West of YONAN (YB 953926) as it was difficult for surface craft to provide necessary cover to YONG-MAE-DO Island at night due to ice conditions around the island.

Weather Summary:
Operating and target areas had unlimited ceiling and visibility throughout the day. Winds were from the northwest at eighteen knots. Maximum and minimum temperatures were 33°F and 29°F. Flying conditions were excellent.

Mission Summary:
Ten CAP, four TARCAP, and twenty-six STRIKE for a total of forty sorties.

19 January

0715I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a troop village near ONGJIN destroying ten buildings and damaging five. A command post was damaged near CHANGNYON.

0915I/ Two plane CAP, four plane TARCAP, and four plane Armed Reconnaissance launched. CAP attacked a troop village near SUNWI-DO destroying three buildings. Flight then returned to the ship to act as defensive CAP. CTU 95.1.2 released TARCAP to attack a troop village near CHANGNYON. Flight destroyed six buildings and damaged six. Troops in trenches were attacked near P'UNGSAN with an estimated ten killed and ten wounded. RECCO group scouted the coast northward to HANCHION. Flight attacked troop bunkers North of CH'INNAMPO damaging two. Two reveted buildings were destroyed and one damaged.

0933I/ Recovered 0715I launch.

1115I/ Two plane CAP and four plane STRIKE launched. CAP attacked a troop village near RONGGANG-NI destroying three buildings. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked troop bunkers and supplies near YONAN as requested by CTU 95.1.6 Two troop bunkers were damaged and three buildings near CHANGYON were destroyed.

1135I/ Recovered 0915I launch.

1201I/ HMS CONSORT (D-34) detached to CTU 95.1.2 for WHITBREAD patrol.

1240I/ USS ARBEN (DD-631) rejoined from CTU 95.1.2, WHITBREAD patrol.

[redacted]

1315I/ Two plane CAP and two four-plane STRIKE groups launched. CAP attacked a troop village near SUWI-DO destroying eight buildings. Flight then returned to the ship to act as defensive CAP. First STRIKE group attacked a troop village near T'AET'AN destroying twelve buildings and damaging eight with one secondary explosion observed. Two large warehouses were destroyed in a second village. Two aircraft suffered minor damage from small arms fire. A third aircraft suffered minor damage to the starboard wind as a result of striking a wire during pull-up from an attack. The second STRIKE group attacked buildings and revetments near T'AET'AN destroying fifteen buildings.

1357I/ Recovered 1115I launch plus two TBM "COD" planes from ITAZUKI with passengers aboard destined for the COCKADE and ERBEN.

1428I/ ERBEN came alongside to transfer mail.

1445I/ Transferred three personnel to the COCKADE by helicopter.

1500I/ Transferred two personnel to the ERBEN by helicopter.

1515I/ Two plane CAP and eight plane STRIKE launched. STRIKE group attacked supplies and supply buildings near YONAN as requested by CTU 95.1.6. Eight buildings were destroyed and four damaged. Three stacks of supplies were damaged.

1539I/ Two TBM "COD" launched for Itazuki.

1553I/ Recovered 1315I launch.

1728I/ Recovered 1515I launch.

1735I/ Task Unit retired southward for the night.

2014I/ CTU 95.1.1 reported damage to troop and supply concentration West of YONAN to CTU 95.1.6 as eight buildings with large stacks of supplies destroyed and three bunkers damaged.

Weather Summary:
The operating area had low broken clouds with a ceiling of 2000 feet. Target area was mostly clear during the morning. Low broken clouds moved inland during the afternoon reducing the ceiling to 2000 feet. Visibility was good in both areas. Surface winds were West northwest at ten to fifteen knots. Maximum and minimum temperatures were 34°F and 29°F. Flying conditions were average.

Mission Summary:
Ten CAP, four TARCAP, twenty-four STRIKE, and four Armed Reconnaissance for a total of forty-two sorties.

20 January

0715I/ Two plane CAP and four plane TARCAP launched. TARCAP attacked two gun positions near CHANGWYON damaging one position. Flight then destroyed a werehouse near SONGHWA.

0915I/ Two plane CAP and eight plane STRIKE launched. CAP attacked a troop village near ONGJIN. Two buildings were destroyed with six buildings and a gun position damaged. Moderate AA fire was encountered. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked a troop village near CH'INNAMPO destroying two buildings, a warehouse, and damaging twelve buildings. A gun position was destroyed near SONGHWA and a road bridge damaged near MONGGUMP'O-RI. One plane of this flight returned to the ship early due to a faulty magneto.

