

U.S.S. BATAAN (CVL-29)
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9 MAY 1953

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

Subj: Action Report 11 April through 20 April 1953

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

Encl: (1) Sample Air Schedule

1. In compliance with references (a) through (d), the Action Report for the period 11 April 1953 through 20 April 1953 is submitted herewith.

PART I - COMPOSITION OF OWN FORCES AND MISSION

a. During the period 11 April through 20 April 1953, the USS BATAAN (CVL-29), under the command of Captain S. S. MILLER, 61459/1310, USN, with Marine Aircraft Squadron VMA-312 embarked, operated as part of the U. S. SEVENTH Fleet in Task Force 95 under the operational control of the Commander Task Group 95.1.

b. The Commanding Officer, USS BATAAN, was Commander Task Unit 95.1.1 from 2100I 11 April until 2100I 19 April 1953, at which time command of the Task Unit shifted to the Commanding Officer, HMS GLORY (CVL-62). The Commanding Officer, USS BATAAN, was OTC West Coast of Korea from 2100I 11 April until 1800I 18 April 1953, at which time CTU 95.1.9 in HMS NEWCASTLE (CL-76) assumed duties as OTC West Coast of Korea.

c. During this operating period, ships of TU 95.1.1 operated in the Korean Coastal Area "N" in the vicinity of Lat. 37°-30'N and Long. 124°-30'E. Refueling of the screen was normally accomplished by detaching one destroyer in the early afternoon for rendezvous with a tanker located at Lat. 37°-40'N and Long. 125°-41'E. Ships returned to the Task Unit late in the evening of the same day or in the early morning of the following day.

d. Enemy surface forces or action:
No enemy surface forces were encountered by this Task Unit, therefore, no surface action is related.

[REDACTED]

e. During this operating period, VMA-312 aircraft (F4U) flew Combat Air Patrol, Target Combat Air Patrol, Armed Reconnaissance, Pre-Briefed Strikes, Close Air Support, and Air Spot for naval gun firing missions as illustrated by a typical schedule, enclosure (1).

STATISTICAL SUMMARY OF FLIGHT OPERATIONS

DATE	TOTAL SORTIES	ARMED RECCO	TARCAP	CAP	PRE-BRIEFED STRIKES	CAS	NGS
4/12	48	4	4	16	24	0	0
4/13	48	8	4	16	20	0	0
4/14	36	4	8	12	12	0	0
4/15	16	0	0	14	0	0	2
4/16	38	0	0	12	0	24	2
4/17	36	0	0	12	0	24	0
4/18	38	2	4	4	0	20	0
4/19	48	6	20	14	8	0	0
<u>TOTAL</u>	<u>308</u>	<u>24</u>	<u>40</u>	<u>108</u>	<u>64</u>	<u>68</u>	<u>4</u>

No. of combat sorties flown	308
No. of offensive sorties flown	196
No. of defensive sorties flown	112
No. of flights cancelled due to weather	12
No. of flights cancelled due to non-availability of aircraft	0
No. of flights abortive	2
No. of carrier landings made	309
No. of catapult shots	308
No. of barrier crashes	2
No. of planes lost	0
No. of planes damaged	1
Total combat hours flown	611.7
Average No. pilots available to fly	23
Average sorties per day	38.5
Average length sorties	1.98
Average daily hours flown	76.46
Average No. of pilots assigned	29
Average No. of pilots on board	28
Average hours flown per pilot	26.6
Average daily hours flown per pilot	3.3
Average No. aircraft assigned	23
Average daily availability aircraft	18
Percent aircraft availability	78

f. The mission of the Task Unit is contained in CTG 95.1 Operation Order 2-52.

PART II - CHRONOLOGICAL ORDER OF EVENTS

11 April 1953 -

Enroute to Operating Area "N" from Sasobo, Japan, in accordance with CTG 95.1 dispatch 090430Z of April 1953.
At 0947I rendezvoused with HMAS ANZAC (DD-59)
At 1155I recovered seven (7) aircraft from Itazuke AFB.

