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U.S.S. KEARSARGE (CVA-33)
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SECURITY INFORMATION

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012

JAN 21 1953

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Task Force 77 (CCD-5)
(2) Commander Seventh Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the Period 6 December 1952 to 8 January 1953

Ref: (a) OPNAV INSTRUCTION 3480.4

Encl: (1) Carrier Air Group 101 Action Report for the Period 6 December 1952 to 8 January 1953

1. In accordance with reference (a) the subject report is submitted herewith:

PART I

COMPOSITION OF OWN FORCES AND MISSION

1. During the period of this report the U.S.S. KEARSARGE, with Carrier Air Group ONE HUNDRED ONE embarked, operated for various periods with the U.S.S. ORISKANY (CVA-34), the U.S.S. ESSEX (CVA-9), the U.S.S. BON HOMME RICHARD (CVA-31), and with various heavy support and screening ships.

2. The U.S.S. KEARSARGE (CVA-33) operated off the East Coast of Korea in accordance with CTF 77 Operation Order 2-52, CCD-5 Operations Order 6-52, plus supplemental plans and orders issued during the period.

3. The assigned mission of the force, in support of the United Nations Forces in Korea, was interdiction of supply and transportation facilities and close air support of United Nations Troops.

PART II

CHRONOLOGY

6-16 DEC: Moored alongside Piedmont Pier, Yokosuka Harbor, Yokosuka, Japan

16 DEC: 0630 Underway from Yokosuka, Japan for the operating area in accordance with COMCARDIV 5 OpOrder 6-52. 0806 Formed Task Element 77.01 with U.S.S. TWINING (DD-540) screen ship. SOPA RADM R. F. HICKEY, USN, COMCARDIV 5. OTC CAPTAIN L. E. FRENCH, USN.

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17 Dec: Proceeding to operating area. 1152 Conducted refresher air operations and special weapons exercises in accordance with COMCARDIV 5 dispatch 150106Z.

18 Dec: Proceeding to operating area. 0717 Rendezvoused with Task Force 77; Task Element 77.01 dissolved. SOPA VADM J. J. CLARK, USN, COMSEVENTHFLT, in the U.S.S. BON HOMME RICHARD (CVA-31). OTC RADM W. D. JOHNSON, USN, CTF 77, in the U.S.S. BON HOMME RICHARD (CVA-31). Heavies present U.S.S. ROCHESTER (CA-124), U.S.S. ORISKANY (CVA-34), U.S.S. BON HOMME RICHARD (CVA-31), U.S.S. KEARSARGE (CVA-33), U.S.S. ESSEX (CVA-9). 1304 VADM J. J. CLARK, USN, COMSEVENTHFLT, arrived on board. 1321 RADM R. F. HICKEY, USN, COMCARDIV 5, in this ship, assumed Tactical Command of Task Force 77. 1323 U.S.S. BON HOMME RICHARD (CVA-31) departed from Task Force. Conducted air operations.

19 Dec: Task Force replenished from Task Element 92.11. 0710 U.S.S. MISSOURI (BB-63) joined formation. 0812 VADM J. J. CLARK, USN, COMSEVENTHFLT, departed for U.S.S. MISSOURI via helicopter. 1140 U.S.S. MISSOURI left formation. 1857 U.S.S. ROCHESTER (CA-124) left formation.

20 Dec: Conducted air operations. Anti-aircraft firing exercises conducted.

21 Dec: Conducted air operations.

22 Dec: 0658 U.S.S. ROCHESTER (CA-124) joined formation. 0751 U.S.S. MISSOURI (BB-63) joined formation. SOPA VADM J. J. CLARK, USN, COMSEVENTHFLT. 0847 VADM J. J. CLARK, USN, COMSEVENTHFLT, arrived on board via helicopter from the U.S.S. MISSOURI (BB-63). Anti-aircraft firing exercises were conducted. 1053 VADM J. J. CLARK, USN, COMSEVENTHFLT, departed via helicopter for the U.S.S. MISSOURI (BB-63). 1103 U.S.S. MISSOURI departed from the TASK FORCE. SOPA R.F. HICKEY, USN, COMCARDIV 5. 1108 LT.C. STILES, 477377/1310, USN VA 702, engaged barrier in AD aircraft Bureau Number 128928. Aircraft sustained Class "C" damage. No personnel injuries.

