Orig 8m

U. S. S. PHILIPPINE SEA (CV-47)
Care Fleet Post Office
San Francisco, California

Refer to
File No.
CV-47/A9
40/DWC/ds

Serial: 0126

DECLASSIFIED

NOV 23 1950

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

From: Commanding Officer, U.S.S. PHILIPPINE SEA (CV-47)
To : Chief of Naval Operations
Via : (1) Commander Carrier Division ONE
(2) Commander Joint Task Force 7
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander-in-Chief, Pacific Fleet

Subj: Action Report for the period 5 October through 31 October 1950

Ref: (a) CNO Res ltr Op-345/aa serial 1197P34 of 3 August 1950

Encl: (1) Damage Inflicted

1. This action report is submitted in accordance with reference (a).

Part I - Composition of Own Forces and Mission

U.S.S. PHILIPPINE SEA during the subject period was a unit of TASK FORCE 77 (ComCarDivONE) and was operating in accordance with ComCarDiv ONE Operation Order No. 3-50. Task Force 77 was a component of Joint Task Force 7 (ComSEVENTHFlt) and was operating in accordance with Commander SEVENTH Fleet Operation Plan No. 10-50. The mission of the force was to conduct counter-mining operations, reconnaissance, gunfire spotting, deep support and air bombardment of shore defenses in the WONSAN area in order to support the landing of ground forces in the WONSAN area.

Part II - Chronological Order of Events

The initial four days of the period (5 through 8 October) were spent moored to bouy No. 17, SASEBO KO, JAPAN. At 0932I on 9 October, this vessel, with CTF 77 (ComCarDivONE) embarked, sortied in company with other units of TF 77 from SASEBO for the east coast of KOREA. Offensive strike operations commenced the following day with the launching of TARCAP's over surface forces in the WONSAN area. The TARCAP's were released to perform close support missions for ROK troops approaching WONSAN from the south. On 11 October, strikes and sweeps were sent out to cover lines of communication from WONSAN to CHONGJIN. On this same day, strikes were also launched against gun emplacements on the islands covering the entrance to WONSAN HARBOR. On 12 October, an experimental counter-mining exercise was conducted. Fifty 1000 lb. hydro fuzed bombs

5

[redacted]

were dropped by aircraft from CVG-11 in the WONSAN channel. The purpose was to destroy mines in the sea lanes. There was no evidence that any mines were detonated by the exploding bombs. Also on this day, sweeps were sent over all airfields from WONSAN to CHONGJIN and the island defenses were again taken under fire. On 13 October the ship replenished; no offensive air operations were conducted. The same procedure was followed on 16, 18 and 22 October. The strike days for the remainder of the period did not differ materially from the first three days. TARCAP's were provided, Naval Gunfire Spotting aircraft were provided when requested, reconnaissance missions were flown and shipping and lines of communication were kept under attack during the day. At night in addition to CAP and ASP aircraft, night intruders and special search aircraft were sent into the objective area. On 23 October, U.S.S. PHILIPPINE SEA returned to SASEBO KO where the ship remained until 30 October. On 30 October, the ship sortied, with CTF 77 embarked, from SASEBO to YOKOSUKA, JAPAN. Although original plans called for the ship to arrive at YOKOSUKA on 31 October, these plans were changed by typhoon RUBY. 30 and 31 October were spent at sea avoiding the above mentioned typhoon.

Part III - Performance of Ordnance Material and Equipment

a. ATAR Rockets PHIL SEA CONF DISP 22Ø136Z to CTF 77 is quoted below)

REFUR 111518Z X ATAR ROCKETS PENETRATED CORRUGATED METAL BUILDINGS AND WAREHOUSES EXPLODING ON INSIDE WITH EXCELLENT BLAST EFFECTS OR

BLOWING OUT ONE SIDE OF BUILDING X 2 HITS ON RAILROAD SHEDS CAUSED VERY LARGE EXPLOSION INSIDE X 2 HITS ON CONCRETE POWER STATION HOLED

BUILDING X 2 HITS ON RAILROAD TUNNEL KNOCKED OUT LARGE PORTION CONCRETE X 1 HIT ON SMALL WOODEN SHIP APPARENTLY PENETRATED COMPLETELY

WITHOUT EXPLOSION X 3 HITS ON 2 JUNKS LARGE EXPLOSION COMPARABLE 500 LB BOMB X 1 HIT ON BRIDGE BLEW OUT 50 SQUARE FEET CONCRETE

ROADBED AND DAMAGED FRAMEWORK X IN GENERAL ATAR EXPLOSION LARGER AND MORE EFFECTIVE THAN HVAR X PILOTS REPORT TRUER TRAJECTORY AND

OVERALL PILOT REACTION EXTREMELY FAVORABLE

b. Ordnance Expended:
(1) Bombs:
252 - 500 lb. GP
206 - 1000 lb. GP
32 - 220 lb. FRAGS
33 - 350 lb. ADB

DAMAGE INFLICTED

TARGET	DESTROYED	PROBABLY DESTROYED	DAMAGED
AM	1		
Corvett Type	3		
AK (small)	1		1
Junks	7	7	12
Sampans	49		26
Barges	1		
Floating Cranes			2
Power Boats			8
Box Cars	23		59
Warehouses	21	5	13
Tractors	2		
Trucks	13	3	7
Gun Emplacements	3		9
Bridges	8		12
Armored Cars	1		
Carts	58		40
Locomotives	7		3
Marshalling Yards	3		5
Switch Engines	4		
Supply Dumps			1
Oil Storage Tanks	3		
Tanks			1
A/A Positions			1

[redacted]

TARGET	DESTROYED	PROBABLY DESTROYED	DAMAGED
Power Plants			3
Troops	(Unknown)		

[redacted]AL

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[redacted]

(2) Rockets:
62 - 3.5" Solid Head
2267 - HVAR's
60 - 6.5" ATAR's

(3) Napalm:
1740 lbs. (28 MK 12 tanks)

(4) 20MM:
92,258 rounds (ratio 1-1-1)

Part IV - Brief Resume of Battle Damage

a. Ship - None

b. Aircraft damaged by A/A:
(1) 3 F4U's and 1 AD
(2) No losses

c. For damage inflicted, see enclosure (1)

Part V - Personnel Performance and Casualties

No comment

Part VI - Comments on Operational Procedure and Doctrines

The counter-mining exercise conducted on 12 October is not considered efficient employment for carrier aircraft. It is believed that the amount of effort required to arm and launch a group of sufficient size to accomplish this task would have been much more effective if expended in arming and launching strike groups for close air support, reduction of ground defenses and other missions in keeping with the carrier aircraft specialty of precision bombing. It would appear that this type of exercise might well be made a normal mission of shore-based multi-engine aircraft.

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