U. S. S. BADOENG STRAIT (CVE-116)
c/o Fleet Post Office
San Francisco, California

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From: Commanding Officer, U.S.S. BADOENG STRAIT (CVE-116) and Commander Task Element 95.11
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

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

Subj: Action Report 29 October 1952 through 12 November 1952; 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 p.27
(2) Aircraft usage and availability; chart of p.96

1. In accordance with references (a), (b), (c), and (d), the action report of Task Element 95.11 for the period 29 October 1952 through 12 November 1952 is submitted herewith. The Commanding Officer, U.S.S. BADOENG STRAIT, was Commander Task Element 95.11 from 2100 on 30 October until 2100 on 10 November 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 Dairy for November 1952.

PART I

GENERAL NARRATIVE

(1) During the period 29 October 1952 through 12 November 1952, the U.S.S. BADOENG STRAIT, under the command of Captain H.L. RAY, 62691/1310, USN, and with Marine Aircraft Squadron VMA-312, Lieutenant Colonel R.E. CAMERON, 07207/7302, USMC, Commanding Officer, embarked, operated as a unit of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of Commander Task Group 95.1.

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(2) The Commanding Officer, U.S.S. BADOENG STRAIT assumed command of Task Element 95.11 at 2100, 30 October 1952 upon arrival in the operating area and was relieved upon departing at 2100, 10 November 1952 by Commanding Officer, H.M.S. GLORY. During the period of this report Task Element 95.11 consisted of one escort carrier and from three to four destroyers acting as screening vessels. The screen was reduced to two or three ships nightly to provide one vessel for close inshore patrol under the direction of Commander Task Element 95.12.

(3) The mission of Task Element 95.11 was to conduct air operations essential to the maintenance of the blockade of the West Coast of Korea. The Task Element was assigned certain tasks which are briefed in order of priority as follows:

(a) To provide by day a 2 aircraft TARCAP over TU 95.12.1 in the CHODO-SOKTO area to strike active enemy artillery, protect against enemy piston-driven aircraft, to patrol the local coastal area, and provide air spot.
(b) To provide air spot for other units of TE 95.12.
(c) To provide combat air patrol for TE 95.11.
(d) To provide air strikes requested by TE 95.15, guerilla organizations and JOC, Korea.
(e) To provide armed reconnaissance of the coast line from the Han River to HANCHON.
(f) To provide armed reconnaissance, strikes and interdiction throughout the assigned southwestern Korean land area.
(g) Provide close air support.
(h) Provide convoy cover on request.

(4) The enemy forces were the North Korean People's Army and the so-called "Volunteer" Chinese Communist Forces in North Korea. No enemy naval forces were encountered by this vessel. Enemy small craft operating in the rivers and estuaries together with numerous enemy installations ashore were attacked and destroyed by aircraft of this Task Element.

(5) The BADOENG STRAIT with VMA-312 embarked and H.M.S. CONSTANCE (D-71) in company departed Sasebo, Japan on 29 October 1952 for the Yellow Sea in compliance with CTG 95.1 dispatch 271355Z October 1952. Gunnery exercises were conducted enroute in area GEORGE.

(6) Eight VMA-312 aircraft which had been placed ashore for use in Field Carrier Landing Practice by newly arrived pilots landed aboard the ship from K-6 on 30 October 1952. A total of 53 carrier qualification landings were made throughout the day to qualify 6 pilots and to requalify 5 pilots who had had no recent carrier experience.

(7) Combat air operations commenced at 0630I on 31 October 1952 and dawn to dusk operations continued throughout the patrol. Five deck load launches were made daily at 1 3/4 hour intervals, since this method was considered best suited to fulfill tasks assigned. Each launch comprised approximately 50 percent of available aircraft. First priority was given to maintaining the TARCAP over TU 95.12.1. Availability permitted increasing the number

of aircraft from two to four. This increase was considered highly desirable since, when targets were not available over the Task Unit, as was frequently the case, the TARCAP was given permission to absent itself temporarily to strike in other areas when lucrative targets existed. Thus the TARCAP was always briefed regarding alternate targets and often made strikes on inland areas. It was sometimes diverted northward to make the armed reconnaissance of coastal waters to HANCHON under cover of Air Force F-86 sweeps. Second priority was given to providing a two plane CAP for TE 95.11 after which the remaining aircraft were assigned various missions such as armed reconnaissance strikes, interdiction, and support of TE 95.15 and guerilla organization. No special requests for air spot and convoy escort were received. Aircraft available during this patrol would not permit offering aircraft to JOC, Korea for close air support missions. In fact, during the period 3 through 7 November, flyable aircraft decreased to such an extent that the CAP was reduced to a 2 plane dawn and dusk CAP in order to maintain the 4 plane TARCAP together with adequate reconnaissance of coastal areas and estuaries.

(8) The Task Element operated continously for 11 days in the Yellow Sea area. Combat flight operations were conducted on all 11 days. Weather conditions were generally good and limited flight operations to a slight degree only. During this patrol VMA-312 flew 350 sorties. A total of 736.7 combat hours were flown for an average of 66.97 hours per day and 31.81 sorties per day.

(9) Upon commencing air operations on 30 October 1952, there were 23 aircraft of the 24 allowed VMA-312 aboard. A series of accidents, largely operational, reduced this with the result that the average number on board ship during the patrol was 20 of which 4 had received strike damage. An average availability of 13 aircraft was achieved only by extensive structural repairs to several damaged aircraft among the 16 which remained. The maintenance organization of the squadron functioned in an outstanding fashion under an extremely heavy work load during this patrol. Aircraft assignments, availability and daily sorties are shown graphically in enclosure (2).

(10) During this patrol ships of TE 95.11 operated in geographical area NAN and MIKE with Point OBOE in the vicinity of 37°30'N 124°30'E. The following listed ships were assigned to TE 95.11 for screening purposes at various times during the period.

U.S.S. LYMAN K. SWENSON (DD-729)
H.M.S. CONSTANCE (D-71)
H.M.S. CHARITY (D-29)
H.M.S. COSSACK (D-57)
U.S.S. MARSH (DE-699)

CHRONOLOGICAL ORDER OF EVENTS

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29 October

0848I/ In accordance with CTG 95.1 dispatch 2713552 of October 1952, the U.S.S. BADOENG STRAIT (CVE-116), with VMA-312 and HU-1 detachment aboard, got underway from Sasebo, Japan for Korean operating areas "NAN" and "MIKE," off the West Coast of Korea.