At 1343I conducted refresher landings for seven (7) pilots newly assigned to VMA-312.
At 2100I Captain S. S. MILLER, 61459/1310, USN, Commanding Officer, USS BATTAN assumed command of Task Unit 95.1.1 and OTC West Coast of Korea.

12 April 1953 -

At 0015I the USS HIGBEE (DDR-806) and HMCS HAIDA (DDE-215) joined the formation.

At 0600I the USS BATAAN in company with HMCS HAIDA, HMAS ANZAC and the USS HIGBEE arrived in Operating Area "N".

At 0727I the USS H. J. THOMAS (DDR-833) joined the formation.

At 1526I HMAS ANZAC was detached for fueling.

At 0600I the first flight was launched. A total of forty-eight (48) sorties were flown which included thirty-two (32) offensive and sixteen (16) defensive missions. Pilots attacked many different targets during the day. An area of camouflaged stores was hit and left burning. During an attack on buildings in a troop housing area, troops were observed running from two (2) buildings destroyed with bombs and rockets. Nine (9) small camouflaged boats (15-25 ft.) and five (5) revetted buildings were strafed. Pilots reported destroying three (3) tractors, four (4) oxen, two (2) ox carts, and twenty (20) barrels of fuel. Two (2) railroad bridges were cut.

13 April 1953 -

At 0127I HMAS ANZAC rejoined the formation.

At 0805I HMCS HAIDA was detached for fueling.

At 1615I the USS H. J. THOMAS was detached to proceed on mission assigned.

At 1622I HMCS HAIDA rejoined the formation.

Marine pilots of VMA-312 flew forty-eight (48) sorties in excellent flying weather. Pilots reported destroying sixteen (16) houses and damaging seven (7) others in villages where troops were housed. Trenches were strafed and two (2) gun positions were also strafed and damaged. One (1) thirty (30) foot boat was reported damaged. In a shipyard area seven (7) buildings were damaged and boats were strafed. In an area just north of the CHONG CHON river, trucks were observed along a road and in revetments; pilots destroyed two (2) trucks and damaged seven (7).

At 1423I Captain Westrick NORRIS, 031381, USMC, made the 28,000th landing aboard the BATTAN. This event was celebrated with the traditional cake ceremony.

14 April 1953 -

Low overcasts and fog in the target area cancelled the first twelve (12) sorties of the day. As the weather improved in mid-morning, operations were continued and thirty-six (36) missions were flown.

Corsair pilots hit a boat storage area and destroyed seven (7) houses, and one (1) beached boat. Four (4) houses and one (1) boat were also damaged in this attack. Troops and villages were attacked with the following results: nine (9) buildings destroyed, eight (8) houses destroyed, ten (10) supply stacks left burning, and one (1) secondary explosion observed. Pilots reported starting fires in two (2) supply buildings.

At 1308I Captain Leonard Leroy ORR, 035685, USMC, landed his F4U at PAENGYONG DO when hydraulic failure caused one wheel to stick in the up position. Captain ORR was uninjured and the plane received only minor damage.

At 1600I refueled the USS HIGBEE alongside.

15 April 1953 -

Flight operations were limited to defensive sorties in compliance with an order received from COMSEVENTHFLT. In order to prevent any incidents from arising during the transfer and exchange of sick and wounded prisoners of war, offensive operations were ordered cancelled except under specific instructions as contained in this order. Sixteen (16) defensive sorties were launched.

At 0758I the USS HIGBEE was detached to proceed on mission assigned.

At 0810I the USS ULVERT M. MOORE (DE-442) joined the formation for duty.

At 1505I HMAS ANZAC was detached for fueling.

16 April 1953 -

At 0018I HMAS ANZAC rejoined the formation.

At 1533I the USS MOORE was detached for fueling.

VMA-312 Corsair pilots received a "well done" for twenty-four (24) close air support missions flown along the EIGHTH Army bomb-line. These sorties were conducted under the operational control of JOC Korea. Aircraft from Task Unit 95.1.1 were diverted to this operating area due to restrictions incident to the sick and wounded prisoner of war exchange convoy along the West Coast main supply route which borders CTG 95.1 normal operating area. Mosquito (TACP) planes reported the BRITAIN Checkerboard pilots inflicted the following damage on targets hit: four (4) gun positions destroyed, four (4) bunkers destroyed, one gun position damaged, two (2) direct hits with napalm on caves and bunkers, three (3) caves damaged, and 150 yards of trenches destroyed. Other trenches were also reported damaged.

