U.S.S. PHILIPPINE SEA (CV-47)
Care Fleet Post Office
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CV47/A9-8
20/EWJ/or
Ser: 0132

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SECURITY INFORMATION

31 JUL 1952

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From: Commanding Officer, U.S.S. PHILIPPINE SEA (CV-47)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division THREE
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander-in-Chief, Pacific Fleet

Subj: Action Report for the period 12 July through 24 July 1952

Ref: (a) OpNav Instruction 3480.4 as modified by OpNav Instruction 3480.5

Encl: (1) Commander Carrier Air Group ELEVEN conf ltr ser 034 of 30 July 1952

1. In accordance with reference (a), the action report for the period 12 July through 24 July 1952 is hereby submitted:

PART I - COMPOSITION OF OWN FORCES AND MISSION

The composition of forces and mission was in accordance with Commander SEVENTH Fleet Operation Order No. 75-52 dated 25 June 1952 and Commander Carrier Division THREE Operation Order No. 1-52 of 16 July 1952. Air Group ELEVEN was embarked on this vessel.

PART II - CHRONOLOGY

12 July Underway 0554 in compliance with ComTwoFlt OpOrder No. 3-52. In company with the USS SPROSTON (DDE-577) and USS JENKINS (DDE-447). SOPA was ComCarDiv THREE embarked in this vessel.

13 July Underway.

14 July Underway.

15 July Underway.

16 July 0803 anchored in Subic Bay, Luzon, Philippine Islands.

17 July 0933 RADM A. SOUCEK, USN, ComCarDiv THREE and Staff left the ship to embark in the USS ESSEX (CV-9).

18 July 0640 underway in compliance with ComCarDiv THREE OpOrder No. 1-52.

19 July Conducted air operations.

20 July Conducted air operations.

21 July No air operation due to inclement weather.

22 July Conducted air operations.

23 July Conducted air operations.

24 July Task Group replenished. 1200 departed Task Group.

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PART III - PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

a. General - No comments.

PART IV - DAMAGE

a. None

[redacted]

1. Ship - None.

2. Aircraft - See Enclosure (1).

3. Damage inflicted on the enemy - None.

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

a. Personnel Performance of the Crew

1. The morale and general health of the ship's company continued at its previous excellent level. Some tensions and anxieties were beginning to manifest themselves. The number of patients admitted to the sick list increased to about ½ of 1%. This increase was due to heat rashes caused by the weather and coconuts which when consumed caused several cases of vomiting and diarrhea. There were three appendectomies during the period of this report.

2. The number of venereal disease patients declined.

3. Casualties

a. There were no casualties which were the result of the mission of the ship.

PART VI - GENERAL

a. Air Department

1. Safety - No comments.

2. Napalm - No comments.

3. VT Fuzes - No comments.

4. Catapults - No comments.

5. Arresting Gear - No comments.

6. Aircraft Maintenance - No comments.

7. Aviation Electronics - No comments.

8. Gasoline System - No comments.

b. Aerology

1. The weather encountered during this operating period was typical southwest monsoonal weather. The sky was mostly overcast with high, middle, and low clouds with considerable precipitation. The predominant cloud was cumulus with many thunderstorms and large areas of squalls. Temperatures were in the high 80's and the air was oppressively humid. The wind was mostly southerly 18 to 28 knots except for short periods. The maximum wind encountered was southerly 36 knots, and was caused by a tight pressure gradient between the operating area and a low pressure area in eastern China, and moderated after about eighteen hours.

c. Air Intelligence - No comments.

d. CIC

1. General

a. The operations during the period of this report were routine insofar as the services required of CIC were concerned.

2. Personnel

a. There was no change in the personnel complement or watch bill. For indoctrination purposes officers from the air group were assigned four (4) hour watches beginning at 0800 and ending at 2400 each day.

3. Radar

a. All radars continued to operate satisfactorily for the purposes they were designed. However, excessive malfunctioning has recently occured. This is believed to be a direct result of continous use of all radars without sufficient periods of shut-down for maintenance.

c. Communications - No comments.

f. Photography

1. The operating period from 12 July through 24 July was comparatively short and the work load much lighter than usual.

2. It is strongly recommended that information relative to the difficulties in procurement of supplies, manpower, and maintenance of equipment be disseminated to all Photo Officers prior to departure from the West Coast. An excellent source of this information would be Photographic Officers returning from the Korean War Theatre.