1250I/ H.M.S. CONSTANCE (D-71) joined as previously directed.

1315I/ Conducted 40MM AA firing at a towed sleeve.

1340I/ Completed AA firing.

30 October

0912I/ Comenced first period of carrier requalifications, recovered eight VMA-312 aircraft from K-6.

0925I/ Captain Webb C. BALL caught a late wire and engaged a barrier during landing qualification. Aircraft suffered a damaged propeller.

0947I/ Completed first period of requalifications.

1046I/ Commenced second period of requalification landings with seven aircraft airborne.

1123I/ One aircraft suffered class "B" damage as a result of a hard landing. Port wing center section buckled.

1150I/ Second Lieutenant A. D. HOWARD, USMCR, suffered amputation of one finger, serious cuts in two fingers and a back injury when the plane he was flying engaged the barriers during an attempted landing and nosed over to the inverted position. Aircraft failed to catch an arresting wire and was damaged beyond repair when it engaged all four barriers. Ships bridge suffered minor damage from starboard wing of the aircraft.

1236I/ Completed second period of carrier requalifications.

1539I/ Commenced third period of requalifications with nine aircraft airborne.

1630I/ Completed third period of requalifications. A total of six pilots were qualified and five pilots were requalified with a total of fifty nine landings.

2100I/ Relieved H.M.S. OCEAN and assumed duty as CTE 95.11.

2330I/ U.S.S. LYMAN K. SWENSON (DD-729) and H.M.S. CHARITY (D-29) joined the Task Element as previously directed.

31 October

0630I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack warehouses near ULLYUL. Flight damaged one warehouse and observed light AA fire during the attack.

0830I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. STRIKE group diverted from pre-briefed target due to weather and proceeded to cut a road bridge at KUSIGA. AA fire was observed during the attack. CTU 95.12.1 released TARCAP to attack a tunnel reported as housing a grenade factory. Tunnel was damaged and two aircraft suffered minor damage from enemy small arms fire.

0910I/ Recovered 0630I launch.

1015I/ Two plane CAP and three plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a radar station at ORIP'O-RI. Planes damaged a radar antenna and one building.

1028I/ Commenced recovery of 0830I launch.

1100I/ Captain Robert C. WHITEBREAD, USMC, suffered bruised back muscles when aircraft he was flying engaged four barriers during a landing attempt. Tailwheel and tailhook assembly were sheared off of the plane when the hook engaged the arresting gear. Aircraft suffered class "B" damage in collision with the barriers.

1230I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack troops and buildings near SIN'GI. One building was destroyed with an estimated twenty troops killed and thirty wounded. STRIKE group attacked and destroyed three buildings near ONGJIN.

1248I/ Recovered 1015I launch.

1330I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack a command post on hill 291 overlooking CH'O-DO Island. All ordnance was expended with unassessable damage.

1345I/ H.M.S. CHARITY (D-29) detached to CTE 95.12 for WORTHINGTON patrol.

1402I/ Recovered TBM aircraft with spare parts from Itazuke, Japan.

1441I/ Recovered 1230I launch.

1550I/ Two plane CAP, four plane TARCAP, and three plane STRIKE launched CTU 95.12.1 released TARCAP to attack troops near TOK-TONG. Troops were strafed with unassessable damage and two road cuts

were made at ONSU-RI. STRIKE group attacked troop village of PINYANG-DONG destroying twelve buildings and damaging one.

1615I/ Recovered 1330I launch.

1738I/ Recovered 1550I launch.

1755I/ Task Element retired southward for the night.

Weather Summary:
Clear skies in operating and TARCAP area until noon. Low scattered clouds gradually increased to broken with a ceiling of 2000 feet by 1500I. Visibility was unrestricted until 1400I, then gradually reduced to six miles with haze. Winds light and variable, three to eight knots, during the period.

Mission Summary:
Twelve CAP, twenty three TARCAP and eleven STRIKE for a total of forty six sorties.

1 November

0630I/ Two plane CAP, three plane TARCAP, and three plane STRIKE launched. CTU 95.12.1 released TARCAP to attack a large boat which was sunk near PI-DO. STRIKE group attacked a troop village near NORUME destroying six buildings and damaging one. Small arms fire was observed furing the attack.

0658I/ Launched TBM to return to Itazuke, Japan.

0845I/ Two plane CAP & three plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a road bridge near CHAERYONG-GONG-NI which was damaged by the flight. One plane suffered minor damage from 20 MM AA fire.

0919I/ Recovered 0630I launch.

1115I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP for pre-briefed armed reconnaissance. Flight destroyed four buildings and damaged one near SINCHON-NI. Four buildings were destroyed with secondary explosions near IDO-NYON and three buildings destroyed at DAMJONG-NI.

1130I/ H.M.S. CHARITY (D-29) rejoined from CTE 95.12, WORTHINGTON patrol

1135I/ H.M.S. CONSTANCE (D-71) detached to CTE 95.12 for WORTHINGTON patrol.

1141I/ Recovered 0845I launch.

1315I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack gun positions near CH'INNAMPO. Three gun positions were damaged and small arms fire was observed

during the attack. Two aircraft landed at K-53, one to remove hung ordnance, before returning to the ship.

1348I/ Recovered 1115I launch.

1545I/ Two plane CAP, four plane TARCAP and three plane STRIKE launched. CTU 95.12.1 requested TARCAP to attack troop village near CHUNGSAN-DO. Four buildings were destroyed with secondary explosions and flight made a reconnaissance of TAEDONG River before returning. STRIKE group attacked a rail tunnel near CHANGYON. The tunnel was heavily damaged and five rail cuts made. Two planes of this flight diverted to K-53 to remove hung ordnance. A plane piloted by Captain Thomas D. IRELAND, USMCR, struck a soft spot in the runway at K-53 and nosed over to the inverted position. Pilot was uninjured but plane suffered class "B" damage.

1621I/ Recovered 1315I launch.

1746I/ Recovered 1545I launch.

1748I/ Task Element retired southward for the night.

Weather Summary:
Clear skies in operating and TARCAP area with visibility of twelve to thirty miles during the period. Winds light and variable, three to eight knots.

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

2 November

0630I/ Two plane CAP, three plane TARCAP, and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack troop village near SUNWI-DO. Four buildings were destroyed with an estimated seven troops killed and ten wounded. One plane suffered minor damage to a wing from small arms fire. STRIKE group attacked and destroyed a gun position, four buildings and a small boat near P'UNGSAN. One aircraft landed at K-53 with an oil leak.