23 Dec: Conducted air operations. 1730 U.S.S. ROCHESTER (CA-124) departed from the Task Force.

24 Dec: Task Force replenished from Task Element 92.11. 1300 U.S.S. TOLEDO (CA-133) joined the Task Force. 1708 U.S.S. ORISKANY (CVA-34) departed from the Task Force.

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25 Dec: Conducted air operations. 1734 U.S.S. TOLEDO (CA-133) departed from the Task Force.

26 Dec: Anti-aircraft firing exercises and Air operations were conducted

27 Dec: 0915 LT D.A. CRANDALL, 424643, USNR, VF 884, in F4U, Bureau Number 80966, ditched in water near formation due to engine failure. Pilot recovered uninjured. 1136 LTJG R.J. PETERSON, 521770, USN, VF 721, in F9F-2, Bureau Number 125117 engaged barrier. Class "C" damage to aircraft. No personnel injuries.

28 Dec: 0917 LTJG F.J. PESTER, 508336, USN, VF 721, in F9F-2, Bureau Number 123636, crashed in water near formation. Pilot recovered uninjured. 1135 Francis Cardinal Spellman arrived on board via aircraft from Korea. 1200 U.S.S. MISSOURI (BB-63) joined the formation. SOPA VADM J.J. CLARK, USN, COMSEVENTHFLT. 1353 Francis Cardinal Spellman departed via helicopter for the U.S.S. ESSEX (CVA-9).

29 Dec: Task Force replenished from Task Element 92.11. 1603 U.S.S. MISSOURI (BB-63) departed from the Task Force. SOPA RADM R.F. HICKEY, USN, COMCARDIV 5.

30 Dec: 1150 LT James F. LEE, 485810, USN, VF 11, in F2H-2, Bureau Number 125060, crashed about 15 miles West of WONSAN, KOREA while on scheduled combat mission. Pilot declared as missing in action.

31 Dec: Conducted air operations. 1436 U.S.S. LOS ANGELES (CA-135) joined the formation.

1 Jan: Air operations cancelled because of weather over target area.

2 Jan: Conducted air operations. 0815 U.S.S. VALLEY FORGE (CVA-45) joined the formation. 0820 U.S.S. MISSOURI (BB-63) joined the formation. SOPA VADM J.J. CLARK, USN, COMSEVENTHFLT. 1626 U.S.S. MISSOURI (BB-63) departed from the formation. SOPA RADM A. SOUCEK, USN, COMCARDIV 3. 1728 U.S.S. LOS ANGELES (CA-135) departed from the Task Force.

3 Jan: Anti-aircraft firing exercise and air operations were conducted.

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4 JAN: Task Force replenished from Task Element 92.11. Departed Task Force in company with U.S.S. MC DERMUT (DD-677) for SASEBO, JAPAN in accordance with CTF 77 dispatch 020948Z of January.

5 JAN: Anchored SASEBO, JAPAN at 0803. Departed SASEBO, JAPAN at 1459 proceeding to HONG KONG, B.C.C. in accordance with CTF 77 dispatch 020948Z of January.

6 JAN: Underway to HONG KONG, B. C.C.

7 JAN: Underway to HONG KONG, B. C.C.

8 JAN: Moored HONG KONG HARBOR, BUOY #1.

PART III

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

1. Expenditure and performance of Air Ordnance is contained in enclosure (1).

2. Expenditure of Ship's Ordnance for AA practice.

5"/38

Projectile	Powder
197 AAC	197 Non-Flashless
16 VT Frag.	16 Non-Flashless

3"/50

620 Frag. VT.	Non-Flashless Powder

3. Performance of Ships Ordnance.

a. The performance of ships ordnance is considered excellent. There were no major material casualties. A few minor material casualties occurredon the 3"/50 Battery but were quickly repaired by Ship's Gunners Mates.

b. Some trouble was experienced with the Mark 29 Mod 1 gunsight. Replacements were quickly obtained. It is recommended that repair facilities be established in this area for the repair of the Mark 29 sights.

c. During "Warning Magenta" drills the ordnance equipment functioned excellently. It is estimated that 90 percent of targets were acquired outside of maximum gun range.

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PART IV

BATTLE DAMAGE

1. Ship.

a. The ship was not attacked and sustained no battle damage.