3. It is strongly recommended that each aircraft carrier be well stocked with film, paper and chemicals prior to departure from CONUS. The sources of photographic supplies ashore and afloat are not dependable in the Korean area.

4. In order to maintain equipment in working order and make minor repairs, each CV class carrier should have a quota of at least one (1) camera repair man.

g. Gunnery - No comments.

h. Engineering

1. Because of the several problems which are either created or magnified by operation in areas where water and air temperatures and humidity are unusually high the following comments are considered pertinent from an engineering point of view:

a. Most noteworthy in the routine of the Engineering Department was the successful campaign to avoid the imposition of water hours during the cruise in areas of abnormal sea temperature and humidity. Despite excellent performance by evaporator crews and with all distilling equipment producing at rated capacity, the prospect of water hours (or water rationing) approached reality after the first day in tropical waters.
In order to cut down on personal water consumption it was decided to install orifice plates in all shower heads. The orifices were 3/16 inch in diameter. Their effect was to halve the amount of water discharged from a shower in any given time through the same valve opening. This measure proved highly successful and is strongly recommended, since it effectively eliminates waste without depriving personnel of a convenient 24 hour water supply. Many people did not know that the orifices had been installed, yet the daily water consumption dropped below that of winter cruising off Korea.

b. Another point of interest connected with tropical cruising involves a maintenance routine which might be overlooked prior to a warm water cruise. At the high speeds required for launching aircraft, forced draft blower bearings have recorded temperatures above 180° F. with cooling water at 85° F. Prior to departure from Yokosuka all lube oil coolers on auxiliary machinery were throughly cleaned. As a result, even at high speeds, the forces draft blower bearing remained below 160° F. with cooling water at 85° F.

c. The value of regularly taking salt tablets by personnel in very hot spaces was evidenced by the absence of heat prostration cases among Engineering watch personnel.

d. Steam supply lines to hot water tanks were secured in the interest of reducing temperatures in office and living spaces through which such piping was routed. This had a further minor advantage of saving the small amount of feed water lost by use of these heating systems.

e. During the period of this report, the high temperature and high humidity of the tropical climate caused extreme overheating of many electronic units, particularly in the case of radar transmitters and power supplies. Evidence of transformer cases bulging and tubes shorting were common, and forced air cooling with portable electric blowers and fans was necessary to prevent serious damage to the equipment. Since this involved leaving radar high voltage and modulator doors open, a personnel hazard had to be accepted, although "Danger" - "High Voltage" signs were placed liberally around all open equipment and the spaces locked where possible. In particular, the units most seriously affected were the PO AEW equipment; the AN/SPS-6B Radar Transmitter-Receiver and Antenna Control Unit; the SO-6B Modulator and Train Control Amplifier,; and the MK 21 Mod 0 Power Supplies and MK 5 Mod 0 Radar Unit Assemblies of the MK 25 Mod 2 Fire Control Radars.

f. The primary cause of the extreme equipment overheating encountered was lack of adequate space ventilation in and around the equipment components. With the exception of the PO room, all spaces have adequate ventilation capacity to maintain the installed units at an acceptable operating temperature. However, there has been a very evident practice of installing equipment in any useable space without altering the ventilation systems to provide an adequate airflow about the units. This results in location of the equipment in places of dead or stagnant airflow, and gives rise to overheating tropical climate such as was encountered on this cruise.

g. It is interesting to note that the SX Radar Search and Height Modulators, the highest powered electronics equipment in the ship, operated continously with no excessive heating whatever, due to a system of providing continous airflow through the ventilation system and the equipment. This system consists of air ducts leading from the upper corner of each unit directly into the exhaust blower duct. If widespread operations are to conducted in tropical climates, such as were common in World War II, consideration of similar cooling systems for modern high-powered electronics equipment must become a greater factor in installation design and practice.

i. Supply - No comments.

j. Welfare and Recreation

a. At Sea

(1) Recreational facilities were limited at sea by the nature of the operations. Motion pictures provided the main form of recreation. Morning press was issued daily with a Sunday supplement featuring cartoons and ships news. A radio program was broadcast over the ships R.B.O. system for four and one half hours daily. Record players for the living spaces are provided. There is rather an extensive selection of records. Warm up for baseball was conducted when practicable. Badminton and Volleyball have been played on the hangar deck when possible.

b. In Port

1. The recreational program is conducted when the ship is in port. Liberty was granted while the ship was at Subic Bay, Philippine Islands.

The facilities at the Naval Base were excellent.

k. Chaplain Functions - No comments.

ALLEN SMITH, JR

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