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CONFIDENTIAL
SECURITY INFORMATION

U.S.S. KEARSARGE (CVA-33)
Fleet Post Office
San Francisco, California

CVA33
A9/JWS/fo
Ser:
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MAR 15 1953

DOWNGRADED AT 3 YEAR INTERVALS:
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DOD DIR 5200.10

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Carrier Division FIVE (CTF77)
(2) Commander Carrier Division THREE (CTF77)
(3) Commander Seventh Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief U.S. Pacific Fleet

Subj: Action Report for the Period 8 January to 28 February 1953

Ref: (a) OPNAV INSTRUCTION 3480.4

Encl: (1) Carrier Air Group 14 Action Report for the Period 8 January to 28 February 1953
(2) USS KEARSARGE summary report of operations during deployment in WESTPAC
(3) Carrier Air Group 14 summary report of operations from 14 September 1952 to 28 February 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 USS KEARSARGE, with Carrier Air Group FOURTEEN embarked, operated for various periods with the USS ORISKANY (CVA34), the USS VALLEY FORGE (CVA45), the USS PHILIPPINE SEA (CVA47), and with various heavy support and screening ships.

2. The USS KEARSARGE (CVA33) operated off the East Cost of Korea in accordance with CTF 77 Operation Order 2-52 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

8-16 Jan: Moored to Buoy Number 1, Hong Kong Harbor, Hong Kong, B.C.C.

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Part II Continued

16 Jan: 0638 Under way for Korean operating area, in accordance with CTF 77 CONFIDENTIAL dispatch 120154Z of January. 0753 USS DEHAVEN (DD-727) and USS LYMAN K. SWENSON (DD-729) joined up. SOPA is RADM R. F. HICKEY, USN, COMCARDIV 5. OTC is CAPTAIN L. E. FRENCH, USN. 1100-1403 Flight operations were conducted.

17 Jan: Enroute to Korean operating area. 1000-1139 Flight operations were conducted. 2240 USS DEHAVEN (DD-727) and USS LYMAN K. SWENSON (DD-729) were released.

18 Jan: Enroute to Korean operating area.

19 Jan: Enroute to Korean operating area. 0639 USS LAWS (DD-558) joined up.

20 Jan: Enroute to Korean operating area. Replenished from Task Unit 92.1.1. 1625 Joined Task Force 77, heavies present: USS KEARSARGE (CVA-33), USS ORISKANY (CVA-34), USS VALLEY FORGE (CVA-45). SOPA and OTC is RADM A. SOUCEK, USN, COMCARDIV 3.

21 Jan: Combat air operations. 1221 USS LOS ANGELES (CA-135) joined the Task Force.

22 Jan: Combat air operations. 0853 An F9F aircraft discharged one round of 20 MM ammunition upon making a normal arrested landing, fatally wounding a plane director on the flight deck. 0929 RADM R. F. HICKEY, USN, COMCARDIV 5, assumed Tactical Command of Task Force 77, relieving RADM A. SOUCEK, USN, COMCARDIV 3. 1143 USS VALLEY FORGE (CVA-45) departed from Task Force.

23 Jan: Combat air operations. 0925 Anti-aircraft firing exercise conducted by the Task Force. 1100 pilot CDR., D. P. PHILLIPS, USN, Commanding Officer VF-11, crashed at 29-16 N, 127-15 E; pilot declared missing in action.

24 Jan: Task Force replenished. 1708 USS LOS ANGELES (CA-135) departed from Task Force.

25 Jan: Combat Air operations. Anti-aircraft firing exercises conducted by Task Force. 0628 USS MISSOURI (BB-63) Joined Task Force. SOPA VADM J. J. CLARK, USN, COM SEVENTHFLT. 1655 USS MISSOURI (BB-63) departed from Task Force. SOPA RADM R. F. HICKEY, USN, COMCARDIV 5.

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Part II Continued

26 Jan: Combat air operations.

27 Jan: Combat air operations. 0633 USS LOS ANGELES (CA-135) joined the Task Force. 0927 USS LOS ANGELES (CA-135) departed from Task Force.

28 Jan: Combat air operations. Anti-aircraft firing exercises conducted by the Task Force. 1006 USS TOLEDO (CA-133) joined the Task Force. Transferred helicopter UP-30 to the USS TOLEDO. 1036 USS TOLEDO (CA-133) departed from Task Force. 1520 USS ROCHESTER (CA-124) joined Task Force. 2045 pilot, LT. F. C. ANDERSON, USNR, VC 35, air crewman SCHMID, JOHN R., AT3, USN, VC 35, failed to return from night heckler mission. Pilot and crewman were declared missing in action.

