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i. Miscellaneous

It is strongly recommended that the following information be provided to each ship for briefing purposes on first arrival in Yokosuka:

(1) Overlays of Recco routes and rail sections on 1:250,000 scale.

(2) Complete information on the current flak situation.

(3) Current information on orders, directives and procedures pertaining to operations. Procedures on NGF and Close Air Support and operational frequencies are especially desirable. All current available information on Search and Rescue procedures and facilities are essential.

(4) The three latest issues of the Far Eastern Air Force Roundup, the Fifth Air Force Intelligence Summary and the Intelligence Summary issued by the United Nations and Far East Command.

(5) Latest intelligence brief and current information bulletin of the ship being relieved.

It is recommended that all photographs and mosaics pertaining to operations be dated and that if practical, the scale be shown.

Reproductions of Prisoner of War Camp markings are difficult to obtain and even more difficult to reproduce aboard ship because of coloring involved. It is suggested that these be reproduced ashore and distributed to vessels deploying to the combat area in quantity.

City plans of North Korea, even though outdated, have been found excellent for orientation briefing on target complexes. It is suggested that a larger quantity of these be issued to ships deploying to the forward area.

(The Air Intelligence Office wishes to note its appreciation for the cooperation extended it by the Staff, Carrier Division ONE)

2. Aerology

a. General

During the period, there were two polar outbreaks preceeded by weak frontal systems which slowed down and stagnated over the operational and target areas.

These frontal systems accounted for 11½ days of non-operational weather, four of which were over the operating area.

b. Summary of Aerological Data

Winds: prevailing direction:

Southerly 31% of period
Easterly 27% of period
Winds over 20 knots; 4 hours
Calm winds; 3 hours
Average wind velocity; 10 knots
Strongest wind; north northeast 24 knots

Air Temperature: average 70°

Average Daily Maximum	73°
Average Daily Minimum	69°
Maximum for period	82°
Minimum for period	62°

Sea Temperature:

Average for period	75°
Average Daily Maximum	76°
Average Daily Minimum	72°
Minimum	68°
Maximum	82°

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Ceiling

Greater than 10,000 feet	40% of period
Greater than 5000 but less than 10,000 feet	7% of period
Greater than 2500 but less than 5000 feet	9% of period
Greater than 1000 but less than 2500 feet	32% of period
Less than 1000 feet	12% of period

Visibility

Over 6 miles	82% of period
Between 3 and 6 miles	13% of period
Less than 3 miles	5% of period

3. Communications

a. General

As previously reported, with the embarking of ComCarDiv ONE, the communications load has more than tripled. Since the last period, traffic has continued to increase. This Flagship is handling an average of 875 dispatches per day, more than many minor shore based relay stations in the NTX system. Although many of the dispatches handled are relays, the load is still excessive. An approximate daily average of traffic handled is broken down as follows:

2000George Fox (CW)
190 NDT HICOM Fox (RATT)
110 S/S RATT
150 UHR RATT
90 P45, JOC Korea
60 C16 7th FLT. Command Circuit (CW)
75 C4.3C TF 77 Admin. Net (CW)

b. Equipment

Only through the constant maintenance effort of ship's technicians has the operation of the main transmitters (low and high frequency) been satisfactory. Operating on borrowed time, these transmitters are badly in need of thorough and complete preventative maintenance.

c. Personnel

Of primary concern in communications is the acute shortage of qualified personnel. By August 7, unless replacements for 6 rated men ordered are received, this command will have a complement of 6 rated radiomen and 4 rated quartermasters, whereas ship's allowance is 21 rated radiomen and 12 rated quartermasters. Such a critical shortage normally would and may result in failure to meet communications commitments. Replacements are mandatory for continued combat operations. Shortage of personnel has necessitated placing the leading CPO and traffic chief on circuits in order to meet circuit commitments, thereby causing a severe loss of supervision and training of strikers.

4. Combat Information Center

a. Radar Performances

The SPS-6B again proved it's reliability for long range air search and as the medium for aircraft control. Returning prop strikes were detected at 60 miles without using MK/10-IFF. Single props, such as the COD, were picked up 45 miles from the force. The use of MK/10-IFF appears mandatory to conduct a successful intercept of jets at any distance beyond 35 miles.