17 April 1953 -

At 0117I the USS ULVERT M. MOORE rejoined the formation.

At 1524I HMCS HALIDA was detached for fueling.

Twenty-four (24) close air support missions were flown along the EIGHTH Army front. All reported damaged was assessed by mosquito (TACP) aircraft. Marine pilots damaged four (4) bunkers and seven (7) automatic weapons. Four (4) mortars were destroyed and two caves damaged. Two (2) large fires were started and 135 yards of trenches were destroyed.

18 April 1953 -

At 0059I the USS MOORE was detached for fueling.
 At 0100I HMCS HAIDA rejoined the formation.
 At 1045I the USS COWELL was detached for fueling.
 At 1045I the USS MOORE rejoined the formation.
 At 1800I CTU 95.1.9 in HMS NEWCASTLE (CL-76) assumed
 duties of OTC West Coast of Korea.
 At 1818I the USS COWELL rejoined the formation.
 At 1819I the USS MOORE was detached to proceed on
 mission assigned.

Pilots of VMA-312 were directed on target by radar
 bombing procedure when low clouds covered the bomblines in the early morning.
 In late morning the target area cleared and pilots located three (3) enemy
 tanks; one (1) tank was destroyed and one (1) was damaged. Mosquito (TACP)
 planes reported four (4) automatic weapons damaged, ten (10) NKA KIA, seventy-
 five (75) yards of trench damaged, and two (2) caves closed. The last flight
 of the day was directed against enemy gun positions which had fired on SOK-TO,
 a friendly island off the West Coast of Korea. Pilots reported one (1) gun
 position damaged, one (1) observation post bombed and strafed, and two (2)
 caves damaged in this attack, which was executed in the face of heavy auto-
 matic weapons fire. Two (2) returning planes had received many hits from
 these weapons. Bombing restrictions, imposed on this area by COMSEVENTHFLT
 for the exchange of sick and wounded prisoner of war convoys, were lifted to
 permit suppression of these enemy guns.

19 April 1953 -

Operations against enemy gun positions threatening
 friendly held islands were continued. Thirty-four (34) offensive sorties
 were flown. Pilots reported strafing four (4) gun positions and damaging
 one (1) observation post. Troops in trenches and bunkers were strafed and
 bombed with several NKA reported KIA and WIA. One (1) command post received
 a direct rocket hit. Further damage included three (3) railroad cars de-
 stroyed and two (2) tractors damaged.

At 1630I HMS ANZAC was detached to proceed on mission
 assigned.

At 2100I the Commanding Officer, HMS GLORY (CVL-62)
 assumed duties as CTU 95.1.1.

At 2327I the USS COWELL was detached to rendezvous
 with CTU 95.1.1 in HMS GLORY.

20 April 1953 -

Steaming enroute Sasebo, Japan, from Operating Area
 "N" in company with HMCS HAIDA.

At 1030I conducted ECM window dropping exercise as
 authorized by COMNAVFET and COMSEVENTHFLT.

At 1730I moored to Yokose fuel pier Sasebo Harbor,
 Sasebo, Japan.

PART III - PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

a. The expenditure and performance of air ordnance for Marine Squadron VMA-312 during this reporting period was as follows:

(1) Expenditure:

DATE	500# GP	500# SAP	260# FRAG	100# GP	5" HVAR	5" ATAR	NAPLAN	350# DC	20MM Rds.	50Cal. Rds.
4/12	24	0	8	132	60	0	8	0	6,200	10,000
4/13	11	2	16	78	97	16	15	4	4,000	8,800
4/14	8	0	0	48	114	0	16	0	3,200	5,600
4/15	0	0	0	0	0	0	0	0	0	0
4/16	14	0	8	72	80	0	11	0	3,300	5,200
4/17	13	0	0	78	90	0	12	0	2,600	1,200
4/18	18	0	0	106	40	0	6	0	2,600	1,600
4/19	18	0	0	108	113	0	16	0	7,900	10,400
<u>TOTAL</u>	<u>106</u>	<u>2</u>	<u>32</u>	<u>622</u>	<u>594</u>	<u>16</u>	<u>84</u>	<u>4</u>	<u>29,800</u>	<u>42,800</u>