2. Damage inflicted on the enemy by ship's aircraft is contained in enclosure (1).

3. Damage inflicted on ship's aircraft is contained in enclosure (1).

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

1. Performance.

a. Personnel.

(1) Personnel performance and morale has been excellent during the period of this report. During this period the average on board count of enlisted personnel was 1998 Navy and 58 Marines. There were 23 Navy enlisted men received and 7 transferred.

b. Legal.

(1) The number of Legal assistance problems has dropped off considerably. The number of unauthorized absences during the last in port period increased slightly. Two special courts-martial and six summary courts-martial were held during this period.

c. Education.

(1) Personnel aboard the KEARSARGE have demonstrated a continued interest in improving their educational background during the present tour of duty on the line. Twenty-one GED tests and end-of-course-tests have been administered, sixteen USAFI correspondence courses have been applied for, and forty-six educational manuals have been checked out. Thirty-five applications for Navy correspondence courses have been mailed and seventeen have been completed. Sixty-three men have been interviewed in an effort to assist each with his individual educational problem.

(2) Classes in elementary education were continued. A new class in Basic Mathematics was organized and attendance records indicate a steady interest in this program.

(3) The training room has been in constant use. In addition to the one hour periods utilized for professional advancement instruction and billet training, Catholic Roasary services are held daily and Protestant Bible Class meets weekly in this compartment.

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d. Divine Services.

(1) The number of Divine Services scheduled and normally conducted during each week was twenty six (26). The Christmas Holidays swelled the total number of divine services held on board. On Sundays three Catholic Masses and a Rosary Service are held, and three Protestant Services and a Latter Day Saints Service are conducted. On week days a Catholic Mass is said daily by the Catholic Chaplain at 1630 and Rosary Services are held at 1845. A Protestant devotional Service is held each week day from 1240 to 1300.

(2) On Christmas Eve a Protestant Carol Service was conducted at 2130 and a Catholic High Mass was held starting at 2400. On Christmas Day, 25 December 1952, three Divine Services were held for Protestant men, and an additional Mass for Catholic men. On the afternoon of 25 December both the Chaplains went to Destroyers for Divine Services. On 26 and 27 December both Chaplains conducted divine services on two additional Destroyers operating with Task Force 77. Transfer of the Chaplains was effected by highline and helicopter.

(3) On Sunday 28 December 1952 Francis Cardinal Spellman said a Mass in the Ship at 1200 while on his Christmas tour of the Korean front areas.

(4) On New Year's Day two divine services were held by both Chaplains.

(5) In addition to the above a Protestant Bible Class meets each Tuesday and a Latter Day Saints Class meets on Thursday. A Protestant Memorial Service was conducted for a pilot lost during the last operating period.

e. Welfare and Recreation.

(1) A Christmas party for 57 under privileged Japanese children was held on board on 14 December 1952 in Yokosuka, Japan. A committee composed of members of the ship's company supervised the outfitting of the children at a Department Store in Yokosuka on 13 December. Each child received a new outfit of clothing including shoes and coat. On Sunday 14 December the children came on board in their new clothes for the noon meal and a party at which they were each given a Christmas present of toys and a bag of candy.

(2) On Christmas Eve, 24 December 1952, a Christmas concert was given on board by the KEARSARGE Glee Club.

(3) During the period on the line there was an average of 22 movies per week shown. Reading constituted an equally engrossing form of activity. The library issued an average of about 45 books per day. Several dozen new title Navy pocket, paper bound books were circulated.

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e. Welfare and Recreation continued.

(4) Daily Press News and three issues of the ship's paper were published.

(5) Approximately three hundred twenty copies of magazines were received and distributed. A new supply of small games have been received and distributed. The disc jockey programs, Task Force and world news continue to be a popular feature.

(6) Another happy hour was held enroute to Hong Kong. During our last inport period many divisional and squadron parties were held. Sightseeing tours were conducted as before and approximately 580 enlisted men went to Rest Hotels or Rest Camps.

f. Hobby Shop.

(1) The Hobby Shop still is a drawing card for many of the personnel on board. As new shipments of material are received aboard notices are published and the supply is sold immediately. The hobby program is a stimulating morale builder.

2. Casualties.

a. See PART VI, Paragraph 6.e.

PART VI.