By the use of MK/10-IFF friendly aircraft could be spotted on the radar scope up to 150 miles from the force although there is seldom any necessity to control aircraft at that distance.

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MK/10-IFF serves another vital function in identifying various groups of planes when returning from a strike. This is done by requesting Mode 1 and Mode 2 in order to associate the pips on the radar scope with the correct voice calls.

The emergency indication produced by MK/10-IFF is quickly spotted. Recently during an SAR operation, the strike controller vectored the Rescap directly and quickly to the position of the downed pilot slightly over 100 miles from the ship by closing the MK/10-pip to the Rescap on to the Mayday presentation on the scope.

The SG-1 was used entirely for station keeping and for close range surface search. It has an effective range of 15 miles. Only one failure occurred in this equipment. This required replacement of the magnetron which caused the set to be out of operation for thirty minutes.

The SM radar has been restored to operating condition by the persistent efforts of the ship's technicians and one civilian technician (Mr. R. A. Schmidt Philco Field Engineer) who is temporarily assigned to the ship. His services have been invaluable. Accurate altitude information on air targets can now be obtained. Prior to its restoration, CIC depended on other ships in the force for altitude data. It is noteworthy to report that every conceivable and possible effort was made to obtain the needed spare parts and technical assistance to get the SM in commission prior to leaving the continental United States, again at Pearl Harbor and at Yokosuka. The availability period at Sasebo did it. There, the BHR had the good fortune to fall in with the HMS OCEAN. As a result of a change of calls and social activities, it became known that the HMS OCEAN and the BHR were perhaps the only ships in their respective services that had installed, and were attempting to keep in operation, an SM radar. An exchange of necessary parts was speedily effected and with the "know how" learned by the ship's technicians and the able assistance of Mr. Schmidt, it can proudly be reported that the SM on this ship has given satisfactory and dependable service for the past two weeks. The BHR is greatly indebted to the HMS OCEAN not only for assistance electronic wise but also for her generous spirited social contribution befitting the occasion.

b. Voice Radio Communications

The air controllers are using a split phone, consisting of one headphone on the AN/ARC receiver and the other on an RCK receiver. This arrangement allows positive reception from controlled aircraft at all times on at least one headphone. Previously it was noticed that one or the other of these recievers faded at certain ranges, possibly due to the location of their antennas or the direction of the transmitting planes from the ship. Voice contact can usually be maintained out to 80 miles subject to variations produced by certain weather conditions and/or the altitude of the aircraft.

c. Lookouts

Training lookouts, a unit of the OI Division, has become an acute problem and is being actively pursued. Adequate training aids are on hand but there is not satisfactory space available for training while the ship is underway. The wardroom has been used on occasion in the afternoon for training lookouts in basic lookout procedures and recognition.

Underway lookouts are regularly stationed alongside the stacks in the lookout tubs and in the bow. Their primary function is that of surface lookouts. They man the JL sound powered telephone circuit which is also manned by a talker on the bridge and a talker in CIC,

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who maintains a written log of circuit transmissions and relays tactical interpretations of signals from CIC to the bridge. Sky lookouts under Condition III are provided by the Gunnery Department and man the 5 JP sound powered phone circuit. At General Quarters, 8 lookouts supplement the sky lookouts and are stationed in air defense forward and air defense aft. Because there are only 12 regularly assigned lookouts, the Condition III lookout watches are supplemented by a total of 35 men from the navigation, supply, and administration departments. The regular lookouts stand a two section watch from 0430 to 2000 daily and are relieved by the supplementary lookouts. These supplementary lookout have been thoroughly trained in proper lookout procedures and in the recognition of fifteen types of aircraft most likely to be seen in this area (including Russian aircraft). Each of these supplementary lookouts stands a two hour watch every other night.

5. Photography

a. Enlisted Personnel

There are only 23 men assigned to the photographic laboratory. Six are maintained on the day crew and five on the night crew for processing photographs. The remainder are assigned other duties such as flight deck photography, compartment cleaning, and P.P.O. Due to the tremendous load of work during operations, it is recommended that the complement of the laboratory be increased by at least six men.

b. General

During this period a total of 60,400 eight by ten inch prints were produced by the photographic laboratory, 58,406 being by contact and 1994 by projection. The maximum output in a 24 hour period was 8200 eitht by ten inch prints. 350 rolls of gun camera film, 300 feet of 16mm film, and 290 feet of 35mm film were processed.

c. Equipment

(1) The photographic laboratory is equipped with two new A-10-A film dryers. These new dryers have speeded up operations considerably. However, it has been found that the heating elements draw 16½ amperes whereas the switches for these elements are designed to carry a load of only 15 amperes. The switches have been replaced. It is suggested that other laboratories using the A-10-A dryer check this condition.