0939I/ Recovered 0715I launch.

0959I/ Recovered a plane from 0915I launch with a deferred emergency due to a faulty magneto.

1115I/ Two plane CAP and four plane STRIKE launched. CAP attacked a village near CHANGYON destroying two buildings and damaging two. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked a troop village near UPCH'O-RI destroying four buildings and damaging four.

1134I/ Recovered remainder of 0915I launch.

1200I/ HMS COCKADE (D-34) detached to CTU 95.1.2 for WHITBREAD patrol.

1315I/ Two plane CAP and eight plane STRIKE launched. The STRIKE group split into two divisions. The first division attacked a troop village near CH'INNAMPO destroying twenty five buildings. The second division attacked warehouses near T'AET'AN destroying three warehouses and eight buildings. Two plane CAP group departed for K-6, at the conclusion of their mission, to accomplish overhaul of aircraft electrical firing circuits.

1336I/ Two VMA-312 pilots were transferred to the ERBEN for further transfer to the GLORY to observe air operations.

1515I/ Two plane CAP and eight plane STRIKE launched. STRIKE group attacked a troop village near UPCH'O-RI destroying thirteen buildings and damaging six.

1530I/ Recovered remainder of 1315I launch.

1655I/ Recovered 1515I launch.

1656I/ Set a course southward for Sasebo.

1742I/ USS ROOKS (DD-804) departed to investigate three fishing vessels at 36-54N, 124-30E.

1800I/ ROOKS ordered to excort fishing vessels out of prohibited area and then rendezvous with HMS GLORY (CVL-19).

1819I/ ERBEN returned from investigating fishing vessels.

2030I/ ERBEN chopped to HMS GLORY.

2046I/ CTU 95.1.1 reported the presence of forty-eight fishing vessels between 36-00N and 37-00N, 124-40E, action to CTU 95.1.2 with information to CTG 95.1 and GLORY, and that ROOKS was detached to clear the area of fishing vessels and join HMS GLORY later. The majority of the vessels are believed to have been South Korean, some of which had departed KUNSAN on 19 January with intentions to remain in the area for five days.

2100I/ Relieved as CTU 95.1.1 and OTC West Coast by HMS GLORY.

2242I/ ROOKS reported a large fishing fleet anchored at 36-23N 124-50E.

Weather Summary:
Low broken clouds in both operating and target area produced a ceiling of 2500 feet. Visibility was good except in snow showers and ground fog along the coast and the southern target area. Surface winds were west northwest at nine to fifteen knots. Maximum and minimum temeratures were 35°F and 32°F. Flying conditions were average lowering to marginal in snow showers.

Mission Summary:
Ten CAP, four TARCAP, and twenty-eight STRIKE for a total of forty-two sorties.

21 January

1040I/ Commenced 40MM AA firing on a towed sleeve in area "GEORGE".

1153I/ Completed 40MM AA firing on a towed sleeve. A total of 3029 rounds of 40MM ammunition was expended. Three target sleeves were knocked down and a fourth one was hit.

1313I/ HMS CONSORT (D-76) fired a practice torpedo using the USS BADOENG STRAIT (CVE-116) as a target.

1332I/ CONSORT detached to recover torpedo and proceed independently into Sasebo Harbor.

1711I/ Moored to buoy number eighteen in Sasebo Harbor.

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

DECLASSIFIED

A. Ships ordnance expended

1. 11 January 1953 - 1829 rounds

2. 21 January 1953 - 3029 rounds

B. Performance of ships ordnance

1. AA firing at a towed sleeve was conducted on 11 January with no material casualties.

2. AA firing at a towed sleeve was conducted on 21 January with the following material casualties:

a. Mount #2 - Three misfires
Mount #4 - One misfire
Mount #9 - One misfire

The misfires were caused by defective primers. No data on lot numbers could be obtained as mixed reworked lots of 40MM ammunition were being used. All safety precautions were observed and the misfires were disposed of with no difficulty.

b. The left gun of Mount #3 jammed. A new round was lowered before a fired round had cleared the loader causing the gun to jam. This casualty was caused by worn contact shoulders of breechblock and extractor. The extractors were not getting enough impulse from the opening of the block to kick the shell out with sufficient speed. The breechlock and extractors were replaced.