COMMENTS

1. Air Department.

a. Flight Deck. With the coming of cold weather, it was found necessary to set up an ice and snow crew to be on call any time during the night to clear the deck prior to the morning launch. This crew is composed of two tractor drivers to operate the brush and snow plow, one plane pushing crew and an Air Department Officer in charge.

b. Arresting Gear. The total number of landings for this period was 2,122. Total barrier engagements consisted of two (2) conventional and two (2) jet type.

On 27 December 1952, an F9F-2 was brought aboard after sustaining damage when a hung bomb inadvertantly released from an altitude of 300 feet. The only information known prior to the landing was that the aircraft would have to be brought aboard flaps up. The approach speed was approximately 130 knots, with 40 knots of wind over the deck, resulting

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b. Arresting Gear Continued.

in an actual landing speed of 90 knots. The hook contacted P8 but was torn from its mount due to damage received by the bomb blast. The aircraft engaged B2 but failed to successfully engage B3, possibly due to its excessive speed. Complete arrestation was accomplished only after the aircraft engaged the barricade, producing a barracade purchase cable runout of three (3) feet.

c. Catapults. No major difficulties were experienced during this period on the line. There were 364 launchings made on the Port Catapult and 351 launchings made on the Starboard Catapult. These figures breakdown to 637 jet aircraft and 78 conventional aircraft launched.

The packing gland and packing "blew" out of the cable tensioner on the Port Catapult, slightly expanding the gland. The cause has not been determined.

d. Maintenance. Continued difficulty has been experienced with a catapult tieback rings entering the intakes of J34 engines. It is believed that this trouble will be eliminated when all the intake screens have been modified in accordance with Technical Order Number 92-52.

e. Ordnance Handling Equipment. On 3 December 1952, seven new AERO 12B Bomb Skids with Adapters Mods 8B and 9B were received for test and evaluation. The evaluation was conducted during carrier based operations which utilized these Skids day and night continuously for a period of nineteen days. Report will be submitted by separate correspondence.

f. Gasoline and Lube Oil Expenditures.

Date	Gasoline (Gallons)	Lube Oil (Gallons)
16 Dec - 31 Dec 52	678;000	2223
1 Jan - 5 Jan 53	111,685	257

g. Oxygen-Nitrogen Plants. Operation of the Oxygen-Nitrogen Plants during the operating period was satisfactory. A total of 53,179.5 Standard Cubic Feet of Oxygen was produced for the period 16 December to 31 December 1952.

2. Engineering Department

a. Electrical. Only one casualty of any note occurred. A zero ground was recorded in the low speed winding of the 40 H.P. motor for the 5500 lb. lower stage bomb elevator A-535. Considerable difficulty was encountered in removing the motor as its location required removal of structural

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interference and installation of handling padeyes. Inspection of the stator windings revealed that the old glyptol insulation had become brittle and cracked allowing one coil to ground to the frame and burn open, and cause damage to the two adjacent coils. Since no repair facilities will be available during this vessels next upkeep period at Hong Kong, a technical availability was requested from COMSERVRON-3, and the stator was left on the U.S.S. DELTA at Sasebo for rewinding and return to the ship either at Hong Kong or at the next replenishment on the line.

b. Electronics.

(1) General. There were no major difficulties experienced with electronics equipment during the past operational period. Replenishment days are being utilized to bring preventative maintenance schedules up to date, and correct any malfunction of equipment that cannot be secured during operations. Maintenance and technical difficulties have been normal, except as indicated in the following paragraphs.

(a) SG-6B RADAR. The antenna appears to be dragging on the half cycle into high winds. A complete examination is to be conducted during our in-port period. The difficulty appears similar to that reported by the U.S.S. TARAWA (CVA-40) in Electronics Installation bulletin No. 343.

(b) AN/SPS-6B RADAR. Settling of the transmitter foundation as reported on page 14, para 2 U.S.S. KEARSARGE Action Report 20 October to 6 December 1952, necessitated realignment of the waveguide coupling into the transmitter. It has been discovered that this misalignment caused excessive failure of internal components due to mismatching and that the overall efficiency and capabilities of the system were not realized. Recurring trouble within the AFC circuit has necessitated constant manual tuning until the system could be de-energized for corrective maintenance. The repairs were well within the scope of ships force and normal operation was restored. The major portion of corrective maintenance concerned the AFC circuit.