0830I/ Two plane CAP, three plane TARCAP, and three plane STRIKE launched. One aircraft returned to the ship with a rough running engine. CTU 95.12.1 requested TARCAP to attack troop village and bunkers near SUNWI-DO. Seven buildings and a concrete blockhouse were destroyed with an estimated thirty-five troops killed. One plane was damaged by 20MM AA fire. Major Marshall C. GREGORY, USMC, attempted a landing at K-53 to remove hung ordnance. Aircraft struck a hole in the runway and cartwheeled resulting in strike damage.

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Pilot was uninjured. STRIKE group spotted for naval gunfire and attacked troops in support of a guerrilla operation from SUNWI-DO Island. Eleven buildings were destroyed with four damaged and enemy troops were strafed.

0858I/ Recovered one aircraft from 0830I launch due to a rough running engine.

0949I/ Recovered 0630I launch.

1025I/ H.M.S. CHARITY (D-29) rejoined from CTE 95.12 WORTHINGTON patrol.

1030I/ Detached U.S.S. LYMAN K. SWANSON (DD-729) to CTE 95.12, WORTHINGTON patrol.

1115I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack supplies near ULLYUL. A large amount of supplies and a road bridge were destroyed.

1145I/ Recovered 0830I launch.

1315I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack troop village near CHANGYON. Seven buildings were destroyed and one rail cut made.

1336I/ Recovered 1115I launch.

1545I/ Two plane CAP and five plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a troop village near TALCH'ON-NI. Five buildings were destroyed, four damaged and a command post damaged. AA fire was observed during the attack.

1556I/ Recovered 1315I launch.

1635I/ H.M.S. COSSACK (D-57) joined Task Element as a relief for H.M.S. CHARITY (D-29).

1718I/ Commenced recovery of 1545I launch.

1729I/ An aircraft moving forward out of the arresting gear collided with three parked aircraft. One aircraft suffered class "B", one class "C", and two class "D" damage.

1733I/ Completed recovery of 1545I launch.

1733I/ Completed recovery of 1545I launch.

1738I/ Task Element retired southward for the night.

1743I/ H.M.S. CHARITY (D-29) chopped to CTG 95.1.

Weather Summary:
Clear skies and unlimited visibility provided excellent flying conditions. Winds light and variable three to eight knots.

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

3 November

0630I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack troop positions and buildings near CHEIANG-NI. Revetments and trenches were attacked with unassessable damage and eight buildings were damaged.

0820I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack troop positions near SONGHWA. Trenches were attacked with unassessable damage. A road bridge was damaged, a road cut made and two ox carts destroyed.

0853I/ Recovered 0630I launch.

0945I/ U.S.S. LYMAN K. SWENSON (DD-729) rejoined from CTE 95.12, WORTHINGTON patrol.

1000I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack troop positions near SONGHWA. Trenches were attacked with unassessable damage and one road bridge was damaged.

1038I/ Recovered 0820I launch.

1055I/ U.S.S. MARSH (DE-699) joined Task Element as previously directed.

1145I/ Four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack a gun position firing on a minesweeper near PUNGSAN. Gun position was neutralized and flight spotted for naval gunfire directed at enemy troop positions. Subsequently, the following dispatch was received from CTU 95.12.1:

THE OFFENSIVE SPIRIT, SKILL, AND DESIRE TO HELP DISPLAYED BY TARCAP CALLED DOWN TO ASSIST SHIPS BEING FIRED UPON THIS AFTERNOON WAS SPLENDID. WE ARE BOTH IMPRESSED AND GRATEFUL.

One road bridge was destroyed enroute to the ship.

1202I/ H.M.S. CONSTANCE (D-71) detached to CTE 95.12 for WHITBREAD patrol

1207I/ Recovered 1000I launch.

1315I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 release TARCAP for reconnaissance north of CH'INNAMPO. Four buildings were destroyed with a large secondary explosion occurring, two buildings were damaged one road and a railroad cut near CH'INNAMPO Intense AA fire was encountered during the attack.

1410I/ Recovered 1145I launch.

1515I/ Two plane CAP and six plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a command post near P'UNGSAN. Flight damaged two buildings, a rail tunnel, a command post, and destroye three ox carts with oxen. A plane flown by Captain Charles A. WILLIS, USMCR, was hit four times by AA fire. An emergency landin was made at K-53 and during the landing roll-out the aircraft suffered class "B" damage as a result of nosing up in soft sand. The pilot was uninjured.

1531I/ Recovered 1315I launch.

1746I/ Recovered 1515I launch.

1815I/ Task Element retired southward for the night.

Weather Summary:
Operational and TARCAP area clear until noon when gradually increasing cloudiness formed a ceiling of 2500 to 4000 feet. Winds were light and variable at three to eight knots.

Mission Summary
Ten CAP and twenty-six TARCAP for a total of thirty-six sorties.

4 November

0630I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack gun positions firing on a minesweeper near P'UNGSAN. Gun positions located in a village were attacked with four buildings destroyed and one damaged. A road bridge, a boat and a command post were damaged. 20MM AA fire was observed in attack on gun positions.

0820I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack troop village of CHOYANG-DONG. Three buildings and grain storage areas damaged.

0842I/ Recovered 0630I launch.

1000I/ Four plane TARCAP launched. One plane made an emergency landing at K-53 due to a gas leak. CTU 95.12.1 released remaining TARCAP to attack troop positions near CHANGYON. Trenches were attacked with unassessable damage and a building of sheet metal construction was destroyed.

1020I/ Recovered 0820I launch.

1055I/ H.M.S. CONSTANCE (D-71) rejoined from CTE 95.12 WHITBREAD patrol.

1100I/ H.M.S. COSSACK (D-57) detached to CTE 95.12 for WHITBREAD patrol.

1150I/ Four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack troop village and positions at TACHON-NI. Ten buildings were destroyed and two gun positions damaged.

1217I/ Recovered 1000I launch.

1330I/ Two plane TARCAP and four plane TARCAP launched. CTU 95.12.1 released four plane TARCAP for reconnaissance of railroad to CHAERYONG. Three buildings were destroyed and one damaged near TALCH'ON-RI. AA fire was encountered during the attack. CTU 95.12.1 released two plane TARCAP to attack troop village near SONGHWA. Two buildings were destroyed with one building and a fire control bunker damaged.

