U.S.S. ANTIETAM (CV-36)
c/o Fleet Post Office
San Francisco, California

CV36/10
A16-13
Ser: 073

DECLASSIFIED
SECURITY INFORMATION

DECLASSIFIED

FEB 17 1952

From: Commanding Officer, U.S.S. ANTIETAM (CV-36)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander Task Force SEVENTY-SEVEN
(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 for the period 16 January to 9 February 1952

Ref: (a) OpNav Instruction 3480.4 dtd 1 July 1951.

Encl: (1) Commander Carrier Air Group FIFTEEN ltr of 16 January 1951 p. 20

1. The Action Report for the period 16 January to 9 February 1952 is hereby submitted in accordance with reference (a).

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ANTIETAM arrived at Yokosuka Naval Base at 0807I on 31 December 1951 upon completion of its second combat tour. The period 31 December 1951 to 16 January 1952 was spent at the Yokosuka Naval Base where the ship had a restricted yard availability and for rest and recreation. At 0700I on 16 January 1952 the U.S.S. ANTIETAM got underway for the operating area to join Task Force 77 in accordance with CTF-77 Confidential dispatch 121026Z of January. At 0720I on 17 January the U.S.S. PURDY (DD-734) rendezvoused with the ANTIETAM west of Van Dieman Straits. Anti-aircraft practice was conducted during the morning and refresher air operations were conducted during the afternoon. The ship joined the Task Force at 0641I on 18 January in the operating area near the 38th parallel near the east coast of Korea. The Task Force was commanded by Rear Admiral J. PERRY in the U.S.S. ESSEX (CV-9) and operated under Task Force 77 Operation Order 22-51 (Revised) dated 6 December 1951. It was composed of the U.S.S. ESSEX (CV-9), and various screening units. Air Group FIFTEEN was embarked in the U.S.S. ANTIETAM. After 19 days of operations the ship departed for Yokosuka for a period of maintenance, upkeep, rest and recreation leaving the action area on 6 February 1952.

The Mission of Task Force 77 was as follows:

(1) Conduct aerial interdiction against the enemy lines of communication, transportation, industrial and supply facilities.
(2) Provide Close Air Support for the ground forces as directed.
(3) Protect this force against air, surface and subsurface attacks.

ORIGINAL

(4) Provide Naval Gunfire Spot for surface interdiction and naval gunfire support as practicable.
(5) Conduct photo and armed reconnaissance in support of the interdiction program.
(6) Provide air cover for UN Naval Forces as directed.
(7) Operate as a Fast Carrier Striking Force when directed.

The Commanding Officer of Carrier Air Group 15 is CDR R. F. FARRINGTON, USN with the following complement of pilots and number of aircraft at the beginning of flight operations on 18 January 1952.

SQUADRON	NO. OF PILOTS	NO & TYPE OF AIRCRAFT
VF-713	28	15 F4U-4
VF-831	20	16 F9F-2
VF-837	21	16 F9F-2
VA-728	26*	8 AD-2, 3 AD-4 3 AD-4L
VC-3	5	4 F4U-5NL
VC-11	4	3 AD-4W
VC-35	6	2 AD-4Q, 2 AD-4NL
VC-61	4	3 F9F-2P
CVG-15	6**	
HU-1	2	1 HO3S

* One (1) pilot TAD at U.S. Naval Hospital, Yokosuka during Operating period.
** Four LSO's included in this figure.

Particulars concerning loss of aircraft are given in enclosure (1).

PART II

CHRONOLOGICAL ORDER OF EVENTS

1-16-52 U.S.S. ANTIETAM sortied from Yokosuka at 0700I. Steaming singly enroute to the operating area.

1-17-52 Rendezvoused with the U.S.S. PURDY (DD-734) at 0720I. Conducted anti-aircraft firing during the morning and refresher air operations during the afternoon. At about 1420I LT A. MODANSKY crashed off the port bow in an F9F shortly after take-off. Cause of the crash is unknown. Pilot was rescued with slight injuries by the helicopter and was back aboar the ship within four (4) minutes from the time of the crash.

1-18-52 Rendezvoused with Task Force 77 at 0641I. Began air operations at 0830I. Flew 72 sorties on CAP, railroad interdiction, jet recco, jet photo, ASP and night heckler. The 22,000th landing was made today.