(c) RADIO. Intra-ship VHF radio interference as reported on page 14, para 4 U.S.S. KEARSARGE Action Report 20 October to 6 December 1952, still continues to be a major electronics problem. There has been no change in this situation since the last action report.

(2) SUPPLY. No major electronics equipment has been out of commission due to lack of electronics repair parts.

3. Gunnery Department

a. Ammunition re-supply.

(1) Replenishment was accomplished as indicated below:

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DATE	FROM	TONNAGE	AVERAGE TON PER HR.
12-19-52	USS CHARA (AKA-58)	156	114
12-27-52	USS TITANIA (AK-13)	343.7	62
12-29-52	USS PARICUTIN (AE-18)	330	135
1-4-53	USS TITANIA (AK-13)	246	93

B. Ammunition Handling Problems.

(1) During the period of this report no major difficulties were experienced in the handling of ammunition.

C. Recommendations

(1) None.

4. Operations Department

a. Communications

(1) Personnel

The rated personnel situation continues to deteriorate in spite of a stringent training program. Experienced personnel are detached for RAD, expiration of enlistment, and transfer to other commands with replacement by inexperienced strikers from radio school, or seamen drawn from other divisions of the ship.

Radio school graduates continue to prove the value of their training. Their full attention to subjects presented at school allows them to progress much more rapidly than is possible on board ship.

(2) Radio

The present cruise represents the first time since arrival of this command in Far East Waters, that departure from the Japan Area has been taken. It has been forcibly brought to the attention of communication personnel that NDT Radio Tokyo cannot be worked directly on a long-range ship/shore net. Traffic for the NavFe command must be transmitted to NPO, Radio Sangley Point, or NPN, Radio Guam, for relay to the Tokyo Area.

Communication traffic volume continues at the high rate previously reported. As experience is gained at all communication levels, the traffic is handled with more facility, though continuous alertness and energy on the part of all hands is of the essence.

(3) Material

Lack of crypto-repair personnel continues to hamper communi-

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cation functions. Though this command is designated as a minor crypto-repair activity, the lack of any qualified personnel will not permit efficient upkeep of the crypto-facilities of this command, let alone of other ships of the force. Area-wide shortage of qualified personnel is apparent.

(4) Registered Publications. Messages announcing the compromise and supercession of crypto-key lists are often received within hours of the effective time of the new publication. The delivery of such messages, carrying deferred precedence, could easily have been delayed several more hours, with the result that a compromised key list would have been employed. The time difference between Wash., D.C. and the Korean Operating Area, the large volume of high precedence traffic extant in this area, and the preponderance of encrypted messages, are contributing factors in late delivery and should be anticipated to the maximun extent.

The efficiency and speed of issue of required registered publications by RPMIO NO. 3 in the USS PIEDMONT (AD 17) at Sasebo, Japan was noted with pleasure and appreciation.

(5) Postal Affairs. It has been found desirable to maintain on board at least 100 empty U.S. mail bags, with this number considered to be minimum upon leaving foreign ports. The number of gifts, souvenirs, and curios accumulated and presented for mailing by personnel is phenomenal. Important and interesting mail statistics are as follows:

Incoming Mail:	80 to 100 bags per replenishment, including 10 to 15 bags of first class.
Outgoing Mail:	About 4,000 letters daily plus packages in widely varying number up to 90 bags or crates per replenishment.
Money Orders:	Sales average 1800 per month of total value of approximately One hundred thousand dollars.
Stamp sales:	About $3500 per month with heavy volume in 6¢ airmail, when not in the free mail area, and in large denominations for package mailing.

b. Air Intelligence

(1) The replenishment of maps which is normally handled in a most satisfactory manner by the ANO representative from COMFAIRJAP Atsugi, becomes somewhat more difficult when the ship puts in to any port other than Yokosuka. It is recommended that, when possible, AIO's anticipate such occurances and arrange to order sufficient supplies during the inport period in Yokuska for two tours on the line.

(2) During the last tour, the Air Intelligence Office was called upon to assist in the implementation of the ship's information program in connection with the coming visit to Hong Kong. It is suggested that all AIO's become thoroughly familiar with the requirements for such programs as laid down in CINCPACFLT INSTRUCTION 1560.1 prior to departure Continental Limits of the United States of America, and procure all available intelligence including city plan maps etc. of major Far East ports. This procedure will greatly expedite the necessary work in preparation of briefs and brochures of useful information.