1342I/ Recovered 1150I launch.

1530I/ Two plane CAP and three plane TARCAP launched. CTU 95.12.1 requested flight to attack a building surrounded with gun positions near CHANGYON. One building was destroyed with unassessable damage to gun positions. AA fire was observed during the attack.

1604I/ Recovered 1330I launch.

1730I/ Recovered 1530I launch.

1731I/ Task Element retired southward for the night.

Weather Summary:
Operating and TARCAP area clear with visibility varying from ten miles to unlimited during the period. Winds were light and variable at three to eight knots.

Mission Summary:
Four CAP and twenty-five TARCAP for a total of twenty-nine sorties.

5 November

0630I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack troop village and positions that had been firing on CH'O-DO Island. Ten buildings were destroyed and eight damaged. Light AA fire was encountered. Two small boats were destroyed and four damaged.

0815I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a troop village of YAMI-DONG. Eight buildings were destroyed with six buildings and a small boat damaged.

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0838I/ Recovered 0630I launch.

1000I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attac troop village of SON-HIPI-DONG. Twenty-five buildings were destroyed with fifteen damaged and four oxen pulling carts were destroyed.

1015I/ Recovered 0815I launch.

1140I/ H.M.S. COSSACK (D-57) rejoined from CTE 95.12 WHITBREAD patrol.

1145I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attac troop village of HAHYN-DONG. Eight buildings were destroyed and five damaged with an estimated five troops killed, ten wounded, and nine oxen killed.

1205I/ Recovered 1000I launch.

1228I/ U.S.S. MARSH (DE-699) detached to CTE 95.12 for WHITBREAD patrol.

1330I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attac a troop village near SONGCH'ON-NI. Nineteen buildings were destroyed. Light AA fire was encountered during the attack.

1348I/ Recovered 1145I launch.

1520I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack troop village and trenches near CHANGYO Twenty-five buildings were destroyed and three gun positions damaged. Light AA fire was observed.

1536I/ Recovered 1330I launch.

1605I/ One BADOENG STRAIT officer transferred to LYMAN K. SWENSON (DD-729) to observe destroyer operations.

1719I/ Recovered 1520I launch.

1724I/ Task Element retired southward for the night.

Weather Summary:
Ceiling was 2000 feet with low broken clouds and visibility of three to fifteen miles. Winds were variable from eight to thirty knots and heavy seas producing marginal flying conditions.

Mission Summary:
Four CAP and twenty-four TARCAP for a total of twenty-eight sorties.

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6 November

0900I/ One plane CAP and four plane TARCAP launched. CTU 95.12.1 release TARCAP to attack warehouses near CH'INNAMPO. Two warehouses were damaged. Light AA fire was observed. Two aircraft, one with hung ordnance, diverted to K-6.

1010I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack troop village and gun positions near CH'INNAMPO. Four buildings, two rail cars and two oxen were destroyed with one gun position damaged. A plane flown by Major Edward O. ALSIP, USMC, suffered major damage to the right wing from rocks blown into the air by a secondary explosion while attacking ox carts. Major ALSIP was escorted to K-6 for landing.

1025I/ A plane flown by Captain Francis R. CAWFIELD, USMC, suffered class "B" damage as a result of a hard landing. Port landing gear sheared off and port wing buckled.

1108I/ Completed recovery of 0900I launch.

1120I/ U.S.S. MARSH (DE-699) rejoined from CTE 95.12 WHITBREAD patrol.

1200I/ U.S.S. LYMAN K. SWENSON (DD-729) detached to CTE 95.12, WHITBREAD patrol.

1200I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a troop village near CHANGYON. Sixteen buildings were destroyed, three damaged, and four oxen, pulling carts, were killed.

1212I/ Recovered remaining two aircraft of 1010I launch.

1330I/ Three plane TARCAP launched. CTU 95.12.1 released TARCAP to attack railroad bridge near CHAERYONG. A railroad locomotive was damaged, one ox killed and one rail cut made.

1353I/ Recovered 1200I launch plus two aircraft that diverted to K-6 from 0900I launch.

1530I/ Two plane CAP and four plane TARCAP launched. TARCAP joined by two aircraft previously diverted to K-6 from 1010I launch. Damaged plane was replaced by a new aircraft. CTU 95.12.1 released TARCAP to attack a troop village near SONGCH'ON-NI. Twelve buildings were destroyed, nine damaged, two rail cuts made, one gun position destroyed and an estimated fifteen troops killed.

1541I/ Recovered 1330I launch.

1730I/ Recovered 1530I launch including the two plane from K-6.

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1734I/ Task Element retired southward for the night.

Weather Summary:
Operation and TARCAP area clear with visibility of fifteen to forty miles. Winds varied from fifteen to thirty knots. The first scheduled launch was cancelled due to high winds and a pitching deck. Rough seas continued throughout the day.

Mission Summary:

Three CAP and twenty-one TARCAP for a total of twenty-four sorties.

7 November

0800I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a road bridge near KOHO-NI. Three bridges were damaged and six oxcarts were destroyed.

1008I/ Recovered 0800I launch.

1102I/ U.S.S. LYMAN K. SWENSON (DD-729) rejoined from CTE 95.12, WHITBREAD patrol.

1136I/ Six plane TARCAP launched. Flight was unable to proceed inland due to a ceiling of 800 feet. CTU 95.12.1 released TARCAP to attack troop village near MONGGUMP'O-RI and a total of ten buildings were destroyed.

1201I/ H.M.S. CONSTANCE (D-71) detached to CTE 95.12 for WHITBREAD patrol.

1321I/ Recovered 1136I launch.

1520I/ Two plane CAP launched.

1528I/ One BADOENG STRAIT officer transferred to the LYMAN K. SWENSON (DD-729) by helicopter to observe destroyer operations.

1700I/ Recovered 1520I launch.

1721I/ Task Element retired southward for the night.

Weather Summary:
Frontal weather with large swells and low ceilings in target area limited number of sorties flown. Ceiling varied from 0 to 1500 feet with winds variable at ten to thirty knots.

Mission Summary:
Two CAP and ten TARCAP for a total of twelve sorties.

8 November

0645I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a troop village near CHANGYON. Two buildings were destroyed and two damaged.

0815I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a troop village near CHANGYON. Flight destroyed nine buildings, damaged five and then flew reconnaissance of coast to CH'INNAMPO.