(2) A K-17 24" camera capsule was manufactured and completed toward the end of the period. This was used on three occasions with excellent results. The photography produced surpasses that of the K-25 in quality and image size. Moreover its use is a safety factor to the pilot taking strike photos because of its efficiency at higher altitudes. It is recommended that the use of the K-25 be discontinued and more emphasis be placed upon use of the K-17 24" camera. Several modifications to the plans submitted to ComAirPac by VU-7 had to be made by the Aviation Metal Shop of the BHR, as the type of water bomb specified in the plans is not available west of San Diego. The metal shop is making a set of modified plans. These will be submitted to ComAirPac as soon as possible.

6. Air Operations

a. General

In the conduct of Night Carrier operations, hooker control has proved invaluable and is standard practice aboard this vessel under all lighting measures. Even when operating under ideal conditions (good visibility, null defined horizon, etc.) the mere presence of hooker control contributes greatly to the pilot's confidence, and under conditions of reduced visibility it is a must in the control of Jet

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traffic in the landing pattern. Landing Signal Officers are, by the nature of their work, usually well-qualified to serve as looker control, and since there are currently five embarked it imposes no particular hardship on them to serve in this capacity.

D. ENGINEERING

1. The shortage of Engineering Petty Officer ratings is considered critical; which is further aggravated by Petty Officer fatigue, resulting from the use of the few aboard for watch standing, machinery repair, and training of personnel. Operating with jet aircraft requires eitht(8) boilers, (speeds up to 30-31 knots), which demands a competent watch if a serious material casualty is to be avoided. Most machinery repairs can be accomplished only at night when fifty per-cent of the boiler power has been secured, and in order to complete these repairs and machinery tests one section must be dropped from the watch rotation for making repairs, and the other two sections must continue on watch and watch basis. This has become typical for the "B" Division's operations. This situation is not caused by lack of the total number of men, but by the lack of technical competence.

2. In order to alleviate conditions, officers supervise jobs normally handled by CPO's, and officer personnel are more actively involved in the details of the training program on levels previously handled by 2nd class petty officers. This, of course, can only partially compensate for the severe shortage of technical talent.

3. The accelerated training program is reaping rewards, in that newly made third class petty officers are "getting sharp" on watch standing, some in a robot manner, but some are beginning to think for themselves. Preventative maintenance is lagging seriously, with no solution in sight except to concentrate on major units; however, it is a known fact that a great percentage of major casualties start from the failure of a small unit, setting off a chain of events that quickly gets completely out of control. When adequate preventative maintenance overhaul work cannot be completed on the multitude of governors, regulators and control devices, a hazard is alway present.

4. By taking full advantage of the extended period in port it is hoped that everything of consequence will get at least a "once over lightly", and a number of the men will get a chance to see, for the first time, the working parts of equipment they have only seen on the pages of their text books.

5. The Engineering Department is fortunate in having experienced officers of high calibre, who have kept morale at a high level and the defeatist attitude from cropping up, which could be disastrous.

6. One unusual condition exists which is worthy of comment. The "B" Division officer is an Ensign, commissioned 6/1/51 from the NROTC program, who has proven more capable and efficient than his two predecessors who were Lieutenants. During his eleven months aboard it is estimated that he has spent six of them in the bilges tracing systems and gathering information.

D. AIR DEPARTMENT

1. Catapult and Arresting Gear

a. During hot days (75° - 85°) it was noted that the catapult hydraulic pumps required a few additional seconds to bring accumulator pressures up to the desired level.

b. During the fourth week of operations internal failure was experienced on two hydraulic pumps of the port catapult. These pumps had been in use since the ship was commissioned in 1944. One pump had been in operation during 4523 shots, the other for 4540 shots. Failure of these two pumps necessitated a time lapse of one minute and fifty seconds to pump up to 3500 psi with the remaining two pumps. This delay was reduced when less pressure was required and in the case of conventional aircraft amounted to only a few seconds.