3. The MK-34 Radar of the MK-63 Director System sustained the following casualties during the patrol.

a. 11 January (Radar - 7) - T and E dot failed to respond to the signal generated by the bearing dial (in search position). This was caused by a faulty tube 6H6 (V-13) shorted in the target acquisition unit. The tube was replaced.

4. Other casualties sustained during this period:

a. 4 January - Mount #6 and #8 failed to synchronize in elevation. This was caused by an open 52 lead on thirty-six speed synchro on terminal board at director pedistal. The lead was connected.

b. 14 January - Mount #5 firing circuit failed to operate in local or automatic. This was due to a broken firing clutch rocker arm. The rocker arm was replaced.

[redacted]

C. The two AA firing exercises showed improvement over previous firing. Three sleeves were knocked down and a fourth hit during the exercise on 21 January.

D. Target acquisition and loading drills were held during the patrol.

E. Listed below is a summary of aircraft ordnance expended.

TYPE	AMOUNT
1000# GP Bombs	42
500# GP Bombs	87
500# SAP Bombs	4
250# GP Bombs	148
100# GP Bombs	446
Napalm Bombs	99
5" HVAR Rockets	654
Rounds 20MM Ammo	24,800
Rounds 50 cal Ammo	41,700

SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

A. The ship sustained no battle damage.

B. Damage inflicted on ships aircraft

1. Operational Damage

a. One aircraft suffered a damaged propeller and cowling on 14 January as a result of catching number #6 wire and engaging two barriers.

2. Damage resulting from enemy action.

a. One plane suffered minor damage to a propeller on 14 January from small arms fire.

b. One plane suffered minor damage, consisting of bullet holes in the wing, on 15 January from enemy small arms fire.

c. One plane suffered minor damage, consisting of bullet holes in the fuselage, on 18 January from enemy small arms fire.

d. Two aircraft suffered minor damage, consisting of bullet holes in the wing, on 19 January from enemy small arms fire.

e. One plane suffered minor damage to a wing on 19 January as a result of striking a wire during an attack.

C. Damage inflicted on enemy by ships aircraft

TARGETS	DAMAGED	DESTROYED
Buildings (troop)	156	307
Bunkers	5	4
Caves	1	0
Command Posts	3	1
Gun Positions	7	2
Power Stations	1	0
Rail Cuts	11	0
Railroad Tunnels	8	1
Road Bridges	1	0
Supplies (Stacked)	Large Amount Damaged	
Troops	25	22
Warehouses	10	9

[redacted]

PERSONNEL PERFORMANCE AND CASUALTIES

DECLASSIFIED

A. Performance

1. Personnel

The number of personnel on board during this cruise including the Marines was 1091. The spirit and morale of the crew was demonstrated in the collection of funds for the March of Dimes. A total of $3,657.00 was collected in the drive, during the first two weeks. It is anticipated that the final collection will exceed $5,000.00. One division averaged more than fourteen dollars per man in the division.

2. Education

Enlisted personnel are currently enrolled in nineteen officer correspondence courses, one hundred forty-two enlisted correspondence courses, thirty-one USAFI courses and a total of two hundred thirty-four course books are checked out for study. Lectures and on the job training as well as individual study have been increased in preparation for the coming advancement in rating examinations.

3. Divine Services

Services conducted aboard during this patrol included, three protestant services, one Catholic Mass, daily Rosary services, two Latter Day Saints services and two bible classes.

4. Recreation

Books from the ships library constituted the most active form of recreation. Movie showings were limited to three during the patrol because of aircraft maintenance requirements. The Chaplain continued his usual broadcasts of local news, world news, and sporting events over the ships announcing system each day at noon. A newspaper is printed each day and copies are distributed to other ships in the Task Unit.

B. Casualties

1. There were no personnel casualties during this patrol.

[redacted]

SPECIAL COMMENTS ON DOCTRINE AND OPERATIONAL PROCEDURES

A. Air Department

Comment

During this operating period, the task unit contended with the coldest weather so far encountered. Temperatures for about four consecutive days ranged from a low of 12°F to a high of 18°F. Severe working conditions were experienced, particularly on the flight deck, with winds at launching periods ranging to 38 knots over the deck. This imposed delays in rearming and in effecting minor aircraft repairs or adjustments on the flight deck. This situation was alleviated considerably by positioning the ship for commencement of the days operations so that the ship could be headed down-wind during rearming.