0842I/ Recovered 0645I launch.

1000I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack building and railroads near SARIWON. Four buildings were destroyed and a rail car damaged then flight flew along the coast to CH'INNAMPO photographing target areas.

1030I/ Recovered 0815I launch.

1112I/ U.S.S. LYMAN K. SWENSON (DD-729) rejoined from CTE 95.12, WHITBREAD patrol.

1150I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a railroad bridge near CH'INNAMPO. Three buildings were destroyed and a railroad bridge, road bridge, and two ox carts damaged. Twenty-five troops were killed and ten wounded north of CH'INNAMPO.

1210I/ H.M.S. COSSACK (D-57) detached to CTE 95.12 for WHITBREAD patrol.

1211I/ Recovered 1000I launch.

1317I/ One BADOENG STRAIT officer returned aboard by highline from LYMAN K. SWENSON (DD-729) having observed WHITBREAD patrol operations.

1330I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a railroad bridge near SARIWON. Rail bridge was damaged and two rail cuts made. Three ox carts were destroyed, four buildings damaged, and three road cuts made. One plane was hit by 37MM AA fire with minor damage to tail section and external fuel tank.

1403I/ Recovered 1150I launch.

1515I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a road bridge near SARIWON. Bridge was destroyed, however, one plane was hit by 37MM AA fire and was escorted to K-6 for a landing. Pilot was uninjured but plane suffered strike damage. Pilot returned by helicopter. Remainder of flight destroyed a bridge and four buildings near CHANGYON.

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1537I/ Recovered 1330I launch.

1726I/ Remaining planes of 1515I launch recovered.

1738I/ Task Element retired southward for the night.

Weather Summary:
Clear skies with visibility of fifteen to thirty miles. Wind variable five to fifteen knots.

Mission Summary:
Ten CAP and twenty-four TARCAP for a total of thirty- four sortie

9 November

0645I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 releas-ed to attack a warehouse containing 7000 bags of rice near ALSSAHE-DONG. The warehouse was destroyed and two observation posts damaged.

0820I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 re-leased TARCAP to attack supply buildings near CH'INNAMPO. A A large amount of supplies and an ox cart were destroyed.

0837I/ Recovered 0645I launch.

1005I/ Three plane TARCAP launched. CTU 95.12.1 released TARCAP to atta troop area near P'UNGSAN. Damage was unassessable as targets were difficult to locate due to comulus clouds.

1023I/ Recovered 0820I launch plus one aircraft diverted to K-6 from 1515I launch of the previous day.

1115I/ H.M.S. COSSACK (D-57) rejoined from CTE 95.12, WHITBREAD patrol.

1150I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 re-leased TARCAP to attack supply buildings in CH'INNAMPO area. Six buildings and two ox carts were destroyed with three buildings damaged.

1200I/ H.M.S. CONSTANCE (D-71) detached to CTE 95.12 for WHITBREAD patrol.

1201I/ Recovered 1005I launch.

1345I/ Four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack boat construction yard at CHOCH-ON. Four boats were des-troyed and boat building sites were damaged.

1358I/ Recovered 1150I launch.

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1520I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a radar station near ANAK. Station was attacked with unassessable damage. 20MM and 37MM AA fire was encountered. One rail cut and a road cut was made while returning to ship.

1549I/ Recovered 1345I launch.

1740I/ Recovered 1520I launch.

1801I/ Task Element retired southward for the night.

Weather Summary:
Operating area clear, cumulus clouds in target area with bases at 2000 to 6000 feet. Winds light and variable at three to eight knots.

Mission Summary:
Eight CAP and twenty three TARCAP for a total of thirty-one sorties.

10 November

0645I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a railroad bridge near SONGHWA. Railroad bridge and three buildings were destroyed.

0820I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a railroad bridge at HASOK. One railroad bridge was destroyed, two rail cuts made and a grain elevator damaged.

0840I/ Recovered 0645I launch.

1010I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 requested TARCAP to attack troops in trenches near CHANGNYON. An estimated ten troops were killed then a railroad bridge was attacked with unassessable damage.

1018I/ Recovered 0820I launch.

1102I/ H.M.S. CONSTANCE (D-71) rejoined from CTE 95.12, WHITBREAD patrol.

1129I/ One BADOENG STRAIT officer came aboard by highline from LYMAN K. SWENSON having observed a WHITBREAD patrol operation.

1145I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a rail overpass near CH'INNAMPO. Overpass was damaged, a rail cut made and a building damaged. Photos were made of possible future targets in CH'INNAMPO area.

1200I/ U.S.S. LYMAN K. SWENSON chopped to CTE 95.12.

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1206I/ Recovered 1010I launch.

1220I/ Four personnel transferred to U.S.S. MARSH (DE-699) by highline for transportation to the United States.

1340I/ Two plane CAP and six plane TARCAP launched. CTU 95.12.1 released TARCAP to attack gun positions that had been firing on ships near CH'O-DO Island. Damage to gun position was unassessable. One rail cut was made and a rail siding damaged.

1406I/ Recovered 1145I launch.

1515I/ Two plane CAP and five plane TARCAP launched. CTU 95.12.1 released TARCAP to attack a power transformer near CHAERYONG. The transformer and one building were destroyed. A road bridge and one ox cart were destroyed.

1549I/ Recovered 1340I launch.

1707I/ Recovered 1515I launch.

1716I/ Set a course for Sasebo.

1830I/ H.M.S. COSSACK (D-57) detached with instructions to rendezvous with H.M.S. GLORY (CVL-19).

2100I/ Relieved as CTE 95.11 by H.M.S. GLORY (CVL-19).

Weather Summary:
Area was clear during the morning with cumulus clouds forming at 2500 feet in target area during the afternoon. Visibility was five miles and winds were variable at five to fifteen knots.

Mission Summary:
Twelve CAP and twenty-seven TARCAP for a total of thirty-nine sorties.

11 November

0032I/ H.M.S. CONSTANCE (D-71) detached to rendezvous with H.M.S. GLORY (CVL-19).

1602I/ Transferred one officer by helicopter to U.S.S. MARSH (DE-699) for transportation to United States.

12 November

0701I/ U.S.S. MARSH (DE-699) detached to proceed independently to Yokosuka, Japan.

1217I/ Moored to buoy number 18 in Sasebo, Japan.