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c. On 12 July an AD-4W was given a two finger turnup prior to being launched from the starboard catapult. On reaching full power the holdback release unit broke probably from the tension ring rupturing prematurely, permitting the plane to go forward. Aircraft were spotted on the port side forward. The pilot later stated that he was so busy keeping the plane on a straight heading to miss the planes on his port side that he did not have time to apply brakes. The pilot in effect made a "deck launch" and as the plane passed over the bow dipped slightly below the flight deck level, but the pilot managed to keep it airborne. Inasmuch as the relative wind was 26 knots at the time, it is believed that this "deck launch" of 150 feet may be something of a record for the AD-4W type aircraft.

d. Frequent repairs to yielding elements were necessary as a result of damage inflicted by F9F tail skags during landing operations.

e. Four deck-edge fair lead sheaves were replaced on the after cross-deck pendants. The bronze bushings in the sheaves showed considerable wear despite frequent lubrication. It is recommended that a steel roller bearing be considered for use in the deck-edge fair lead sheaves.

f. During operations it was necessary to replace one of the first three cross-deck pendants every third day because of wear and broken strands.

2. Aircraft Maintenance

a. Considerable trouble has been experienced during this operating period with rough running engines in the AD-4 type aircraft (R-3350-26WA). The high power settings required for operations with heavy ordnance loads have contributed to the breakdown of the reconditioned RB19 spark plugs between 25 and 45 hours of operation. Use of new RB19 spark plugs has raised the useful life to over 90 hours. It is believed that the high lead content of aviation fuel now in use is, to a degree, responsible for the spark plug breakdown.

b. The maintenance work load has been increased considerably during this period because of the requirement of drop checking the landing gear on F9F-2 type aircraft at each periodic check. This additional workload will be lessened with the forthcoming delivery of the chrome-plated lock and plunger parts for the main landing gear.

c. The shortage of AD-4 QEC kits has increased the time required for engine changes for this type aircraft.

d. It was necessary to transfer a F9F tip tank to one of the emergency landing fields in Korea. This was accomplished by threading a 3/8 inch cable through the attaching lugs of the tank and hanging the tank from the bomb rack shackles of an AD.

e. The portable hydraulic test unit, model HTS4-GE, using the four cylinder Waukeshaw engine has been a source of considerable trouble due to the arrangment of the carburator and intake manifolds when stopped after running for a period to 15 to 30 minutes. It has been determined that the heated manifold causes a vapor lock which prevents restarting until the engine is cooled or priming directly into the cylinders has been affected. It is recommended that some type of hydraulic unit be developed which would utilize electric power to drive the hydraulic pump. At present there is none listed in the standard stock catalogue.

3. Aviation Ordnance

a. Installation of MK 34 suspension bands on 2000# GP bombs are required for AD-4 aircraft having service change #298 as the MK 10 type band will not fit the center bomb rack. This requires many additional man hours because of the time required to install the MK 34 bands. These bands are installed on the hangar deck on replenishment day when 2000# GP's are received. Time does not permit installation when these bombs are broken

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out from the magazine on strike days. It is recommended that the armor plate around the Douglas bomb rack suspension gooks be modified so MK 10 suspension band lugs will fit.

b. Assembled 6.5" ATAR's are too long to fit the bomb elevators on this ship whereas the new MK 32 ATAR can be hoisted assembled. Heads and rocket motors of the 6.5" ATARS's must be sent up separately and assembled on the flight deck. Loading a 12 Jet Recco, requiring 72 6.5" ATAR's, creates considerable congestion on the flight deck with the limited space available when all aircraft are spotted forward. The MK 32 ATAR reduces this problem.

c. M1, M2 and M3 fin lock nuts are used on all bombs assembled on this ship. No reports have been received of fins coming off in flight.

d. For bombs carried by night heckler aircraft a strip of luminous tape (stock no. 17-L-22150) is secured to the arming wire. This is for the purpose of obtaining a positive check that arming wires are in place on any hung bombs returned aboard during periods of darkness.

4. Aircraft Fueling

a. The first serious encounter with high frequency radio induction in aircraft parked on the flight deck was experienced during this period. While moving napalm equipment it was noted that on contact with the surfaces of one aircraft a shock was experienced. Sparking was also in evidence. The metal tie-down reels were checked and found to produce an arc when moved. The cause was quickly traced to the aircraft being in the proximity of the high frequency radio transmitting antennae which were in the "up" position. Investigation proved that the induction hazard was reduced to a minimum when the antennae were placed in the "down" position. In the future aircraft parked adjacent to either the forward or after antennae will not be serviced until the antennae are in the down position.