[redacted]

ORIGINAL

2

[redacted]

DECLASSIFIED

[redacted]/10
[redacted]13

1-19-52 Air Operations. Flew 78 sorties. Night flying cancelled due to inclement weather.

1-20-52 Replenishment day.

1-21-52 Air Operations. Flew 86 sorties. At about 0900I LT WALLEY, VA-728 ditched his AD in the water near Hungnam after being disabled by anti-aircraft fire. Pilot was rescued unharmed by the U.S.S. WISCONSIN's helicopter which was operating from Yodo Island.

1-22-52 Air Operations. Flew 80 sorties.

1-23-52 Air Operations. Flew 86 sorties.

1-24-52 Replenishment day.

1-25-52 Air Operations were cancelled today due to snow, ice and very rough seas.

1-26-52 Air Operations. Flew 70 sorties.

1-27-52 Air Operations. Flew 75 sorties. Today was a record day for the Air Group with a total of 114 railroad cuts, 68 of which were made in one 12 plane strike.

1-28-52 Replenishment day.

1-29-52 Air Operations. At about 0750I, LT S. B. MURPHY, VC-3, crashed landed his F4U-5NL in flames near Hungnam. After a very narrow escape from being captured, and after suffering a gun shot wound from his Communist pursuers, he was rescued by a helicopter. At 1426I, LT STAN KALAS, VC-61, hit the ramp with the port wheel of his F9F-2P and skidded on up the deck and over the port side into the water. The crewmen of the ANTIETAM helicopter had to enter the water to assist in the rescue of pilot who was stunned. Pilot recovered with only minor injuries. At 1505I, ENS W. W. MARWOOD, VF-713, was hit by AA near Wonsan and crashed into the water 5 miles south of Yodo Island. After a 52 minute search for the pilot by 8 aircraft and a helicopter, the search was abandoned. 80 sorties were flown this date.

1-30-52 Air Operations. 75 Sorties were flown today in spite of extremely high winds, sometimes as high as 60 knots, across the flight deck.

1-31-52 Air Operations. Flew 80 Sorties.

2-1-52 Replenishment day. U.S.S. VALLEY FORGE (CV-45) joined the force today and the U.S.S. ESSEX (CV-9) departed for Yokosuka.

[redacted]

3

ORIGINAL

[redacted] DECLASSIFIED

2-2-52 Air Operations. Only 24 sorties were flown due to very high seas and severe pitching of the flight deck.

2-3-52 Air Operations. Flew 82 Sorties. At 1750I, the U.S.S. PHILIPPINE SEA (CV-47) joined the Task Force.

2-4-52 Air Operations. Flew 84 Sorties. At 0951I, LTJG R. E. WILSON landed his F9F in the water ahead of the ship due to loss of power. The pilot was rescued unharmed by ANTIETAM's helicopter. At 1110I, LTJG C. E. GILLETTE, VF-713, ditched his F4U in Wonsan Harbor due to Lube Oil Pressure Failure. The pilot was rescued by the U.S.S. WISCONSIN's helicopter.

2-5-52 Replenishment day.

2-6-52 Air Operations. Flew 46 sorties. At 1200I, departed the task force in company with the U.S.S. ST PAUL (CA-73), Rear Admiral E. E. STONE, USN, ComCruDivONE embarked, and three (3) destroyers. The Twenty three thousandth landing aboard ship was made today by LT. W. A. JONES, of VF-713.

2-7-52 Enroute Yokosuka. Scheduled AA Practice was cancelled due to rain and low ceiling.

2-8-52 Enroute Yokosuka.

2-9-52 Enroute Yokosuka. At 0833I anchored in Berth 11, Yokosuka Harbor.