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PART III

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT INCLUDING AMMUNITION EXPENDITUR

1. Hung ordnance was a serious problem for this operating period. When time permitted, planes with hung ordnance were directed to land at K-53 emergency landing field. Three of these landings ended in major damage to the planes because of soft spots resulting from water erosion of the beach. As a result of these experiences, planes with hung rockets and 100# bombs were landed aboard and only those with larger bombs were sent to K-6 for dearming.

2. The 100 pound G.P. AMM-30-A1 bombs with different lugs were not segregated when received aboard. This resulted in great difficulty locating the usable bombs to load on the MK-55 bomb racks. The single suspension lug on the 100 pound G.P. was not modified for the Mark 9 launcher, making a standard load impossible.

3. The performance of and results obtained by the use of napalm bombs were excellent. The few instances of duds are believed to have been caused by igniter faults. MK-23 igniters and two MK-173 fuzes were used on each MK-78 Mod-1 tank. The threaded receptacle for the fuze in many tanks was bent out of shape, resulting in the inability to install fuzes. This was due to rough handling prior to delivery to this ship.

4. On one occasion, a HVAR which was jettisoned over the side of the ship exploded several seconds after contact with the water. This rocket had failed to fire while carried by an aircraft and had detached itself from the aircraft during the arrested landing. The reason for exploding when jettisoned could not be determined. No damage to the ship resulted.

Recommendations:

A. A wooden plug should be installed in the tank fuze receptacle prior to shipment in order to avoid damaging it.

B. Either the single suspension lug on the 100 pound G.P. AN-M30-A1 should be modified to fit the MK-55 bomb rack or the aero 14A racks should be installed on the aircraft.

5. Ammunition expenditures

a. During the operating periods covered by this report the following ordnance was expended:

29 October through 12 November 1952

By VMA-312 aircraft	By USS BADOENG STRAIT
21 1000# GP Bombs	760 Rounds 40MM Ammunition
107 500# GP Bombs	
238 100# GP Bombs	

[redacted]

[redacted]

5. Ammunition Expenditures (Continued)

By VMA-312 Aircraft

84 260# Frag Bombs
3 250# GP Bombs
950 5" HVAR Rockets
125 3.5" Rockets
120 Napalm Bombs
52,740 Rounds 20MM Ammo
35,500 Rounds 50 Cal. Ammo

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PART IV

SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

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1. Own Battle Damage

a. None of the ships of the Task Element sustained battle damage.

b. Battle damage received by VMA-312 aircraft:

31 October 1952 2 A/C received small arms hits.

1 November 1952 1 A/C hit by 20MM fire; minor damage.

2 November 1952 2 A/C hit by small arms fire; minor damage.

3 November 1952 1 A/C received minor damage by small arms fire.

6 November 1952 1 A/C hit with small arms fire; minor damage.

For detailed damage sustained by aircraft see Naval Air Warfare Reports. (OpNav 3480.5 revised 4-51) submitted for this operating period.

2. Battle damage inflicted on the enemy.

a. The ships of this Task Element inflicted no damage on the enemy while operating as a member of this Task Element during the period covered by this report.

b. Damage inflicted on the enemy by VMA-312 aircraft follows:

DESTROYED

Road Bridges - 3
Buildings - 231
Gun Positions - 7
Warehouses - 1
Bunkers - 5
Ox Carts - 8
Reveted buildings - 4
Locomotives - 1
R.R. Cars - 2
Junks - 2
Small Boats - 3
Transformer Building - 1
R.R. Control Building - 1

DAMAGED

Road Bridges - 13
R.R. Bridges - 3
Ammo Dump - 1
Command Post - 4
Observation Post - 1
Buildings - 86
Reveted Buildings - 8
Warehouses - 11
Radar Station Antenna - 1
Tunnel entrance to grenade factory - 1
Road cuts - 12
Rail cuts - 14
Grain elevator - 1
R.R. Cars - 1
R.R. Tunnel - 2
Rocket Site - 1
Gun Position - 7
Small Boats - 5
Junks - 3
Electric transformer - 1

Oxen killed - 16
Bunker - 1

[redacted]

[redacted]

PART V

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PERSONNEL PERFORMANCE AND CASUALTIES

1. Personnel performance was considered to be excellent and in the general high standards of the Navy and Marine Corps.

2. Casualties

a. At 0925 on 30 October 1952, 2nd Lieutenant A.D. HOWARD, USMCR, while landing aboard the U.S.S. BADOENG STRAIT during carrier qualification, failed to engage an arresting wire and crashed through three barriers. The aircraft came to rest in an inverted position against the island superstructure. 2nd Lieutenant HOWARD had his left hand injured to the extent that the 5th digit was severed.

b. At 1100 on 31 October 1952, Captain Robert C. WHITEHEAD, USMC, while landing aboard the U.S.S. BADOENG STRAIT on return from a strike flight, lost his tail wheel and hook on making contact with the deck and crashed into the barriers as a result, the pilot sustained a strained back. He was transferred to a naval hospital two days later.

[redacted]

[redacted]

PART VI DECLASSIFIED

SPECIAL COMMENTS ON DOCTRINE AND OPERATIONAL PROCEDURES

1. During the first few days of this operating period there were several serious aircraft accidents aboard ship attributable to lack of training and experience on the part of both pilots and Landing Signal Officers. It was necessary to conduct carrier qualifications on the first day of this period. During these qualifications, two aircraft were damaged to such an extent as to be beyond repair aboard ship , despite the unusual competence of the squadron maintenance personnel in effecting repairs. Two additional landing accidents occurred aboard ship in which the aircraft suffered strike or major overhaul damage. On another occasion an aircraft taxied out of the landing area and crashed into aircraft parked forward of the barrier, damaging three of these planes, one seriously, and with serious damage resulting to itself. The procedure of shipping pilots to the forward area to qualify and obtain experience in carrier operations seems unduly expensive in terms of damaged aircraft. In this instance it also seriously hampered the conduct of combat operations.

Recommendation:

Pilots and Landing Signal Officers destined for carrier duty in the combat area should be adequately trained before departing the continental limits.