Recommendation

On below freezing temperatures or with high winds carrier task units should position in advance of starting flight operations bearing in mind the desirability of running down-wind between recovery and respotting so as to create, as nearly as possible, a no-wind condition over the deck, thus giving handling, gasing, and loading crews more favorable conditions for expeditious rearming. Also, time allowances in scheduling should be increased to compensate for greatly increased human efforts required in decreasing temperatures.

Comment

The present light weight colored helmets used to designate flight deck operating groups are not sufficiently warm in temperatures below 30°F. The main discomfort was about the ears. Several men used wads of cotton or sewed in powder puffs to alleviate this discomfort.

Recommendation

That colored winter flight deck helmets be developed that are of sufficient warmth to provide necessary protection at sub-freezing temperatures. These helmets should contain loops wherein goggle straps may be interlaced to avoid loss by slipstream pressure as goggles are quite necessary for plane directors and chaulkmen. Also, small but firm visors could be incorporated which would tend to lessen the wind pressure at the eye level while at the same time providing non-glare characteristics needed on sunny days.

Comment

Due to the infrequent but exceedingly dangerous situation resulting when hung-rockets become detached from an aircraft on an arrested landing the BADOENG STRAIT, in December 1951, developed the "FREDERICKS" Barrier. This barrier consited of several cargo nets rolled and tied which were strung across the flight deck manually whenever aircraft to be recovered were carrying hung ordnance. It necessitated a minimum of eight (8) personnel to open and close this barrier. Recently the BADOENG STRAIT developed and is now using the "IRISH" Barrier which has certain advantages over its predecessor. This new barrier is attached to and operates on the

Number 4 Barrier stanchions (Illustrated in Enclosure (3)). Its advantages are:

1. No personnel are involved in the handling of the net after it is once rigged.
2. Aircraft can be taxied and towed across it.
3. It is always in position when the barriers are up even though a pilot fails to notify FLY CON of his hung ordnance.
4. Rigging involves a maximum of fifteen minutes on the first operating day.
5. It stops the rocket closer to the jettison ramp where it can be disposed of more quickly.

Recommendation

A more permanent net using the principles of the "IRISH" Barrier should be developed using a strong wear-resistant stainless steel or galvanized iron wire netting. For lack of better materials this original net is constructed of layers of cotton and nylon two (2) inch tape. This has proven servicable but it is not totally resistant to the rough wear and tear imposed by constant use during aircraft operating periods, or to weather deterioration.

Comment

Yielding elements at the number one, two, three, and four cross-deck pendants are high-rate replacement items due to the punishment given by landing aircraft. Since 1 October 1952, eleven (11) elements have been broken. Spares have been difficult to obtain necessitating exchanges with elements in areas where less abusive use occurs - namely those outboard on the number nine, eight or seven wires. Temporary rigs are installed at these locations until replacements are obtained.

Recommendation

Yielding element spares should be increased in the forward area supply activities where continued operations quickly depletes allowances. The allowance for the ship is six (6).

Comment

This trip to the line again required CARQUAL operations. Only one pilot, the new Commanding Officer of VMA-312, was in need of refresher landing. it was therefore, decided to carry out requalifications during his assignment to a CAP mission in order to perform a minimum amount of non-operational activity. However, due to unfavorable sea conditions a landing period was not scheduled. Therefore, as time progressed under these same conditions the pilot found himself completing his eighth combat mission as he completed his eighth refresher landing.

Comment

F4U-4B BuNo 97410 engaged number seven pendant, receiving a ninety foot runout and engaged barriers number two and three. Both wires of number three barrier were replaced because of kinks. One barrier support pendant parted and was replaced. The propeller, speed ring, and dive brakes of the plane were damaged.

Comment

A summary of hung ordnance for this patrol is listed below:

ITEM	RACK	REASON
HVAR		
17	MK-55	Electrical Circuit Failure
8	Aero 14A	
25 Total HVAR		
BOMBS		
250#		
1	MK-55	Electrical Circuit Failure
1	Aero 14A	
100#		
3	MK-55	Electrical Circuit Failure
2	Aero 14A	
7 Total Bombs		

The previous recommendation, that faulty release circuits be overhauled or replaced is still applicable. This program currently in affect has resulted in a markedly decrease in the amount of hung ordnance.