[redacted]

ORIGINAL

4

[redacted] DECLASSIFIED

SUMMARY OF SORTIES

DATE	REMARKS		OFFENSIVE			DEFENSIVE			MISC		TOTAL
	FIRST LAUNCH	LAST RECOV.	DAY PROP	DAY JET	NITE PROP	DAY PROP	DAY JET	NITE PROP	PROP	JET	
Jan.16	Enroute										
17	Enroute										
18	0820	2012	25	24	—	4	16	2	1 *	- -	71
19	0822	1720	27	31	—	4	16	—	2 *	- -	78
20	Replenishment		—	—	—	-	—	—	—	- -	—
21	0525	1548	34	32	4	2	12	2	1 *	- -	86
22	0522	1550	31	28	3	4	12	2	—	- -	80
23	0527	1555	35	30	3	4	12	2	—	- -	86
24	Replenishment		—	—	-	-	—	-	—	- -	—
25	Inclement Weather			—	-	-	—	-	—	- -	—
26	0825	2040	28	17	3	4	16	2	4 *	- -	70
27	0822	1719	28	27	—	4	16	—	—	- -	75
28	Replenishment		—	—	—	-	—	—	—	- -	—
29	0523	1725	28	29	5	4	12	2	1 *	- -	80
30	0628	1650	34	29	—	2	8	2	—	—	75
31	0529	1555	32	30	2	2	12	2	—	—	80
Feb.1	Replenishment		—	—	-	-	—	-	—	—	—
2	1133	1730	14	—	—	2	8	—	1 *	- -	24
3	0824	2032	32	29	3	4	12	2	—	—	82
4	0826	2010	34	30	4	2	12	2	1 *	—	84
5	Replenishment		—	—	—	-	—	-	—	- -	—
6	0526	1145	16	16	4	—	8	2	—	—	46
7	Enroute										
8	Enroute										
9	Enroute										
TOTALS			398	352	31	42	172	22	11*		1017

* Not included in totals

Total Prop Sorties: 493
Total Jet Sorties: 524
Total Sorties: 1017

[redacted]

[redacted] DECLASSIFIED [redacted]

PART III

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. Ammunition Expenditures (Aviation)

2000 #G.P.	79	Flares, MK-6	34
1000 #G.P.	660	Float Lights, MK-2-6	12
500 #G.P.	224	20MM AEI	39,300
350 #D.B.	1	20MM INC	39,300
260 #Frag.	108	20MM APT	18,400
250 #G.P.	1,946	50 Cal. API	50,040
100 #G.P.	1,747	50 Cal. INC	50,040
Anti-Sub Rockets	78	50 Cal. APIT	20,500
Thickener, Napalm (Type 2)	440#	XYLONOL	8 Gals.
Tank, Napalm, MK-77	16		
Igniters, Napalm, M15	9		
Igniters, Napalm, M16	8		

B. Comment on Performance of Ordnance Material and Equipment:

1. Aviation Ordnance Performance

Jet aircraft have installed MK-51 bomb racks which have been used exclusively during the period of this report. There has been only one case of hung ordnance on these racks and no bombs have been dropped when aircraft were catapulted. They have carried 500# and 250# bombs exclusively. It is extremely important to judge wind conditions accurately during low wind conditions in order not to get 500# bombs loaded and make their removal necessary at launch time. At present, these bombs must be loaded and unloaded by hand, and there is a grave need for development of a suitable mechanical hoist.

Some trouble has been experienced with heavy grease preservation in bomb fuse cavities of general purpose bombs, and this condition is aggravated by low temperatures.

2. Performance of Ship's Ordnance Equipment.

(a) Due to restrictions of ammunition training allowances firing exercises were held a total of one (1) time. twenty-four (24) rounds of AAC were expended.

(b) Maintenance of ordnance equipment was for the most part routine. The exception was to be found in the train power motors of 40MM mounts numbers 41 and 42. On separate occasions these motors smoked upon being energized. The cause was determined to be a zero ground in the stator winding. In the case of Mount 41 it was necessary to rewind the stator.

[redacted]N

6

[redacted]

DECLASSIFIED

In the case of mount 42 the coils were washed in fresh water, baked and revarnished. At this time both mounts are performing satisfactorily. The casualties appear to have been caused by salt water entering the motor during heavy seas. These motors are splash proof but not watertight.

(c) At this writing a casualty as yet unsolved has arisen in the MK 56 GFCS in 40MM mount 44. When tracking is done in full radar control, oscillation occurs when target is tracked optically.