29 Jan: The ship replenished fuel oil and aviation gasoline but was unable to receive ammunition on board due to rough seas. 0740 VADM J. J. CLARK, USN, COMSEVENTHFLT, arrived on board by helicopter from the USS MISSOURI (BB-63). SOPA VADM J. J. CLARK, USN, COMSEVENTHFLT. 0745 USS MISSOURI (BB-63) joined the Task Force. 0805 VADM J.J. CLARK, USN, departed by AD aircraft for Korean Airfield, K-16. SOPA RADM R. F. HICKEY, USN, COMCARDIV 5. 1633 VADM J. J. CLARK, USN, COMSEVENTHFLT arrived on board by AD aircraft. SOPA VADM J. J. CLARK, USN. 1715 VADM J. J. CLARK, USN, departed by helicopter for the USS MISSOURI (BB-63).

30 Jan: Task Force completed replenishment. Combat air operations. 1730 USS ROCHESTER (CA-124) departed from Task Force. 1811 USS MISSOURI (BB-63) departed from Task Force. SOPA RADM R. F. HICKEY, USN, COMCARDIV 5.

31 Jan: Combat air operations. 0620 USS PHILIPPINE SEA (CVA-47) joined the Task Force. 1601 CAPTAIN THURSTON B. CLARK, 61379, USN, arrived on board by COD aircraft for duty as prospective commanding officer.

1 Feb: Combat air operations.

2 Feb: Combat air operations. Anti-aircraft firing exercises conducted by Task Force. 0636 USS ROCHESTER (CA-124) joined the Task Force. 1720 USS ROCHESTER (CA-124) departed from the Task Force.

3 Feb: Task Force replenished. 1345 USS TOLEDO (CA-133) joined the Task Force.

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Part II Continued

4 Feb: Combat air Operations. Anti-aircraft firing exercises conducted by Task Force. 0001 Air Group 101 redesignated Air Group 14, in accordance with OPNAV INSTRUCTION 03110 of 23 December 1952.

5 Feb: Due to unfavorable weather only 2 sorties were flown.

6 Feb: Combat air operations. 0757 CAPTAIN THURSTON B. CLARK 61739/1310, USN, relieved CAPTAIN LOUIS E. FRENCH, 60380/1310, USN, as commanding officer of this vessel. 1355 USS MISSOURI (BB-63) joined the Task Force. SOPA VADM J. J. CLARK, USN, COMSEVENTHFLT. 1427 VADM J.J. CLARK, USN, and VADM W. V. SOHN, and COMMODORE KUK MO JOUNG, ROK Navy, arrived on board by helicopter. 1650 VADM J. J. CLARK, USN, departed by helicopter for the USS MISSOURI (BB-63). 1808 USS MISSOURI (BB-63) departed from Task Force. SOPA RADM R. F. HICKEY, USN, COMCARDIV 5.

7 Feb: Task Force replenished. 0815 VADM W. V. SOHN and COMMODORE KUK MO JOUNG, ROK Navy departed by COD aircraft to Korean Airfield, K-16.

8 Feb: Combat air operations. 1500 pilot LTJG., DONALD H. HAGGE, USN, VA 145, shot down in North Korea at 38-23 N, 129-49 E; pilot declared missing in action.

9 Feb: Combat air operations.

10 Feb: Combat air operations. 0210 USS TOLEDO (CA 133) departed from Task Force. 0242 USS LOS ANGELES (CA-135) joined the Task Force.

11 Feb: Task Force replenished. 1147 RADM A. SOUCEK, USN, assumed Tactical Command of Task Force 77. Commander Carrier Division 5 Administration transferred to USS ORISKANY (CVA 34) 1720 USS ORISKANY (CVA-34) departed from Task Force.

12 Feb: Combat air operations.

13 Feb: Combat air operations.

14 Feb: Combat air operations. 0840 RADM R. F. HICKEY, USN, COMCARDIV 5, departed by aircraft. 1000 Pilot, LT., JOHN R. RALSTON, USN, VF 141, made 30,000th landing.

15 Feb: Task Force replenished.

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Part II Continued

16 Feb: Combat air operations.

17 Feb: Combat air operations.

18 Feb: Combat air operations.

19 Feb: Task Force replenished.

20 Feb: Combat air operations.

21 Feb: Combat air operations.

22 Feb 0815 USS MISSOURI (BB-63) joined the formation. SOPA VADM J. J. CLARK, USN, COMSEVENTHFLT, in the USS MISSOURI. 0949 VADM J. J. CLARK, USN, arrived on board by helicopter from the USS MISSOURI. 1000 VADM J. J. CLARK, USN, presented awards to Air Group and Ship's Company personnel. 1146 VADM J. J. CLARK, USN, departed by helicopter to the USS MISSOURI (BB-63). 1212 In accordance with CTF 77 CONFIDENTIAL dispatch 190740Z of February, USS KEARSARGE (CVA-33) detached from Task Force 77. Proceeding in company with the USS KIDD (DD-661) enroute YOKOSUKA, JAPAN.