TOTAL WEIGHT OF ORDNANCE EXPENDED IN TONS 169.2

(2) Performance:

The performance of ordnance equipment and material is considered normal. With the exception of hung 5" HVAR's there were fewer malfunctions than during the last reporting period.

(a) Guns

1 20MM

- 9 Snubbed rounds
- 2 Failure to extract
- 1 Ammunition link separation
- 1 Broken extractor spring pin
- 2 Broken breech block lock
- 2 Broken firing pin
- 2 Charger lug override
- 3 Feeder mechanism stoppage
- 1 Faulty sear spring pin

2 .50 Caliber

- 2 Ammunition link separations
- 1 Receiver jam
- 1 Faulty charger

(b) Hung Rockets

1 5" HVAR

- 18 Faulty rocket Acro 11A launcher

- 8 Faulty igniter Aero 14A launcher
- 1 Returned unplugged Aero 14A launcher
- 3 Faulty rocket MK. 9 launcher
- 2 Faulty igniter MK. 9 launcher
- 6 Electrical system failure in aircraft

(c) Dud Bombs

1 500# GP

- 2 Undetermined (arming wires returned)
- 1 Faulty tail arming solenoid

(d) Dud Napalm

- 1 Pilot failed to arm
- 1 Undetermined (arming wires returned)

b. Expenditure of ship's ordnance for AA Practice

(1) 40MM Cartridge (AA):

A total of 481 rounds were fired for gunnery exercises.

c. Performance of ship's ordnance and material

(1) The performance of the ship's ordnance is considered excellent.

No major material casualties occurred during this period.

PART IV - BATTLE DAMAGE

a. Own battle damage

(1) Surface:

None of the ships of the Task Unit were attacked or damaged.

(2) Air:

For damage sustained by aircraft, see Naval Air Warfare Aircraft Vulnerability Report, submitted for this period.

b. Battle damage inflicted on the enemy

(1) Surface:

Ships of the Task Unit inflicted no damage on the enemy while operating as part of Task Unit 95.1.1 during this period.

(2) Air:

For detailed battle damage inflicted on the enemy by aircraft of this Task Unit, see Naval Air Warfare Attack Report for the period covered by this report. A summary of damage is as follows:

<u>TARGETS</u>	<u>DESTROYED</u>	<u>REPORTED</u>	<u>DAMAGED</u>
Buildings	15		
Rail Bridge	1		8
Large Tractors	3		2
Oxon	6		
Carts	2		2
Barrels of Fuel	20		
Plow Discs	3		
Gun Positions			8
Warehouses			1
Rail Bed			1
Road Bridges			1
Rotted Buildings			1
Supply Areas			26
Houses	43		5
Boats	1		4
Bunker Tunnels			4
Trucks	2		7
Bunker Area	6		6
Secondary Explosions		3	
Caves	6		12
Motars	12		
Trench Areas (in yards)	420		110
Automatic Weapons	6		9
Tanks	1		1
KIA		10	
Observation Post			2
Rail Cars	3		

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

a. Performance

(1) Personnel performance and morale has been excellent during the period of this report. The average on board count of enlisted personnel was 1014. The number of officers was 73. The total number of Squadron VMA-312 personnel, officers and men was 196.

(2) Personnel were again exchanged with HMS GLORY. Eleven (11) enlisted men from GLORY came aboard and observed operations aboard the BATAAN.

(3) In anticipation of BATAAN's return to U.S., efforts are being made to obtain housing in San Diego for the married men. A large percentage of the men have already forwarded requests.

b. Recreation

(1) The following activities for welfare and recreation were available during this period:

(a) A daily newspaper, the BATAAN NEWS was distributed to ship's

company; and to ships in the formation on all guard mail exchanges.