Land - Launch Data:

1. Launches

	H-2-1 Catapult	H-4C Catapult
Number of launches	127	151
Average Weight Pounds	15,000	14,900
Average Pressure psi	2,900	2,900
Average Wind Knots	29	29
Number of Bridles Expended	6	7

2. Recoveries
   Number Landings - 285
   Average Wind Knots - 31
   CPV psi - 625
   Average runout feet - 112
   Wires Caught - #1 - 54, #2 - 113, #3 - 62, #4 - 42, #5 - 10, #6 - 3, #7 - 1, #8 - 0, #9 - 0.
   No. Barrier Crashes - 1
   Barriers engaged - 2 & 3

[redacted]

B. Operations Department

DECLASSIFIED

1. Communications

a. Personnel

As indicated in previous reports, the shortage of trained radiomen continued to create a hardship.

Recommendation

That escort carriers operating as Task Unit Commander in the Yellow Sea be provided four (4) rated radiomen above the fleet average because of the unusually heavy traffic loading in the area.

b. Training

Progress in training was evidenced by the rapid improvement by all strikers in that FOX broadcasts are now guarded by strikers and one striker has qualified as a regular operator on all circuits.

c. Material

One electric coding machine could not be utilized for encoding due to mechanical failure. This machine has recently been overhauled but it still failed to operate properly. The loss of one machine hampered the flow of both outgoing and incoming classified traffic. This further substantiates a previous recommendation, that an additional coding machine should be provided this class ship when operating as CTU 95.1.1.

2. Photographic Laboratory

A total of twenty successful photographic sorties were flown during this patrol. A K-25 camera POD mounted on a wing pylon was used. Most of the photographs were made at a low altitude to evaluate attack damage and identify prospective targets. A total of 668 exposures were made and 123 prints were produced from these exposures.

3. Aerology

Difficulty in gathering weather data from outside sources continued on this patrol. RATT circuits operated about forty percent of the time during the patrol. This was due to weather, weak signals, and ice forming on antennas. A shortage of radiomen prevented manual copying of these circuits except for two schedules a day. One schedule of upper air analysis and one of surface analysis from CMO. The weather plane from Japan failed to arrive or to contact the ship during many of the nightly weather reconnaissance flights. Fascimile equipment would do much to relieve the weather information situation in the Yellow Sea.

C. Engineering Department

1. Electronics

The SK-3 Air Search Radar was out of commission for a period of five days due to a failure of the rotating joint in the antenna. The copper

conductor leading to the rotating antenna joint was seized by the joint and twisted until it parted.

The twisting caused a shifting of all the conductors in the antenna assembly resulting in several splits in the conductor and four shorts from the conductor to ground. There are no spares for this assembly carried aboard, however, repairs were effected by straightening bent sections, silver soldering splits and inserting copper sleeves in the places where the twisted sections had to be removed. It was impossible to get all of the kinks out of the conductors. The line now meggers the required five hundred megohms up to the point where the conductor enters the antenna feed horn. From there to the radiating element there is a direct short to ground. Repair of this short was considered impossible while the ship was underway. When the gear was activated, normal targets appeared but the power output of the radar is still very low.

The damaged conductors in the SK Antenna will be replaced in Sasebo if spare parts are available at the tender.

D. Medical Department

1. There were no casualties during this patrol.

2. Medical Statistical Summary of Air Group and Ships Company

   a. Admitted to sick list - 34
   b. Total sick days out of 10,910 possible working days - 122
   c. Officers admitted to sick list - 1
   d. Total patients visits to sick call - 588
   e. Total medical treatments - 1840
   f. Patients received from other ships - 0
   g. Patients transferred to hospital - 1
   h. Number of minor injuries treated - 37
   i. Number of major injuries treated - 1
   j. Number of shipboard injuries resulting in death - 0
   k. Minor surgical procedures - 37
   l. Major surgical procedures - 1
   m. Veneral disease cases and non-specific Urethritis total - 28
      1. Gonorrhea - 3
      2. Chancroid - 0
      3. Non-specific Urethritis following exposure - 25
   n. Penincillin tablets issued last port period - 114.