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5. Supply Department

a. Aviation Stores

(1) Availability

Of 1,164 items requested, 1,140 were furnished from stock. This represents 98 percent of all items requested.

(2) ACOG Requests

ACOG requests totaled 11 items. Other carriers on the line furnished 3 of these.

USS KEARSARGE CVA-33

ACOG REQUESTS 7 DECEMBER THROUGH 5 JANUARY

	HO3S	F4U4	F4U5N	F9F2	F2H2	F2H2P	AD4	AD4L	AD4N	AD4W	TOTAL
NOT ON ALLOWANCE					1	1	5		2		9
NIS				1			1				2
FLEET CONTROLLED											0
TOTAL	0	0	0	1	1	1	6	0	2	0	11

(3) The F4U-4 continued to be a difficult plane type to properly support. While no new ACOG requests were received during this cruise on the line, BuNo 80848 remained ACOG for an R82-CV-VS-40248 Sliding Section from 17 November until 13 December.

(4) The assistance of COMFAIRJAP in screening parts available on stricken aircraft has been found most valuable, this is particularly true in the case of code M and M1 items for the F4U-4.

(5) The KEARSARGE was able to support other carriers on the line to the following extent:

12 items supplied of which 10 were to fill ACOG requests.

b. Commissary

(1) Replenishment of provisions in Yokosuka from the USS Graffias AF-29 and the USS Merapi AF-38 were expedited by allowing the provisions to remain in the cargo nets when placed in the delivering boats. The handling of provisions in this manner increased the efficiency of the operation.

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The total time and man hours required were reduced and damage to the containers lessened due to the reduced handling. The cooperation of the receiving ship is of prime importance for all cargo nets must be returned immediately for re-use.

(2) Recommendation---Provisions, clothing, ship's store and other items which lend themselves to net operations be allowed to remain in the nets for hoisting aboard by the receiving ship.

c. Disbursing

(1) A difficulty encountered was the inability to obtain MPC's and Yen prior to reaching Japan. This necessitated a complete change of U.S. currency into MPC's and Yen after arrival in Japan. The Disbursing Officer spent the first half-day in port procuring and verifying this money. Four officers were busy for two full days effecting the transition. Considerable delay in granting liberty was necessary for only U.S. dollars were available upon arrival.

A similar problem will exist at the time of leaving the area. It will be more difficult for the disbursing officer, because everyone will want to keep his MPC until the very last minute before turning it in. Under existing instructions MPC's must be turned in by the disbursing officer prior to the ship's departure from the area. Another problem is that of not permitting the exchange of Yen for U.S. currency upon departure.

In a vessel of this size several days are required to effect a complete change of currency from one kind to another.

(2) Recommendation---

1. That MPC's and Yen be made available either stateside or at Pearl Harbor for vessels scheduled to go to Japan or areas where U.S. dollars are not acceptable currency.

2. That authority be granted to exchange MPC's and Yen for U.S. currency during the return trip to the United States and the Disbursing Officer be allowed to turn it in at the first port of call---either Pearl Harbor or the continental United States.

6. Medical Department

a. During the operating period no significant shortages of medical department supplies occurred. However, due to the sudden onset of a great number of influenza type illnesses, antibiotic usage rates exceeded all other operating periods.

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b. With the detachment of two hospital corpsmen, near the end of this operating period, detachment of two others during the last in port period and the receipt of three corpsmen at the beginning of this operating period the medical department personnel situation remains at approximately 75 % of allowance.

c. Medical evaluation of Air Group and Ship's Officers and Men

(1) In general, the morale of all personnel, including the Air Group pilots, was excellent during this operating period. This improved morale situation is attributed entirely to the relatively shorter operating period and serves to emphasize that three weeks is the optimum time for a tour on the line.

(2) Because of the great number of influenza type illnesses coupled with numerous common colds and upper respiratory infections, many pilots and other personnel were incapacitated during the first 12 days of this period. At one time 20 pilots were grounded and many other personnel were admitted to the sick list.