PART IV

BATTLE DAMAGE

A. Damage to ship

1. None

B. Loss and damage of aircraft

1. See Enclosure (1).

C. Damaged inflicted on the enemy

1. See Enclosure (1).

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Performance of duty and morale has been excellent.

B. Casualties

1. There were no personnel casualties suffered by ship's company personnel as a result of enemy action.

2. At 0432I on 21 January 1952, FARRELL, Edward J. C., AN, 211 90 56, USNR, VF-837, while working on the flight deck in preparation for the morning launch became disoriented during a snow squall and fell overboard. A search by two destroyers until 0600I and by one destroyer until 0800I had negative results.

3. Casualties to Air Group personnel are reported in Enclosure (1).

[redacted]

7

DECLASSIFIED

[redacted]

PART VI

GENERAL COMMENTS

A. Air Department

1. Flight Deck

There were several opportunities to test the snow and ice removal equipment during the period of this report. The rotary brooms were found to be absolutely essential to keep the flight deck clear, and must be turned up and checked daily to insure that they will be operational when needed. At times, there were over two hundred brooms and shovels working besides the rotary brooms.

The attrition of mules has been quite high this operating period and can be attributed to the heavy work load to which they are subjected, plus the fact that the initial allowance of section M tractor spares has been completely depleted. The tractor spares of this allowance should be doubled prior to deployment of any carrier.

The large size chocks (NAF DWG No. 89735) manufactured by the Grumman Company have proved unsatisfactory. Due to the small wheel and tire size of jet aircraft these chocks are ineffective for chocking jets. Furthermore, the attrition is so great that they often last less than one week with careful handling. Report of Unsatisfactory and Defective Materials has been submitted, and recommendations for chock improvement have been made.

The attrition of standard tie down reels has also been quite high and it is belived that the initial allowance should also be substantially increased, particularly for ships that are in areas where heavy seas and high winds are often encountered.

It has been necessary to keep tie down reels on aircraft that are turning up aft prior to take off, because sometimes the deck is slippery and allows chocks to work forward into other aircraft even though pilots are holding full brakes.

It has also been necessary to leave jury struts in propellered aircraft that are turning up for launch until the ship is into the wind. This is particularly true during high wind conditions when the turn from downwind subjects inboard wing panels to heavy cross winds and may cause them to extend past the vertical and damage other aircraft.

2. Catapult

The catapults have been in excellent working and material condition during this period, and there have been no cases of broken bridles since installation of new articulating shuttles.

8

[redacted]

DECLASSIFIED

3. Arresting Gear

There has been only one barricade engagement and that was not a good test of the present installation because two Davis barriers were actuated first. A total of eight hundred and fifty seven (857) landings were made using the initial barricade webbing prior to this engagement. The time for re-rigging two Davis barriers and the barricade in this instance was twelve (12) minutes. This was the total elapsed time from the time of engagement until the time the deck was ready to recover aircraft and was quite good considering the extreme cold weather and high winds that prevailed.

The use of arresting gear spaces for berthing is not satisfactory during winter weather.

4. Hangar Deck

There were no new problems connected with hangar deck operations, and the space saving program is still in full swing. However, there must be a continuous campaign to keep gear in spaces marked for it, and it is difficult to keep unauthorized gear and equipment off of the hangar deck. The program has paid dividends as there have been more than forty-three (43) aircraft on the hangar deck at times.

There is a need for jet power outlets at either side of the deck edge elevator. Many turn ups can be accomplished there.

5. Maintenance

There is still a definite need for more jet starting motor generator units for jet starting, and this is further emphasized because two starter jeeps have needed replacement since the beginning of this operating period. It was found that one of the new jeeps received in Yokosuka had a cracked block when it was first used, and the other was soon out of commission because of a broken piston ring.

The maintenance officers from the ship and air group have maintained a more rigid control of service control functions and increased availability has resulted.

The APA-19 radar bomb stowage takes on growing importance because the APS-19 radar is seldom used except for ASW missions. Hence, there must be adequate stowage for all of those not used.

Due to the frequent need for calibrating radio altimeters it would be highly desirable to have an additional test bench installation in the AEW shop.