3. Medical Statistical Summary of Air Group Pilots and Crewmen

   a. Pilots temporarily grounded for medical reasons - 2
   b. Pilots permanently grounded pending medical evaluation - 2
   c. Average number of days pilots grounded - 2

d. Crew grounded for medical reasons - 3
e. No. of pilots KIA - 0
f. No. of pilots WIA - 0

H. L. RAY

SECOND-IN-COMMAND
27 FEB 1953
FAR EAST STATION

AUTHENTICATED

S. O. COLE
CDR, USN
Operations Officer

Copy to:

CNO (2) Advance
CINCPACFLT (2) Advance
CINCPACFLT EVALUATION GROUP
COMNAVFE (1) Advance
COMNAVFE EVALUATION GROUP
COMSEVENTHFLT (1) Advance
CTF 77 (1) Advance
COMAIRPAC (5)
COMSERVPAC
COMFAIRJAP
NAVAL WAR COLLEGE
COMCARDIV-15
COMCARDIV-17
CO, FAIRBETUPAC (2)
CG, AIRFMFPAC (1) Advance
CG, FMFPAC (1) Advance
CG, 1st MARAIRWING
CO, MAG-12
CO, VMA-312
CO, USS BATAAN (CVL-29)
CO, USS RENDOVA (CVE-114)
CO, USS BAIROKO (CVE-115)
CO, USS SICILY (CVE-118)
CO, USS POINT CRUZ (CVE-119)

[redacted]

c/o Fleet Post Office
San Francisco, California

[redacted]

19 January 1953

FLIGHT SCHEDULE FOR 20 JANUARY 1953

SUNRISE 0755
SUNSET 1754

MOONRISE 1037
MOONSET 2345
PHASE New Moon

EVENT	NO. A/C	MISSION	LAUNCH	LAND	AMMO	NOTES
A-1	2	CAP	0715	0925	A	1 A/C SAR
A-2	4	TARCAP	0715	0925	A,B	
B-3	2	CAP	0915	1125	A,C	1 A/C SAR
B-4	8	STRIKE	0915	1125	A,D	
C-5	2	CAP	1115	1325	A,C	1 A/C SAR
C-6	4	RECCO	1115	1325	A,C	
D-7	2	CAP	1315	1525	A,C	1 A/C SAR
D-8	8	STRIKE	1315	1525	A,D	
E-9	2	CAP	1515	1730	A	1 A/C SAR
E-10	8	STRIKE	1515	1730	A,B	
			HELICOPTER			
		GUARD MAIL	0900			All ships
		GUARD MAIL	1135			WHITBREAD ships

NOTE

1. All A/C 100 gallons in belly tanks.

AMMO LOAD

A - All A/C full gun loads.
B - Half A/C Napalm and 6-HVAR.
Half A/C 500# inst./.01 and 6-100# inst./.01.
C - All A/C Napalm and 6-HVAR.
D - All A/C 500# inst./.01 and 6-100# inst./.01.

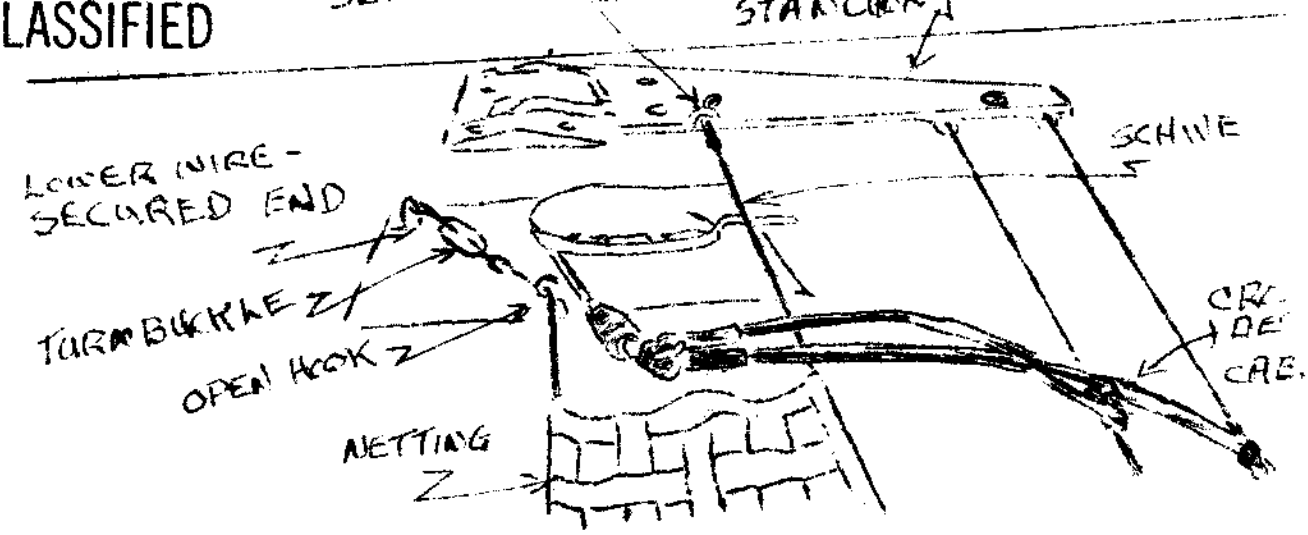
B. E. COLKITT JR.
LCDR, USN
Air Operations Officer