2. This vessel departed port with only a partial complement of aircraft. The need to conduct qualification landings for new pilots, with the resulting damage indicated in paragraph above,further reduced the availability of aircraft. Also, during the period of this report five aircraft of necessity were landed at an emergency landing strip on Paengnyong-Do. Three were directed there for the removal of hung ordnance. Another landed because of mechanical difficulties and the fifth because of battle damage. Two of these aircraft suffered major damage during rollout due to the poor condition of the landing strip. There are no good landing strips in the immediate vicinity of the operating area although beach sites presently in use could be rendered adequate with little effort. When the aircraft with hung ordnance or battle damage are sent to fields further South, their services are lost to the Task Element for the remainder of the day and sometimes part of the following day. This reduction of aircraft coupled with inadequate replacement service seriously jeopardized accomplishment by this Task Element of its assigned tasks.

Recommendation:

The complement of Corsairs on the 105 class CVE should be maintained at 24 through provision of sufficient aircraft in the forward area for this purpose.

Note: Arrangements to effect improvement of the K-53 landing strip at Paengnyong-Do have been made with JOC Korea.

[redacted]

3. The volume of classified communications traffic handled during this operating period was extremely heavy. On the third day of operations one ECM developed electro/mechanical trouble which put it out of service periodically thereafter for periods up to 3 hours. This failure of one of the two ECM's allowed this ship presented a major difficulty. Since both machines were being used to nearly capacity, the remaining machine was unable to carry the load, and delays in handling traffic resulted. Toward the end of the operating period this machine also developed trouble, but remained operational.

Recommendation:

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On escort carrier performing the duties of an Element Commander should be allowed an extra ECM to be used as a spare during its tour of duty in the Yellow Sea. A letter of recommendation in this regard is being submitted.

4. Delivery of ship-to-shore communications traffic is slow and sometimes inaccurate due to the volume of traffic.

Recommendation:

A point-to-point circuit should be used for a period of 2 to 4 hours each evening with either Radio Tokyo or Radio Guam. It is believed that frequencie are already assigned for this use. Arrangements along these lines should materially expedite the delivery of high precedence traffic without interfering with other units and commands.

5. Hangar Deck Operations:

Normally, sixteen Corsairs can be spotted on the hangar deck. However, space required for the helicopter, turnapull, QEC stands, large work tables and de-greasing tanks for aircraft machine guns has reduced the space available for parking aircraft so that only fourteen can be accommodated. Thus a serious problem results when it is necessary to accommodate several wrecked aircraft being returned for salvage. The hangar deck during this operation on several occasions was overcrowded with resultant delays, while continuing repairs to several damaged aircraft and conducting routine checks. When an aircraft is damaged to the point that it is usable only for scrap, and when it is apparent to the Commanding Officer that retention of the aircraft aboard will delay maintenance of other aircraft, it is considered that the engine should be removed, the aircraft should be stripped of any useful parts and the remainder dumped overboard.

Recommendation:

The authority of the Commanding Officer to dispose of a damaged aircraft in the forward area should be broadened in cases where there is no hope whatso-ever of effecting repairs. This authority should require stripping of the aircraft prior to such disposal.

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6. The bridle arrester designed and reported by the USS RENDOVA (CVE-114) in Confidential letter S83 serial 0182 of 15 October 1952 is considered to be an improvement over the bridle arrester proposed by the USS BATAAN (CVL-29). However, photographs taken while launching show that the bridle flaps up as it was being arrested. There has not yet been any indication of any damage to tail surfaces resulting from the bridle movement.

Recommendation:

The possibility that when using this bridle arrester the bridle may damage the tail surfaces necessitates close watch in this regard.

7. The V-4 division accomplished the following during the reported period: Three engines preserved, five props preserved, eight props assembled, one QEC assembled, thirty five tires mounted. In addition, shops were maintained and maintenance personnel were assigned to assist in squadron maintenance work. An N-7 tank was mounted on a cart with small pneumatic wheels. The tank was fitted with a drain, drain valve, and a drain hose (surveyed fire hose) of sufficient length to reach from the hangar deck to the water level. This is used as a drain oil bowser to satisfy a much needed method of safely disposing of drain oil, particularly when it is contaminated with gasoline.

8. The 40MM ammunition training allowance as outlined in BuOrd Circular Letter A10-49 of 24 June 1949 and modified by COMAIRPAC INSTRUCTION 8000.1A of 21 July 1952 should be increased. In accordance with Commander SEVENTH Fleet Operation Order 2-51 (Revised) all vessels are required to engage in AA training exercises when passing through area "GEORGE", Sasebo. While the present allowance is adequate to fulfill this requirement, very little is available for the training of green crews prior to the vessel's departure from the United States.

Recommendation:

It is recommended that the allowance of 40MM ammunition be increased so that personnel can be adequately trained prior to the ship's deployment to Wes Pac.

9. Departure from the type ship's allowance of bombs should be authorized and specified by type commanders in order to more closely approximate the number and types of ordnance being used in a specific combat area in accordance with the targets being presented. This ship has found it necessary to vary from the type commander's allowance after it left the United States, whereas it should have been possible to anticipate the type of ordnance being used prior to departure. It is recognized that it would be difficult to anticipate the type of targets to be destroyed long in advance and, accordingly, the type of ordnance most suitable. However, an increase in 1,000 pound GP bombs, the inclusion of 250 pound GP Bombs and of at least ten 500 pound SAP bombs was found to be necessary during this operation. A similar requirement is anticipated for subsequent operations. Need for this change was first experienced by this vessel when on previous duty in the Yellow Sea in January and February 1952, and also by the ship which this

vessel relieved. Thus it is felt that the continued need for these ordnance items is reasonably assured.

Recommendation:

The ordnance allowance as specified by the Type Commander should be changed to provide for:

a. Increasing 1,000 lb GP bombs from 24 to 50, with a reduction in the amount of 500 lb GP bombs from 300 to 250.

b. Inclusion of at least ten 500 lb SAP bombs.

d. Inclusion of one-hundred 250 lb GP bombs and reduction of 220 lb or 260 lb fragmentation bombs by a similar amount.

10. Time and operating conditions do not permit belting 20MM aircraft ammunition and finning aircraft rockets while the ship is in the operating area. This must be done during the replenishing period before leaving port. It is a considerable hardship on ordnance crews who are thus denied an adequate rest and recreation period while the ship is in port.

Recommendation:

All 20MM aircraft ammunition should be delivered belted.

11. This ship sustained damage to two MK-51 Mod 2 directors due to an aircraft accident on 15 October 1952. During the following ship repair and replenishment period from 18 October through 29 October it was possible to replace only one director, resulting in the ship operating in Korea area "NAN" with 14% of the effectiveness of its armament substantially reduced.

Recommendation:

Replacement MK-51 Mod-2 directors should be readily available in the forward area.