[redacted]

[redacted] DECLASSIFIED

6. Safety

It has been found that as personnel are better trained and more familiar with their jobs and the equipment they handle they tend to minimize the ever present dangers that exist. Hence, it has been necessary to promulgate a complete new set of safety rules including those compiled by ComAirPac as a guide. Division officers are required to read a portion of these rules daily to all personnel in their divisions and to read them in their entirety not less than once each month. It is hoped that these continuous reminders will keep personnel constantly alert to the dangers at hand and will help to prevent any serious accidents or injuries.

B. OPERATIONS DEPARTMENT

1. CIC

a. General:

Operations during this period were conducted as before; watch assignments and operating procedures have been discussed in previous reports. CIC experienced no difficulties in maintaining air control and radar radio guards as assigned by the Commander Task Force.

Several pilots in the air group have evidenced an interest in checking out in CIC operations, and a program is being worked out to qualify them as watch-standers.

b. Radars:

(1) SPS-6-B: The SPS-6-B is proving to be the most versatile radar for longe range air and surface search, and though limited greatly by target definition, it has been used for station keeping and navigation.

Results on jet aircraft have been excellent. Ranges of 60-70 miles are not unusual, and fortunately, these targets are held on the radar almost every sweep. However, on jet aircraft at 35,000 feet, range of detection is only 35-45 miles. On initial pick-up of conventional aircraft, the SPS-6-B lags somewhat behind the SX.

Frequent tuning and good maintenance has increased the overall efficiency of the SPS-6-B, and no severe maintenance problems have been encountered. High winds have effected antenna rotation, but this problem has been alleviated somewhat by reversing the rotation of the antenna. It is still necessary to secure the antenna in extremely high winds.

[redacted]

DECLASSIFIED

(2) SX: The search system still provides the best ranges on conventional aircraft, but range of detection of jet aircraft is only 35-40 miles; furthermore, jet aircraft are not held on the search system every sweep and jets at 35,000 feet are seldom picked up at all. The search system has been extremely efficient for long range surface search and long range navigation.

The height system is finally working properly; repairs which were made in port increased the accuracy of the equipment to within one and two thousand feet of actual altitude. Calibration checks are being made to effect more accuracy. Ranges on jet aircraft are limited, though occasionally altitude has been determined at 45-50 miles. Altitude on conventional aircraft has been determined at 65 miles or more.

(3) SK: The SK radar has performed quite satisfactorily though it is less consistent in range of detection than the SX or the SPS-6-B. The SK is used primarily for identification (Mark 111-IFF) and short range air search and for the tracking of aircraft over land. The SK, with its low frequency, will provide some protection for the ship in the event that the higher frequency radars are jammed; and it is adequate for the tracking of conventional aircraft.

(4) SU: The SU radar has performed excellently during this period, for it has been operated continuously for station keeping, short range surface search, and piloting. Difficulty experienced with the AFC unit, which increased the minimum range of the radar, has been overcome by a new installation.

(5) IDENTIFICATION EQUIPMENT: The Mark V IFF equipment has been operated at all times that jet aircraft are airborn, and it has been most successful. Ranges of reception of the Mark X equipment have been in excess of 100 miles.

The Mark 111 IFF equipment has been used continuously for identification of conventional aircraft; both the A band and the G band have proved successful as an aid in identification.

c. Air Control

1. All air control is done on the 7 WJ radar repeater with the SPS-6-B radar repeater piped into it, and no difficulty has been experienced either in CAP control or strike control. The radar controller, an enlisted man who sits at the console near the air controller, keeps the vertical plot up to date and air contacts properly identified. This system, particularly for strike control, has been successful, because the radar controller, under the supervision of the air controller, can coordinate the three search radars to provide an accurate vertical plot.

[redacted]

DECLASSIFIED

2. AEROLOGY

a. Weather Summary:

From a meteorological standpoint this tour was marked by no weather of unusual significance. It was, in fact, completely normal for the area and the season. Conditions for flight operations were generally good and only one full day was lost because of inclement weather. In addition, the early morning heckler flights of 30 January and 2 February were cancelled because of weather as were also the late afternoon hecklers of 19 January and 27 January.