[redacted]

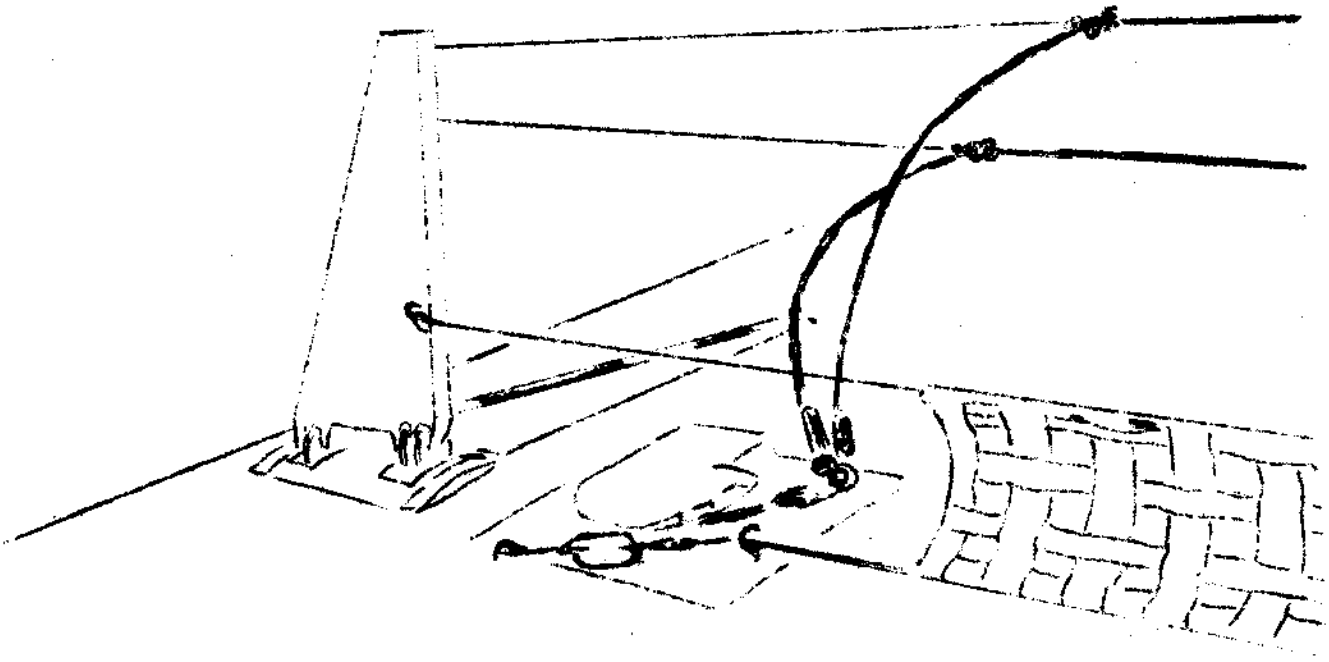
ENCLOSURE (1)