23 Feb: Underway for YOKOSUKA, JAPAN. 1000 Launched 9 jet and 26 propeller aircraft to Naval Air Station, ATSUGI, JAPAN. 1600 Refueled the USS KIDD (DD-661). 1745 USS KIDD (DD661) detached and proceeded on duty assigned.

24 Feb: Underway for YOKOSUKA, JAPAN.

25 - 28 Feb: Upkeep Yokosuka Navy Yard, Yokosuka, Japan. Turnover to USS PRINCETON completed. At 1611 I 28 Feb underway for CONUS via Pearl Harbor.

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.

5"/38

Projectile	Powder
98 AAC	98 Non-flashless

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Part III Continued

2. Expenditure of ship's ordnance continued.

3"/56

	Powder
630 Frag. VT	Non-flashless

3. Performance of ship's ordnance.

a. The performance of ships ordnance considered excellent. Two major casualties developed on the 3" battery and one on the 5" battery. Mount 39 elevation amplidyne unit was placed out of commission due to grit and foreign matter lodging on the armature. The armature was removed and a light cut taken to remove rough spots. The elevation amplidyne unit on Mount 311 developed a foreign noise. The end bearings on the armature were renewed and the casualty rectified. The parallax servo motor in the elevation indicator regulator on 5" mount 56 burned out. The motor was replaced. The cause of this casualty is undetermined at this time. All repairs were effected by the ship's force.

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

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) Ships personnel performance has been excellent and morale has in general been very good during the period of this report. During this period the average on board count of enlisted personnel was 2015 Navy and 60 Marines. There were 23 Navy enlisted men transferred and 52 received.

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Part V Continued

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b. Legal.

(1) In spite of increasing fatigue among members of the crew, disciplinary cases did not increase appreciably during this period.

(2) Legal assistance cases handled during this period decreased. The majority of these cases dealt with domestic relations.

c. Education.

(1) During the final tour on the line, personnel aboard the KEARSARGE continued to pursue their educational goals with unflagging interest. Seventy-five (75) GED and End-of-Course tests were administered, twenty-two (22) USAFI correspondence courses have been applied for and seventy-eight (78) educational manuals have been checked out. Ninety-one (91) applications for Navy Correspondence courses have been mailed. Two hundred-one (201) men have been interviewed in an effort to assist each with his educational problem.

(2) The training room has been in constant use. One hundred thirty-five (135) hours were utilized for professional advancement instruction and billet training.

(3) Since leaving CONUS one hundred forty-five (145) GED and End-of-Course Tests have been administered. One hundred eighty-seven (187) USAFI courses have been applied for and four hundred eighteen (418) educational manuals have been checked out. Eight hundred twenty-six (826) training courses have been distributed and three hundred forty-one (341) men have started Navy Correspondence Courses.

d. Divine Services.

(1) The number of Divine Services conducted each week continued at twenty six (26). This includes three (3) Catholic Services and a Rosary Service and three (3) Protestant Services and a Latter Day Saints Service on Sundays. Daily Catholic Mass at 1630 and Rosary Services at 1845 and daily Protestant Devotions at 1240 grew in attendance over previous periods.

(2) A Protestant Bible Class met each Tuesday and a Latter Day Saints Class each Friday.

(3) Protestant Memorial Services were held for two pilots missing in action and one enlisted man killed on board. A Catholic Requiem Mass was said for one enlisted man missing in action.

e. Welfare and Recreation.

(1) The average number of movies shown per week was twenty-one. Reading books was not as popular as previously. The library circulation was about 35 books per day. Navy paper bound pocket books continued to be in demand as usual.

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Part V Continued

e. Welfare and Recreation continued

(2) Daily Press News and two issues of the Ship's paper were published.

(3) Approximately four hundred twenty-five (425) copies of magazines were received and distributed. The disc jockey programs, Task Force and World News, continued to be popular.

(4) While the ship was in Hong Kong five (5) tours were organized for a total of three hundred thirty-four (334) persons.

(5) A troupe ef Chinese entertainers staged a show on board on two (2) nights while in Hong Kong which was thoroughly enjoyed by all.

(6) Another happy hour was held enroute from the line to Yokosuka. Plans are being made for many divisional parties to be held at Yokosuka and Pearl Harbor, while enroute to the United States.

2. Casualties.

a. See PART VI, Paragraph 6.e.