The most prominent feature of the weather in the operating area during January and early February was the presence of the Siberian high pressure system; only four cold front passages having been recorded during this period. In each instance the cold front was associated with a wave on the polar front which formed over northern Korea or eastern Manchuria. Following each frontal passage these lows deepened rapidly as they moved out across the Sea of Japan. In three cases the storms moved eastward so rapidly that the ship was not affected by the weather of the low pressure system. The low associated with the cold front of 25 January, however, intensified rapidly to the northeast of the task force and resulted in a few hours of strong northerly winds and a heavy swell from the northeast which lasted all day and prevented flight operations for that day.

These cold fronts were relatively weak and were attended by little or no weather. However, as fresh polar continental air from Siberia moved in behind the front and out over the relatively warm water of the Sea of Japan it was heated from below and the resulting instability within the air mass produced light snow showers for a few hours after the front passed. Although these outbreaks of polar air brought sub-freezing temperatures to northern Korea and the adjacent Sea of Japan they resulted in good flying weather over most of the target area.

The shear line, which has been noted previously during naval operations in the area in winter, was present whenever the air flow aloft over Manchuria was northerly or northeasterly. It was particularly well developed during the period of 2 to 5 February, when its mean position was approximately forty miles offshore and paralle to the southeast coast of Korea. Thus it was possible for the ship to be operating under VFR or CAVU conditions if it was west of the shear line; or in snow showers, low ceilings and poor visibilities when it was east of the line. In addition, the shear line had a definite effect on the weather of the target area in the vicinity of Songjin, where it approached the coast. As a rule, weather in th Songjin area was worst during the morning when low ceilings, restricted visibilities and snow showers frequently prevented target operat

[redacted]

Generally this condition cleared in the afternoon as the slight surface heating and local foehn effect pushed the shear line a few miles offshore.

Replenishment on the 5th of February was hampered somewhat by snow, winds of 25 to 35 knots and rough seas. In this case the replenishment group was operating in the Sea of Japan east of the shear line and the weather encountered was typical of the area.

b. Weather Statistics:

Wind directions: The wind directions observed during this period are characteristic for the area and the season. In the winter months the outflow of air from the Siberian high pressure system shows a predominant westerly to northwesterly component north of 35° N. Wind directions between west and northwest were observed approximately 65% of the time.

Directions	Percentage of Observations
North	16.8%
Northeast	10.6
East	2.1
Southeast	0.4
South	6.9
Southwest	7.4
West	48.9
Northwest	16.7

Wind Velocities: There were relatively few periods of light winds, the great majority of observations showing winds of 15 knots or higher. Only 4% of all observations were under 5 knots. However, there were more observations of winds over 30 knots than during the last operating period and in this instance slightly over 8% of all observations showed winds of 30 knots or higher.

Velocity Range (Knots)	Percentage of Observations
Calm	0.2 %
0-4	4.1
5-9	15.9
10-14	14.8
15-19	21.0
20-24	23.2
25-29	12.6
30-34	6.0
35-39	1.6
40 or higher	0.6

[redacted]

DECLASSIFIED

[redacted]

Ceilings: Low ceilings were recorded on only a few occasions; with less than three percent of observations showing ceilings of less than 1000 feet. Ceilings of 10,000 feet or better were observed more than 71% of the time.

Ceiling Range (Feet)	Percentage of Observations
Zero	0.2 %
0-500	0.4
500-1000	1.6
1000-5000	18.8
5000-10,000	7.5
10,000 or above	71.3

Visibilities: Visibilities were generally excellent with 93% of all observations showing ten miles or better. Visibilities of less than 1 mile were recorded less than 1% of the time.

Visibility Range (Miles)	Percentage of Observations
Zero	0.0
0-1	0.6
1-3	0.8
3-6	1.6
6-10	4.2
10 or more	92.8

Temperatures: Temperatures recorded during this period again reflect the dominance of the polar continental air mass which governs the weather of this area during the winter months. Recorded temperatures averaged considerably lower for this tour of duty than for that of December.

Average Maximum Temperature	43°
Average Minimum Temperature	27°
Highest Maximum Recorded	58°
Lowest Minimum Recorded	18°

Precipitation: Little rain or snow was recorded during this period, further evidence of the influence of the dry, polar continental air which dominated the weather charts during the winter months. Only 5 hours of rain and 20 hours of snow were recorded during the entire period. The longest continuous period of precipitation occurred on the morning of 25 January when 8 hours of light snow were observed, following a cold front passage.