28

DECLASSIFIED



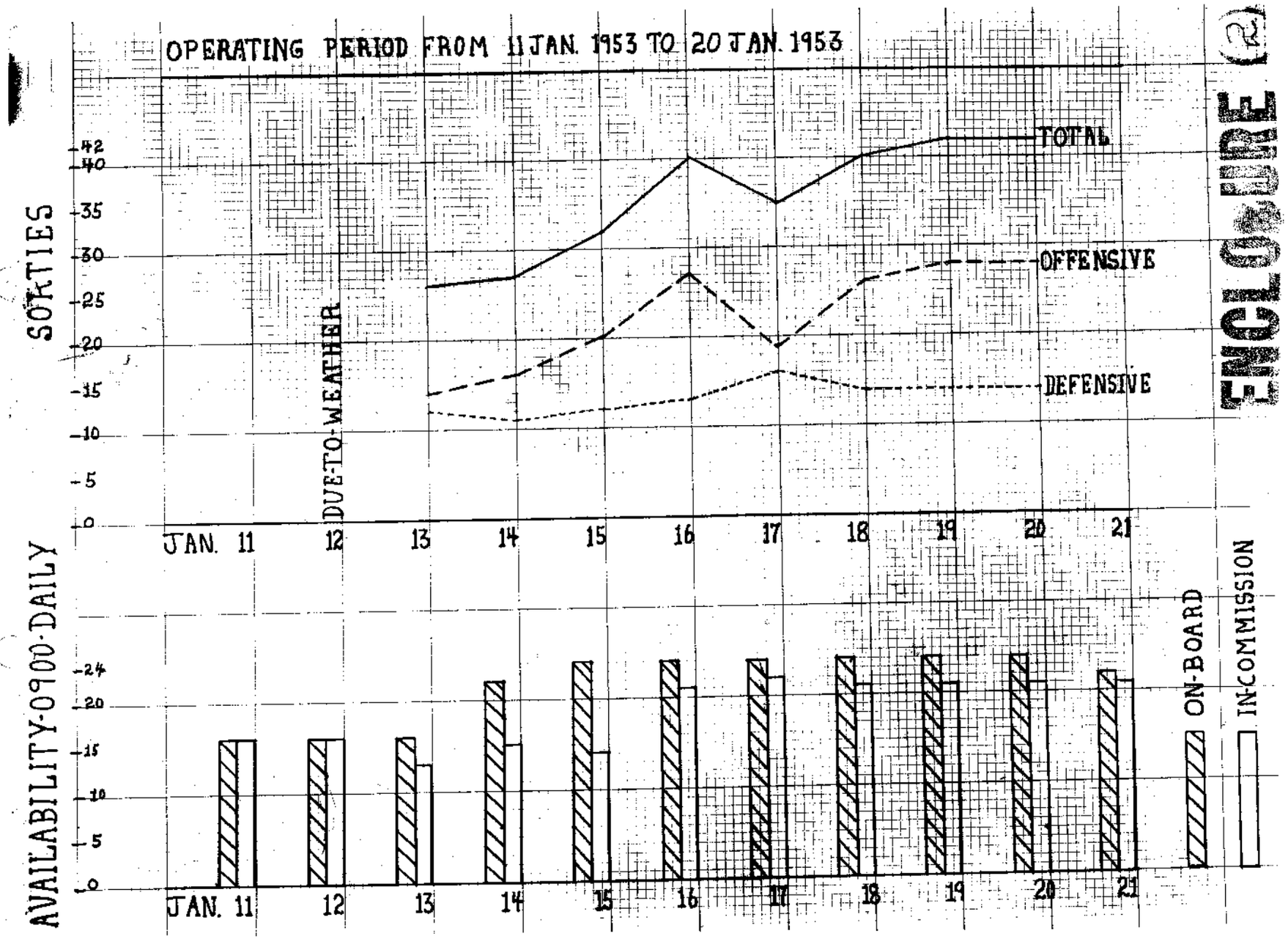
BARRIER AND NET LOWERED



BARRIER AND NET RAISED

* IT IS TO BE NOTED THAT THE ROCKET BARRIER IS CONNECTED TO THE AIRCRAFT BARRIER ONLY AT THE STANCHION.

[redacted]


OPERATING PERIOD FROM 11 JAN. 1953 TO 20 JAN. 1953
SORTIES
42
40
35
30
25
20
15
10
5
0
TOTAL
OFFENSIVE
DEFENSIVE
DUE TO WEATHER
JAN. 11
12
13
14
15
16
17
18
19
20
21
AVAILABILITY-0900-DAILY
24
20
15
10
5
0
ON-BOARD
IN-COMMISSION

ENCLOSURE (2)