5. Training

a. The need for schooling for members of the flight deck fire fighting and crash detail is great and at every opportunity during in port periods personnel have been sent to available firefighting schools; however, none of the schools attended have offered a situation as might actually exist on board a carrier. It is suggested that firefighting schools incorporate in their training a device similiar to an actual flight deck with hoses, foam hoppers and other equipment placed as might be found aboard ship. Such situations as barrier crash fires, pack fires, catwalk crash fires, plane on fire jettisioning, and pilot rescue techniques could be practiced. The need for simulating wind across the deck is most important. This could be simulated by aircraft turning up with the slipstream directed at the fire. Another important technique that should be given is the maneuvering of a burning plane by means of grappling hooks. Such a program of training must necessarily go beyond the basic principles of firefighting and would require more time in the development of definite techniques peculiar to flight operations; however, it is felt that the results of such a program in just one instance might tend to fully justify the effort expended.

F. MEDICAL DEPARTMENT

1. Admission to the Sick List During 33 Day Operating Period

a. 121 patients admitted to the sick list.
b. Total of 592 sick days out of a possible 92,697 work days.
c. .6% of possible work days lost to sick days.
d. One pilot admitted to the sick list. Diagnosis: Fracture, simple, Compression L-5.

e. There were 14 patients admitted to hte sick list from other vessels with a loss of 110 sick days.

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2. Treatments accomplished - Non-Admission

a. Medical - 3171
b. Surgical - 288
c. Veneral Disease
(1) Ship's company in Main Sick Bay
(a) Gonorrhea - - - - - 14
(b) Chancroid - - - - - 4

(2) Air Group in Main Sick Bay
(a) Gonorrhea - - - - - 2

(3) Ships Total - - - - - - - 20
(4) From Transfer
(a) Lymphogranuloma Venereum - - - 1
(b) Syphillis - - - - - - - - - - - 1
(5) Total - - - - - - - - - - - - - - - - 22

3. Pilots and Crewman Status

a. Killed in Action

(1) Pilots - - - - - - 0
(2) Crewman - - - - - 0
(3) All others - - - - 0

b. Missing in Action

(1) Pilots - - - - - 1
(2) Crewman - - - - - 1
(3) All others - - - 0

c.

	Physical		Psychological		Disposition Board	
	No. -	Days	No.	Days	No.	Days
Crewman Grounded	0	0	0	0	0	0
Pilots Grounded	13	39	3	7	0	0

Total Pilot Days Possible 4,851
Total Pilot Days Lost to Grounding 46
0.9% Pilot Days lost to Grounding

4. Accidents involving Plane Loss and Injury or Death

a. Combat

(1) On 11 July an AD3Q piloted by Lt. Edward P. CUMMINGS with Marck L. TOOKER, AT1 as crewman, was observed to crash during a strike on Pyongyang. Both men were declared to be missing in action because of lack of evidence of death. Survival and Safety equipment employed unknown.

b. Operational

(1) On 9 July 1952 a heavily loaded AD4, piloted by LCDR Gordon C. BUHRER, CVG-7, stalled on take-off and crashed off the bow resulting in moderate contusions, sprains and abrasions. H-3 Helmet Shoulder Harness, Safety Belt and MK-2 Life Vest functioned well. Helicopter rescue was made more difficult because pilot was hoisted with wet parachute.

(2) On 11 July 1952 an F9F-2, piloted by ENS Eugene B. CONRAD, VF-72, crashed shortly after takeoff because of power failure. He employed H-3 Helmet, Shoulder Harness, Safety Belt, and MK-2 life vest, but sustained mild shock abrasions to head, neck and extremities on impact. Helicopter rescue was made.

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(3) On 31 July 1952 an F9F-2, piloted by ENS. Bryant L. McBride, VF-71 crashed off bow following catapult shot. Pilot experienced difficulty in evacuating cockpit, his gear being caught on a projection. He employed successfully, H-3 Helmet, Shoulder Harness, MK-2 Life Vest and Safety Belt but sustained compressed fracture 5th Lumbar Vertebrae on impact. He experienced difficulty moving after entering helicopter sling.