[redacted]

DECLASSIFIED CV36/ A16-13

[redacted]

3. COMMUNICATIONS

Communications on the whole have been very satisfactory during the third period of operation. The following suggestions and notations are made in an effort to further improve existing conditions.

NDT Ratt Fox has been highly successful during this period of operation with the addition of the new frequency 123 KC. This frequency has been found invaluable for reliable receipt of the NDT Broadcast schedules. This frequency has, during two transits of Van Diemen, given consistent results where we formerly experienced an almost complete blackout of reception with the other available frequencies for periods up to six hours. The addition of this one frequency to the NST Broadcast schedules has reduced our requests for repetitions of messages to almost 30% of former needs.

It is believed that the NDT Ratt Fox Broadcasts could be still further improved by the adoption of a system of transmission such as is used by the Ratt component of HOW Fox, where double transmission is used at half hour intervals, i.e. single transmission with a re-run 1/2 hour later.

negat 3. DO not concur fvs.

4. PHOTOGRAPHY

During the period covered by this report 37 photo sorties were flown making 5,132 negatives from which 41,135 prints were made. Added to the totals of previous reporting periods, the photo planes have made a grand total of 155 sorties, resulting in 20,007 negatives fr which 150,237 prints were made.

There have been more camera failure during this period of operations than previously. Most of these failures occured with the K-25 pod cameras which either failed to operate at all or made out-of-focus pictures on part of the rolls. It is believed that most of these failures were caused by using non-winterized cameras during cold weather operations. Although the lowest registered temperature on the flight deck was only eighteen degrees above zero, the new 16mm motion picture cameras would not run a constant 64 frames per second when exposed to that temperature for even a short time.

5. AIR INTELLIGENCE

Intelligence functions performed smoothly again with no notable difficulties encountered. The Air Navigation Department at Atsugi has provided excellent service in replenishing maps and charts with as little as 4 days elapsing between the time the request was dispatched and the items were received on board.

[redacted]

15

DECLASSIFIED

C. SUPPLY DEPARTMENT

1. Winter Clothing

The cold weather continued to cause problems in providing adequate clothing to personnel. Flight deck crews were well protected with long underwear, helmets, jackets, face masks, trousers, wool socks, arctics and gloves. Gunnery department personnel had to be issued additional clothing to insure adequate protection to the men standing top side watches. The primary difficulty encountered with winter clothing is excessive losses due to inadequate storage space.

2. General Stores

General stores personnel continued their inventory program, and the removal of excess stock. Every effort is being made to bring all classes of material into balance with requirements. Consuming departments are also returning excess material to the Supply Department.

3. Commissary

The assignment of a Chief Boatswain as Mess Deck Master-at Arms has provided the required leadership to put the mess halls in top condition. All hands are enthusiastic about the improvements being made.

The Commissary Officer instituted the serving of hot soup to all personnel on the flight deck. The soup is required during the cold weather and is definitely a morale booster for these important men.

Soup is made in the galley and taken to the flight deck for consumption during operating lulls.

The Commissary is now working practically around the clock,, early breakfasts for Air Department personnel, three meals a day for all hands, midnight meals for night watch standers and maintenance crews, and soup day and night for flight deck personnel.

4. Ship's Stores.

January was another record month in ship's stores sales. The sale of Japanese merchandise continued at a high level.

It is impossible to manufacture sufficient ice cream to meet demands. Due to inadequate refrigerator space, ice cream sales must be limited to two (2) cups per man. It is recommended that additional refrigerator equipment be provided ship's store.

DECLASSIFIED

[redacted]

5. Aviation Stores

Issue of aviation spares continued at a high level. Aviation stores personnel issued material around the clock to meet the demands of night check crews. Close coordination and cooperation between Supply and Squadron Material departments have resulted in mutual understanding and better support for the maintenance and engineering work.

Few difficulties were encountered during the month. AOG's were kept within reasonable limits and mutual assistance between the accompanying carriers was very satisfying.