(b) Radio broadcasts were piped to NBO's throughout the ship.

(c) The "Bataan Broadcasting Company" (BBC) provided daily newscasts and recordings.

(d) The crew's library was open each evening until taps.

(e) Sightseeing tours were conducted to points of interest in the Sasebo area during the in-port period.

(f) Three movies were shown daily in addition to one in the wardroom and one in the CPO mess.

(g) There were two (2) picnics held during the in-port period.

(h) Several fishing trips were made to the KUJUKU (99) Islands. This was the first period in port when the weather was warm enough to make these trips desirable.

c. Legal

(1) There was an increase in disciplinary action necessary with the awarding of five (5) Summary Courts-Martial and two (2) Special Courts-Martial. Six of these were for AOL. The increase in AOL's might possibly be attributed to the change in SOPA Sasebo Instructions which now does not permit overnight liberty to 3rd Class Petty Officers and below. During the last Far East cruise of BATAAN overnight liberty was permitted for 5% of the crew regardless of rate.

d. Divine Services

(1) Sunday Services:

(a) Two Catholic masses each Sunday at 0645 and 1600

(b) General Divine Services each Sunday

(c) Church of Christ held services each Sunday under the direction of a lay member.

(2) Daily Services:

(a) Catholic Mass each day at 1600

(b) Rosary recited before and after Mass

(c) Confessions heard before Mass and on Saturday evening

(d) Morning prayers over the ship's P.A.

(e) Bible classes held three (3) times weekly in the crew's library at 1930.

(3) Services on escorting vessels:

(a) The ship's chaplain conducted Sunday services on escorting vessels in the formation.

e. Casualties:

See PART VI paragraph f of Medical Report.

PART VI - COMMENTS AND RECOMMENDATIONS

a. Air Department

(1) On 13 April, 1953, a F4U-4B, BuNo 81008 being flown aboard for delivery to VMA-312 failed to engage a cross deck pendant due to a faulty tail hook dash pot. This barrier crash was the first crash occurring on board BATAAN since VMA-312 came aboard in February. A total of 1065 F4U landings without a barrier crash had been made up to this time. It is to be noted that the pilot was not attached to VMA-312. Numbers 2,3, and 4 barriers were engaged resulting in damage to both wings of the plane and to both cables of number 2 barrier. Subsequent inspection disclosed the following conditions which are believed to be contributing factors to the accident:

- (a) No fluid in tail hook dash pot.
- (b) Aircraft equipped with pneumatic tail wheel.
- (c) Pressure less than 100 PSI in landing gear tires.

Recommendation:

Planes should be inspected by the delivering unit prior to being flown aboard to insure compliance with ComAirPac General Technical Bulletin No. 15 regarding servicing and inspection of tail hook dash pots. In addition, it is recommended that F4U's being delivered to carriers be equipped with solid rubber tail wheels and that the main landing gear tires be inflated to 160 PSI.

(2) On 17 April a F4U-4 BuNo 62916 engaged No. 8 cross deck pendant and then engaged Number 2 and Number 3 barriers. Although the top cable on both barriers required replacement the plane received only minor damage. VMA-312 pilots had completed 1203 landings without a barrier crash up to this time. c

(3) During this operating period 81,977 gallons of gasoline and 1,194 gallons of lubricating oil were used.

(4) On 13 April the forward gasoline pump failed to deliver gasoline to the flight deck. This loss in pressure was attended by pump chatter. Inspection showed the gravity tank provided sufficient hydrostatic head. The

voids around the tank were aired for about 2½ hours and a man sent in with an air hose on a gas mask and gagged down the port float valve. A test of the pump then showed normal operation. Apparently, for some unknown reason, both float valves were stuck in the closed position. During the next in-port period the starboard float valve was also gagged open. Further investigation cannot be made until the tank is entered.

b. Engineering Department

(1) Main Propulsion, Auxiliaries and Electrical Equipment:

(a) There were no engineering casualties to the main propulsion plant, auxiliaries or electrical equipment during the operation.