5. Accidents Involving Plane Loss but no Injuries or Deaths

a. Combat

(1) On 13 July 1952 an F4U-4, piloted by ENS David W. LONGWORTH, VF-74, was ditched off Mayang-do Island after flak had damaged engine and power was lost. No injury to pilot who employed H-3 Helmet, Shoulder Harness, MK-2 Life Vest, Safety Belt, PK-2 Raft with gear. Rescue was made by USS HOLISTER, (DD 788)

(2) On 22 July 1952 an F9F-2, piloted by LCDR Gordon C. BUHRER, CVG-7, returning from Photo-escort mission over Korea ditched one mile aft of ship on recovery when fuel exhaustion occurred. H-3 Helmet, Shoulder Harness, Safety Belt, MK-2 Life Vest employed successfully. Rescue was made by Helicopter. No injuries sustained.

b. Operational

None.

6. All planes are equipped with aeronautical first aid kits, Stock #9-196-650. Each pilot and crew member have been issued individual aeronautical first aid kits, Stock #9-197-675, containing morphine sulfate syrettes for use in connection with the contents of PSK-1 survival kits and there are also three ammonia ampules kept in handy location in each plane cockpit for use by pilt when needed to prevent loss of consciousness.

7. The only aviation technician who was attached to ship's company was detached 19 June 1952 and the ship has been without one since. There has been one ordered to Fighter Squadron Seventy-One who is expected to report about 7 August 1952. It is recommended that an optical dispensing technician be assigned to this vessel for duty.

8. Air Sea Rescue

In conjunction with the HU-1 detachment on board a course of first aid training for the HU-1 crew members and training as crew members of helicopter rescue team for hospital corpsmen and flight surgeons attached to the ship has been instituted. To implement the program a special kit for first aid work which is considered to be reasonably complete for most types of injuries likely to be encountered has been prepared and is kept immediately available at the Flight Deck Battle Dressing Station. Weight of this kit complete is approximately 24 pounds.

9. It is noted that during the last week to 10 days of the period covered by this report the entire ship's company especially the Air Group Pilots, ordnance crews and aircraft maintenance crews began to show definite signs of chronic fatigue. For this type of operation it is the opinion of the Medical Officer that approximately three weeks would be a maximum time during which peak efficiency can be maintained.

G. DENTAL DEPARTMENT

The Dental Department occupies an area approximately 19 by 14½ feet on the thrid deck and has adequate facilities for the treatment of two patients simultaneously.

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It is the policy of the department that local anesthesia be given for all dental work. More than 500 carpules of 2.25 cc procaine hydrochloride were used for this purpose during July. The rubber dam is used as a matter of routine on all patients. The corpmen are well trained to adjust this most useful and valuable time saver. There are instances where the clamp, dam and holder have been placed on the patient in 45 seconds. A small rubber tube attached to the handpiece permits the patient to supply air on the tooth while the dental work is being done. The use of the dam not only has a good psychological effect on the patient but eases the work ordinarily done by corpmen and permits him to accomplish other tasks.

It is the practice of the department to keep extractions to a minimum and to save the tooth if at all practicable. Only 39 teeth were extracted this month. Absessed front teeth are rarely removed but the roots are amputated. This expeditious factor of endodentia is considered to be a morale factor.

During the month of July the Department recorded 864 patient visits. Among these were two officers on TAD orders, who required essential dental work. Occasionally men are transferred to the ship for emergency treatment such as on 12 July 1952 when the following dispatch was received from the USS CUNNINGHAM (DD-752) " Upon commencing fueling desire transfer one man to you to have tooth pulled X Request you return him prior completion fueling." Fueling was scheduled for completion within one hour. The patient was taken aboard by highline and brought to the dental office, where an X-ray was taken, an anesthesia, codein and pencilillin administered, The nerve canal was cleaned and filled, the root amputated and the infection removed. The patient was returned to his ship within 35 minutes, still with all his teeth and a healthier and happier man.

This department feels that time in the area is spent in maximum effort. It functions seven (7) days a week. Thus, the record for this period is among the highest attained by any DENTAL ACTIVITY in any area, and it is believed the highest figures ever attained on the BON HOMME RICHARD.