The following parts were in short supply:

STOCK NO.	NOMENCLATURE
R83-DG-3266263	Cylinder, Aileron Boost, AD
R83-CLF-E46690	Oil Cooler, AD
R82-GD-G3-521-M1	Wheel, Nose, F9F
R82-GR-130009L	Flap Assembly, F9F
R82-GR-130009R	Flap Assembly, F9F
R82-DG-5258882	Panel, After Cowl, AD
R82-CVVS-37013-2	Wing Assembly, F4U

6. Administration

Allotment accounting requires constant attention. Commander Air Force, Pacific Fleet granted an augmenting allotment of forty thousand dollars for the replenishment of stock and equippage procurement. Each department is straining to stay within budgetary limits but adequate allotment is believed to be available.

A program was inaugurated during the month to establish new equipage records from which the annual equipage inventory will be taken. Records are being converted from S and A Form 306 to S and A Form 460. The task involved brings the ships allowance lists up to date and enterir all ship alterations and change letter data that occured during the ships inactive period.

New accounting procedures have required close administrative control to insure sufficient funds to accomplish required projects. In certain cases departmental allotments have been broken down to provide for these special expenditures. For an example: The Engineering Department is allocated three allotments, one for Engineering Department operational expenses, one for procurement of paint for the entire ship, and one for ship maintenance and repair work. In this manner, expenditures for these items can be controlled and limited to funds provide

[redacted]

DECLASSIFIED

[redacted]

Procurement of photographic materials has caused some financial strain. Current policies prescribe the financing of consumable photo supplies and laboratory equipment from the operating allotment. The cost of these items is estimated at $15,000 quarterly. The mission of the photographic laboratory is to support aircraft operations and whether or not expenses incident to this support may ultimately be financed through the Appropriation Purchases Account or by additional allotment allocation has been referred to Commander Air Force, Pacific Fleet.

D. ENGINEERING DEPARTMENT

No major material problems developed during this period. Firesides of two (2) boilers cleaned during underway replenishment periods. Except when securing for specific work, eight (8) boilers are kept in use. This is nearly as economical in fuel consumption as shifting the number of boilers in use and appears to be far easier on the boilers and brickwork. Releases to inactive duty and transfers to other ships is rapidly reducing the department's potential to accomplish routine repairs during the underway replenishment periods and the inport upkeep periods.

Statistics as of 2400 6 February 1952:

Miles Steamed:	7,956
Fuel Used:	1,249,111 Gallons
Average Speed:	15.2 Knots

E. WELFARE AND RECREATION

1. In Port:

a. Ninety-four (94) officers and two hundred (200) enlisted personnel enjoyed the facilities of Rest and Recuperation Hotels.

b. Seven hundred (700) personnel took advantage of free sightseeing tours made possible by the Transportation Officer of Fleet Activities, Yokosuka.

c. Motion pictures were held nightly aboard.

d. The FltActs gymnasium at Yokosuka was used on numerous occasions by the Ship's basketball team.

e. The Protestant Chaplain from the Hospital at Yokosuka came aboard for Divine Services on two (2) occasions.

[redacted] INFORMATION

[redacted]

DECLASSIFIED

2. At Sea:

a. Motion pictures were shown for all hands whenever conditions permitted.

b. One (1) Happy Hour was held on the Hangar Deck.

c. The Hobby Shop was open at regular times.

George J. Dufek
GEORGE J. DUFEK

Copy to:
CNO (2 advance)
CinCPacFlt (5) (2 advance)
ComAirPac (10) (2 advance)
ComFairAlameda
CinCPacFlt Evaluation Group (5)
ComNavFE
ComSEVENTHFlt (Advance copy)
CTF-77 (2 advance)
ComCarDivONE
ComCarDivTHREE
ComCarDivFIVE
U.S.S. ESSEX (CV-9)
U.S.S. BOXER (CV-21)
U.S.S. BON HOMME RICHARD (CV-31)
U.S.S. VALLEY FORGE (CV-45)
U.S.S. PHILIPPINE SEA (CV-47)
U.S.S. PRINCETON (CV-37)
CVG-2
CVG-5
CVG-11
CVG-15 (5)
CVG-19
CVG-101
CVG-102
ATG-1
ATG-2
Naval War College
ComFairJap

[redacted]