(3) With the marked increase in respiratory infections among the pilots, it was observed that many AD and F4U pilots were reluctant to seek therapy in fear that by being grounded they would be putting undue hardship on their squadron mates. This situation was rapidly corrected and the attitudes toward grounding altered when a CTF-77 dispatch put a limitation of one combat mission per day for each AD and F4U pilot, unless otherwise directed. With the fear of imposing a burden dispelled, early therapy was instituted and there was a noticeable decrease in pilot morbidity.

d. Medical Statistical Summary Air Group and Ship's Company

(1) Admitted to sick list..... 151
Total sick days out of 95542 possible work days..... 331
Officers admitted to sick list..... 10
Total patient visits to sick call.....3797
Total medical treatments.....6520
Patients transferred to hospital..... 23
Number of minor injuries treated..... 26
Minor surgical procedures..... 31
Venereal disease cases and Non-specific Urethritis total 64
1. Gonorrhea 36 Chancroid 18
2. Non-specific Urethritis following sexual exposure 10

(2) Planes lost, enemy action, pilot missing in action..... 1
Planes lost, operational, pilot recovered, minor injuries 2

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(3) Pilots temporarily grounded for medical reasons..... 32
Pilots indefinitely grounded pending medical evaluation 2
Pilot availability.....90.5%
Crewmen grounded for medical reasons..... 2

e. Description of Aircraft Casualties

(1) On 12-27-52, LT D. A. CRANDALL, 424643/1315, USNR, VF-884, flying an F4U-4, BuNo 80996, ditched near the task force because of engine failure. He was rescued by helicopter and suffered only from mild strain and exposure.

(2) On 12-28-52, LTJG F. J. PESTER, 508236/1310, USN, VF-721, flying an F9F2, BuNo 123636, ditched following a flame out. He was rescued by helicopter and suffered mild abrasions of the face and strain of the posterior cervical muscles.

(3) On 12-28-52, LT A.L. HOVDE, 466589/1315/USNR, VA-702, flying an AD-4 on a combat mission over Kasong was hit by enemy ground fire. A piece of shrapnel pierced the floor plate of his plane and imbedded itself into the skin of his right foot. The shrapnel was easily removed, the wound was cleansed and dressed and LT HOVDE was returned to duty.

(4) On 12-30-52, LT J.F. LEE, 485810/1310, USN, VF-11, flying an F2H-2, BuNo 125060, on a combat mission, crashed over North Korea after apparently being hit by enemy ground fire. LT LEE was declared missing in action.

L. E. French
L. E. FRENCH

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DISTRIBUTION LIST

CNO (2) Advance
CINCPACFLT (2) Advance
COMNAVFE (1) Advance
CTF-77 (1) Advance
CINCPACFLT Evaluation Group
COMNAVFE Evaluation Group
COMAIRPAC (5)
COMSERVPAC
COMFAIRJAPAN
COMFAIRALAMEDA
COMFAIRHAWAII
Naval War College
COMCARDIV ONE
COMCARDIV THREE
COMCARDIV FIVE
COMCARDIV FIFTEEN
COMCARDIV SEVENTEEN
USS ESSEX (CVA-9)
USS BOXER (CVA-21)
USS BONHOMME RICHARD (CVA-31)
USS PRINCETON (CVA-37)
USS ORISKANY (CVA-34)
USS VALLEY FORGE (CVA-45)
USS PHILIPPINE SEA (CVA-47)
USS BATAAN (CVL-29)
USS RENDOVA (CVE-114)
USS BAIROKA (CVE-115)
USS BADOENG STRAIT (CVE-116)
USS SICILY (CVE-118)
USS GILBERT ISLANDS (CVE-107)
USS POINT CRUZ (CVE-119)
USS TRIPOLI (CVE-64)
Carrier Air Group TWO
Carrier Air Group FIVE
Carrier Air Group SEVEN
Carrier Air Group ELEVEN
Carrier Air Group FIFTEEN
Carrier Air Group ONE HUNDRED ONE
Carrier Air Group ONE HUNDRED TWO
Carrier Air Task Group ONE
Carrier Air Task Group TWO
CO, FAIRBETUPAC (2)
CO, Composit Squadron THREE
CO, Composit Squadron ELEVEN
CO, Composit Squadron THIRTY FIVE
CO, Composit Squadron SIXTY ONE
USS YORKTOWN (CVA-10)
USS RANDOLPH (CVA-15)
USS HANCOCK (CVA-19)
Carrier Air Group NINE
Carrier Air Group NINETEEN

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