The following indicates the volume of work completed in one month, July:

Fillings----------1120

Extractions----------39 (mostly complex wisdom teeth)

Teeth Cleaned----------49

Trench Mouth Cases----------12

Total Sittings----------864

All this was done with exact regard for the greatest detail and accuracy.

This record is a source of deep pride to Corpsmen and Dentists. It is realized that only by mutual cooperation and hard work, can the highest type of work be rendered to the greatest number of personnel.

H. SUPPLY DEPARTMENT

1. Aviation Supply

The USS JUPITER AVS-8 was detached without relief during this operating period leaving no mobile supply support available for aeronautical material. In addition the JUPITER had off-loaded and depleted much of her stock in anticipation of returning to the states, causing her to pass a great number of CV-31 requisitions to ASB, Fleet Activities, Yokosuka. Although ASB, Yokosuka assumed the JUPITER'S supply responsibilities, the time required to pass and

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double process requisitions, plus unexpected high usage has created a situation whereby many items which were originally requested on a routine basis are now urgently required. It is recommended that an aeronautical supply vessel be made available for on the line replenishment at least once during each normal combat period.

Approximately 467 requisitions for 1434 aeronautical items have been prepared during this period. As of this date, outstanding requisitions submitted since arrival in West Pac number 538 and contain approximately 1561 items. This has occurred even though approximately 120 days operating spares were on board at time of deployment from CONTUS based on prior six month tour in West Pac.

Although many items have been used at a higher rate than was expected it is believed that knowledge of high usage during this period of items listed below may be helpful to other ships for future planning:

Stock Number	Nomenclature	Quantity Used
R23-V-310	Vest, Life MN2	12 ea
R82-AA-EE-4350	Motor Cowl Flap	3 ea
R82-CVVS-47407	Strut Assy Shock	4 ea
R82-GR-132860-L	Tank Assy Wing Tip	4 ea
R82-GR-132860-R	Tank Assy Wing Tip	6 ea
R82-SKY-S10-10-2102	Blade Assy	2 ea
R83-T-11975	Tube 24 x 5.5 MIG F9F	39 ea
R83-T-5828-1	Tire 24 x 5.5 MIG F9F	51 ea
R83-GR134095	Cylinder Assy. Wing fold left and right	8 ea
R83-NAF-312670-2	Parachute, QFS 28 ft.	9 ea
R86-H-3520	Harness Assy. Ignition AD-4	5 ea
R86-HEM-A700A	Cutout, Generator	6 ea
R88-A-351-11	Altimeter F9F	5 ea
R88-A-409	Amplifier	5 ea
R88-C-583-11	Clock, Aircraft 12 hr dial	6 ea
R88-I-1350-11	Indicator Gyro Horizon	17 ea
R94-BPD-83337	Charger, Gun .50 Cal	19 ea
R94-L-160510	Launcher MK 9 Mod 0	33 ea
R94-S-800-505	Switch Pressure 20MM	8 ea
R94-V-10000	Valve, Gun Charging	6 ea

Also all items of flight deck clothing have been requested in quantities which exceed those allowed. It has been found that each man requires to wear flight deck clothing reuires four outfits except for shoes.

Although it is realized that fleet controlled material is in short supply, it is recommended that these items be made available on ships

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in the area. This would save the time now required to transport fleet controlled spares from Yokosuka to the area and would be invaluable when AOG's are involved.

It is recommended that CID planes operating from Japan be utilized more frequently to transport high priority freight to the task force. Many high priority items now take several days to get to the area from Japan because of being sent out by surface vessels.

It is recommended that support activities be required to obligate or pass on requisitions for items not in stock or not carried instead of cancelling them, causing the ship to have to resubmit identical requisitions at a later date.

2. Provisions Replenishment

This vessel has replenished provisions four times during this tour on the line.

The first replenishment, from the Alstede AF 48, was accomplished the day prior to sailing from Sasebo on 1 July 1952. We received 4000 lbs. of lettuce, were charged for 2000 lbs. because of its condition, and the lettuce actually usable was 400 lbs. The 1600 lbs. additional had to be surveyed.

The second replenishment was also from the Alstede AF 48 on 14 July 1952. Twenty three items of fresh and fresh frozen were requested and of those requested, only the following items and quantities were received:

F F Corn on Cob	943 lbs.
F F Peas	2,010 lbs.
Cabbage fresh	3,000 lbs.
Onions dry	990 lbs.