H. L. RAY

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
COMFAIRJAPAN
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, FMA-312
CO, USS BATAAN (CVL-29)
CO, USS RENDOVA (CVE-114)
CO, USS BAIROKO (CVE-115)
CO, USS POINT CRUZ (CVE-119
CO, USS SICILY (CVE-118)

AUTHENTICATED

S. O. COLE
CDR, USN
Operations Officer

[redacted]

U.S.S. BADOENG STRAIT (CVE-116)
c/o Fleet Post Office
San Francisco, California

DECLASSIFIED

[redacted]ON 1 November 1952

FLIGHT SCHEDULE FOR 2 NOVEMBER 1952

SUNRISE 0706 SUNSET 1745

EVENT	NO. A/C	MISSION	LAUNCH	LAND	AMMO
A-1	2	CAP	0630	0915	A
A-2	4	TARCAP	0630	0915	C
A-3	3	STRIKE	0630	0915	B
B-4	2	CAP	0830	1130	A
B-5	4	TARCAP	0830	1130	C
B-6	3	STRIKE	0830	1130	B
C-7	2	CAP	1115	1330	A
C-8	4	TARCAP	1115	1330	E
D-9	2	CAP	1315	1545	A
D-10	4	TARCAP	1315	1545	E
E-11	2	CAP	1530	1730	A
E-12	4	TARCAP	1530	1730	G
E-13	4	STRIKE	1530	1730	G

AMMO LOADS

A - All A/C full gun loads.
B - 2 A/C Napalm and 8-HVAR.
1 A/C 500# D.C./inst. and 4-260#inst./.01.
C - 2 A/C 500# inst./.01 and 4-260# inst./.01.
2 A/C Napalm and 8-HVAR.
D - All A/C 500# inst./.01 and 4-250# inst./.01.
E - All A/C 500# inst./.01 and 8-HVAR.
F - All A/C 500# SAP/4-5 sec delay and 8-HVAR.
G - All A/C 500# GP inst./01 and 4-250 inst./.01.

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

Copy to:

CO	MEDICAL (2)
XO	READY I (2)
AERO	SQUADRON OFFICE (6)
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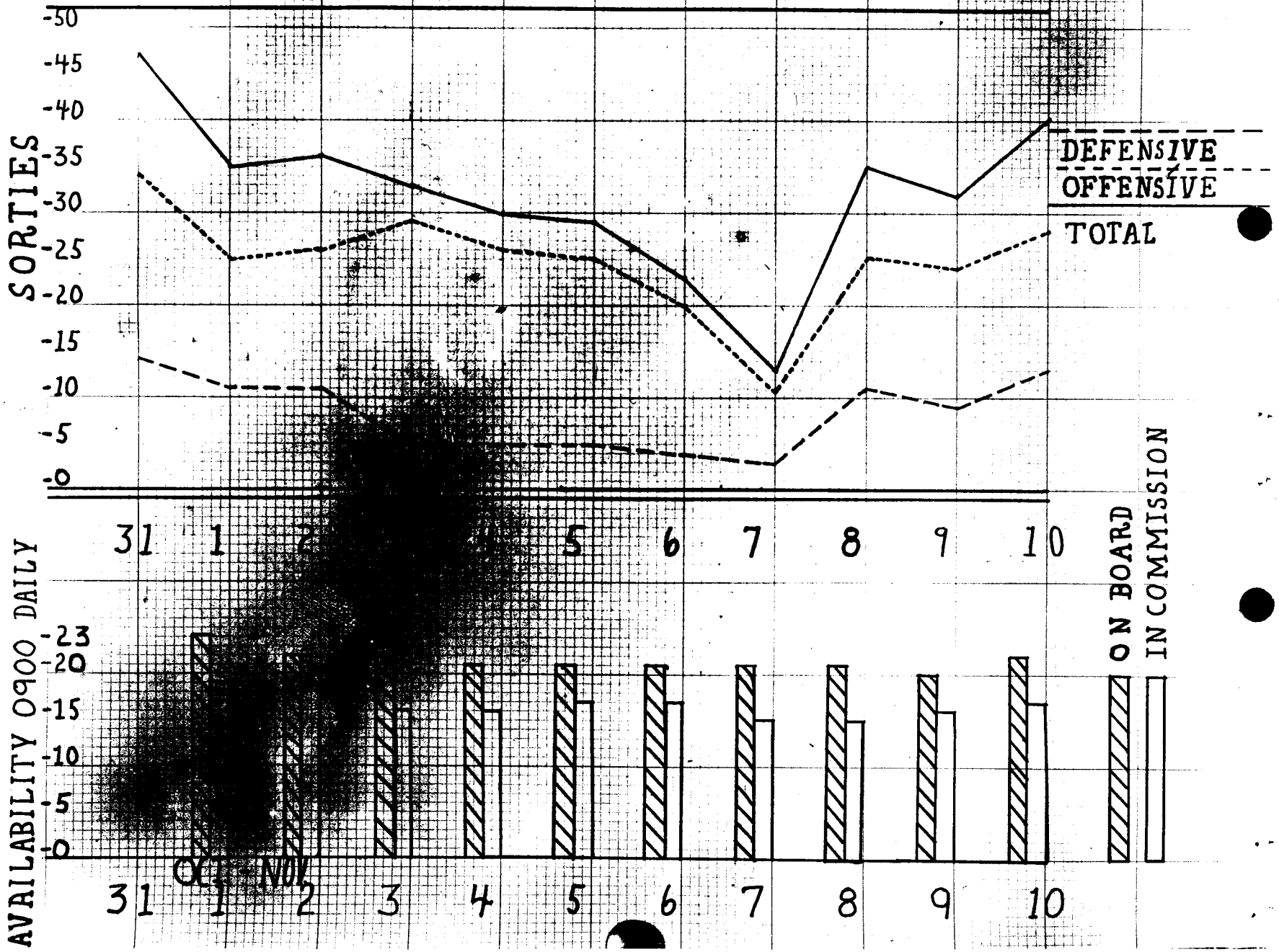
BRIDGE (4)	CPO QUARTERS BB
PHOTO LAB	ALL OFFICERS STATEROOMS
AIR DEPT (8)	EACH SCREEN SHIP (3)

[redacted] ENCLOSURE (1)

USS BADOENG STRAIT CVE -116

OPERATING PERIOD 31 OCT. TO 10 NOV. 1952



Enclosure (3)