(2) Electronics:

(a) The operation of electronics equipment was generally good with no major failures.

(b) In addition to routine maintenance the following repairs and changes were accomplished by ship's force:

1 YE-1 Radar Beacons:
Keying relay K-103 failed to key equipment properly. Replaced K-103 and returned equipment to normal operation.

2 TDE Radio Transmitter:
Flexible coupling for power amplifier tuning coil broke and prevented tuning transmitter. Ship's force fabricated and installed new flexible coupling to return equipment to normal operation.

3 AN/SPS-6B Radar:
Modification of the Sensitivity Time Control (STC) circuit to extend maximum STC action to 40 miles range was completed in accordance with COMAIRPAC ltr ser 73/6620 of 26 March 1953. R-2035, 10,000 ohm resistor, was changed to 100,000 ohms; C-2029, 56 micromicrofarad capacitor was changed to 100 micromicrofarads. Tests on close-in land targets and on window dropped from aircraft in active ECM exercises revealed a slight improvement in PPI scope presentation.

c. Gunnery Department

(1) No gunnery exercises were held in transit to or from the operating area due to an ECM window dropping exercise conducted while enroute to Sascho and qualification landings for new pilots while enroute to the operating area.

(2) Several star shell gunnery practices were conducted during the "on the line" period. The 481 rounds of 40MM AA ammo mentioned in PART III, b, (1), were expended during these practices.

(3) During the in-port period the following ammunition and ammunition components were loaded aboard as replenishment:

<u>Description</u>	<u>Amount</u>
500# Bomb GP	100
100# Bomb GP	550
5.00 Inch Rocket Heads	498
5.00 Inch Rocket Motors	500
Fuze Nose, AM-M103A1	500
Fuze Tail, AN-M101A2	700
Fuze M157-W/Burster	200
Fuze Tail, AN-M101A2	75
Fuze Nose Rocket, MK 149	504
Primer Det., M14, .01 Sec. Delay	400
Primer Det., M14, .025 Sec. Delay	100
Arming Wires, M1, single	4000
Igniters, M15, WP	80
Igniters, M16, WP	80
Napalm Tanks, F51	65

Total time required for loading and stowing - - 6 hours

Total working party - 183 men

d. Operations Department

(1) Air Operations

Comment:

Offensive sorties were cancelled on 15 April, 1953 due to the movement of sick and wounded POW exchange convoys. On 16 April, 1953 offensive sorties were resumed and close air support was provided along the bomb-line. Aircraft were under positive control of mosquito aircraft.

(a) Air Intelligence

Comment:

The increased activity of small boats and reports of numerous boats being beached on the mud flats adjacent to enemy territory was the source of considerable concern during this patrol. Normally, boats beached on enemy territory are subject to attacks. Due to the extreme area of the mud flats in this case, the decision to attack these boats was withheld until clarification was received. The following dispatches are believed to be self-explanatory:

Confidential Naval Dispatch 181325Z from BATEAN:
PASS TO CCRAK X COASTAL RECONNAISSANCE APPROX 181530I
REVEALED MANY BOATS ON MUD YB 6083 X PEOPLE APPARENTLY DIGGING CLAMS X BS
3779 TWO BEACHED BOATS X BS 3884 TWO BEACHED BOATS X BS 3781 LARGE BEACHED
BOAT WITH MAST X REQUEST EVALUATION BOATS AND ACTIVITY THIS AREA.

Confidential Naval Dispatch 190450Z from CCRAK:
CITE NLO 295 X YOUR 181325Z X ALL BOATS FRIENDLY

Recommendation:

Further clarification of restrictions and attack instructions concerning beached boats should be included in current directives.