This replenishment presented no problem except lack of provisions.

By the time of the third replenishment on 25 July 1952 from the Graffias AF 28 there were no fresh provisions remaining on board and very few fresh frozen. We requested twenty one items including meats, butter, and avocet. A total of 83 tons was requested; partial delivery of all items was made. All items were received in excellent condition; however, only 66 tons were delivered.

The fourth replenishment of provisions was on 4 August 1952 from the Graffias AF 28. A total of 83 items, 144.3 tons, were requisitioned; delivery of 46 items and 97.2 tons resulted. The majority of this tonnage was taken within two hours, however it was neccessary to spend an additional ½ hour alongside to await delivery of the last few sling loads.

This vessel used five sleds, 5 tractors and 150 hand working party to accomplish the latter two replenishments. At no time was the receiving area blocked, and when sleds were not available the full cargo nets were towed away from the receiving area. The operation progressed satisfactorily as far as the intership exchange was concerned, however, the interval operation was considerably slower.

Provisions were towed aft to bay three of the hanger deck and stacked in the vicinity of the respective strikedown hatches. Chutes were employed to move the material vertically below; however, stores must be man-handled horizontally on the second and third decks. This latter movement can be greatly increased through the use of light weight roller conveyers. Based on actual measurements, it is recommended that 355 feet of this type conveyor be included in the allowance list for this class vessel. Standard stock type conveyers

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are not satisfactory, being too heavy for facile handling through hatchways. In addition, action is being taken to procure three additional sleds which, it is believed, will more than meet the needs of replenishment.

One of the greatest morale sustaining factors during periods of prolonged operations is the service of fresh fruit and vegetables in various combinations at the salad bar. It is the opinion of this command that greater quantities of fresh items should be made available to vessels actually operating on the line. The ships on the line should be given first preference up to and including their maximum capacity to stow.

It is recommended that BuSandA endeavor to develop a plastic bag or inner lining for crates, similar to those which are available for use in domestic refrigerators. These bags have lengthened considerably the storage life of fresh vegetables in the home.

P.W. Watson
P.W. WATSON

Copy to:

CNO (2) advance
CINCPACFLT (2) Advance
CINCPACFLT EVALUATION GROUP (1)
COMNAVFE (1) Advance
COMNAVFE EVALUATION GROUP(1)
COMSEVENTHFLT (1) Advance
CTF-77 (1) Advance
COMAIRPAC (5)
COMFAIRALAMEDA (1)
COMFAIRHAWAII (1)
COMFAIRJAPAN (1)
NAVAL WAR COLLEGE (1)
COMCARDIV ONE (1)
COMCARDIV THREE (1)
COMCARDIV FIVE (1)
COMCARDIV SEVENTEEN (1)
CO, FAIRBETUPAC (2)
CO, USS ANTIETAM (CV 36) (1)
CO, USS BOXER (CV 21) (1)
CO, USS ESSEX (CV 9) (1)
CO, USS KEARSARGE (CV 33) (1)
CO, USS ORISKANY (CV 34) (1)
CO, USS PHILIPPINE SEA (CV 47) (1)
CO, USS PRINCETON (CV 37) (1)
CO, USS VALLEY FORGE (CV 45) (1)
CO, USS BADOENG STRAIT (CVE 116) (1)
CO, USS BAIROKO (CVE 115) (1)
CO, USS POINT CRUZ (CVE 119) (1)
CO, USS RENDOVA (CVE 114) (1)
CO, USS SICILY (CVE 118) (1)
CO, USS BATAAN (CVL 29) (1)
CO, VF-73 NAS, QUONSET PT., R.I. (1)
COMAIRLANT (1)
COMCARAIRGRU TWO (1)
COMCARAIRGRU FIVE (1)
COMCARAIRGRU ELEVEN (1)
COMCARAIRGRU FIFTEEN (1)
COMCARAIRGRU NINETEEN (1)
COMCARAIRGRU ONE HUNDRED ONE (1)
COMCARAIRGRU ONE HUNDRED TWO (1)
COMCARAIRGRU SEVEN (12) (For Squadron and parent VC Units)
COMCARAIRGRU (ATU) ONE (1)
COMFAIRQUONSET (1)
COMSERVPAC (1)

[redacted]