(2) Communications

(a) Radio:

<u>1</u>	Total messages handled	960
<u>2</u>	Total unclassified and visual	457
<u>3</u>	Total classified messages	503
<u>4</u>	Total number of coded groups handled	75,719

(b) Post Office Transactions:

1 Received:

Air Mail and first class pouches	9
Air Mail and first class letters	9,750
Parcel Post bags	40
Packages (Air Mail and Parcel Post)	175
Flats (Air Mail and Parcel Post)	95
Newspapers	155
Registered articles	11

2 Dispatched:

Air Mail and first class pouches	5
Air Mail and first class letters	4,788
Parcel Post bags	7
Packages (Air Mail and Parcel Post)	53
Flats (Air Mail and Parcel Post)	41
Registered articles	46

3 Finances:

Stamp sales	\$150.21
Stamp purchases	73.00
Money orders - 220 issued for a total of	\$10,032.00

(3) Aerology:

A weak wedge of high pressure dominated the weather during the period 12 April through 19 April. Uniformly good flying weather, with clear skies and better than average visibility prevailed except for considerable coastal fog on 14 April and again on 19 April when the high pressure wedge moved across Korea and southerly winds prevailed over the Yellow Sea.

e. Supply Department

(1) Aviation Stores:

(a) ACOG Requests:

	FLU
NOT ON ALLOWANCE	2
NIS	1
TOTAL	3

(b) One aircraft was ACOG because of three items: two wind-shield side panes stock numbers R 82-CVVS-49264-R and -L and one vacuum pump stock number R 86-PE-3P19FA.

(2) Commissary:

(a) Replenishment of provisions in Sasebo was effected by the USS MERAPI (AF-38), USS YANCY (AKA-93), and USS ALSTEDE (AF-48). Sixty-six (66) line items were requested of which forty-four (44) were supplied, a percentage of 67.

(3) General Stores:

(a) Replenishment of general stores in Sasebo was effected by the USS YFNB-24. One hundred sixty-five (165) line items were requested of which one hundred five (105) were supplied, a percentage of 63.

(4) BuShips Electronics:

(a) Replenishment of BuShips electronics material was effected by the USS PROTON (AK-28). Seventy-one (71) line items were requested of which fifty-two (52) were supplied, a percentage of 73.

(5) Ship's Store and Clothing and Small Stores:

(a) Replenishment of ship's stores items was effected by the USS YANCY (AKA-93). Forty-two (42) line items were requested of which twenty-three (23) were supplied, a percentage of 55.

(b) Replenishment of clothing and small stores was effected by the USS YANCY. Eighteen (18) line items were requested of which thirteen (13) items were supplied, a percentage of 73.

f. Medical Department

(1) There has been no shortage of medical supplies over the period covered by this report.

(2) The Medical Department has been at full strength for this reporting period.

- (3) Medical evaluation of Ship's Company and Air Group:
There were no epidemics or illnesses during this operational period.
- (4) Medical statistics summary, Air Group and Ship's Company:
- (a) Admitted to sick list 9
 - (b) Total sick days out of possible 11,750 work days 17
 - (c) Officers admitted to the sick list 0
 - (d) Total patient visits to sick call 364
 - (e) Total medical treatments 406
 - (f) Patients transferred to the hospital 0
 - (g) Number of minor injuries treated 4
 - (h) Minor surgery procedures 0
 - (i) Venereal disease cases and non-specific urethritis 2
 - 1 GC 1
 - 2 Chancroid 1
 - 3 Non-specific urethritis following sexual exposure 0
- (5) There were no planes lost and no casualties during this period.
- (6) Pilot availability:
- (a) Pilots temporarily grounded for medical reasons 5
 - (b) Pilots indefinitely grounded pending medical evaluation 0
 - (c) Total days all grounded pilots 15
 - (d) Pilot availability 99.95%

PART VII - SUMMARY OF RECOMMENDATIONS

a. Planes should be inspected by the delivering unit prior to being flown aboard to insure compliance with ComAirPac General Technical Bulletin No. 15 regarding servicing and inspection of tail hook dash pots. In addition, it is recommended that F4U's being delivered to carriers be equipped with solid rubber tail wheels and that the main landing gear tires be inflated to 160 PSI. (PART VI, a, Air Department).

b. Further clarification of current directives should be made in regard

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to distinction between boats beached on enemy territory and boats beached in mud flats adjacent to enemy territory. (PART VI, d, (1), Air Intelligence).

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