PART VI

COMMENTS

1. Air Department.

a. Flight Deck. Snow flurries encountered during this period on the line brought forth a serious problem. The tractors were shorted out electrically and could not be readily started. It was found that graphite used in polishing the hangar deck collected on the ignition harness. This, plus the moisture from snow and rain completely short-circuited the ignition system. To prevent this from recurring, the tractors were dropped to the hangar deck after each night respot, and during any rain or snow showers when they were not actually towing aircraft. It was found that if the tractors were in operation during the snow or rain shower, the heat generated by the engine was sufficient to prevent shorting of the ignition harness.

b. Arresting Gear. During the period of this report there were two thousand one hundred eighty five (2,185) arrested landings. One of these resulted in a conventional barrier engagement.

One complete barricade engagement was made on 23 January 1953, in which neither of the jet barriers were engaged. The F2H-2 touched down at about P11 but did not engage P12 or P13. It engaged B2 with the nose low and B3 with the nose slightly high at a speed of approximately seventy (70)

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b. Arresting Gear Continued.

knots. The left landing gear was sheared off by one of the barrier cables just before the aircraft entered the barricade. Eight (8) engaging straps contacted the left wing while ten (10) contacted the right wing. The purchase cable runout was sixty (60) feet. Damage to the aircraft was substantial, but the pilot was uninjured.

c. Catapults. A total of one thousand three hundred eighty two (1382) shots were fired using both H-8 catapults. This figure breaks down as follows:

	Port Catapult	Starboard Catapult
No loads	9	0
Conventional Aircraft	86	79
Jet Aircraft	578	630
TOTAL	673	709

For a period of approximately ten (10) days, difficulty was experienced when taking tension on the port catapult shuttle. The cause was determined when the piston valve forward flange was removed during a check of the piston rings and rubber "O" rings. This disassembly revealed that the securing pin (AN-397-121) for locking the castellated nut (R90NAF-A89909-13) of the piston valve was missing and the nut was backed off approximately six (6) turns. The pin, bent double and battered, was located in the launching gravity tank return line screen. The forward end of the ram and main engine cylinder were dented and slightly gouged, but not appreciably damaged. This explained the difficulty in tensioning the shuttle. A recommendation for a visual inspection of safety pins on piston valves of H-8 Catapults, has been sent to Commander Air Force, U.S. Pacific Fleet, by Commanding Officer, USS KEARSARGE (CVA-33) spdltr 494 of 22 Feb 1953.

d. Maintenance.

(1) Mobile Equipment. The work load required to keep the tractors in a high state of readiness has increased. The Ford Ferguson Tractor was designed for use when relatively light-weight aircraft were being operated from carriers. This tractor can adequately handle the present-day heavier aircraft only when the towing is done in a low gear. Pressure of operations requires that towing be done at speeds in excess of that which can be obtained in low gear. To obtain the speed necessary with this light powered towing equipment, it is necessary to overstress the engine in order to shift to a higher gear ratio, thereby increasing the maintenance problems with this equipment. A separate letter will be written to recommend acquisition of new larger tractors.

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(2) Aircraft Maintenance. The embarked squadrons used almost as many engines during this period as all previous periods combined. The following engines were processed for installation.

J34-WE-34	5
J42-P8	3
R2800-32W	1
R2800-18W	4
R3350-26WA	5

e. Gasoline and Lube Oil Expenditure.

Date	Gasoline (Gals.)	Lube Oil (Gals.)
16 Jan - 31 Jan	433,170	991
1 Feb - 22 Feb	812,700	2,157

f. Oxygen-Nitrogen Plants. Operations of the oxygen-nitrogen plants during this operating period were satisfactory. A total of 103,963 S.C.F. of oxygen for the period 16 January to 22 February was produced.

2. Engineering Department.

a. Main Propulsion, Electrical and Damage Control. No casualties or derangements were experienced during this period. Maintenance continued to be limited to that which could be accomplished at night and on replenishment days while underway.

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 preventive maintenance schedules up to date and correct malfunctions of any equipment that cannot be secured during operations. Maintenance and technical difficulties have been normal except as indicated in the following paragraphs.

(2) SX RADAR. Excessive hunting was experienced in the leveland cross level system of the Mark 8 Mod 4 stable element, causing intolerable vibration in the height system antenna. Inspection revealed excessive play of several thousandths of an inch in the stable element gear trains for both level and cross level. This play was removed by mechanical adjustment requiring removal of the gear box adjustment pins.

(3) MARK 25 MOD 3 Fire Control Radar. Considerable "out of service" time was experienced on both Mark 25 radar systems due to the failure of various components. The major trouble was the failure of the V-1 and V-2 tubes in unit 25B of the PP 572/SPG power supply, requiring the replacement of as many as eight (8) 393-A magnetron tubes in a period of two (2) days.

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Part VI Continued:

(3) Mark 25 Mod 3 Fire Control Radar continued.)

The trouble seemed to point to faulty tubes as the only tubes which failed were old tubes manufactured by United Electronics Company. Since the 393-A tubes manufactured by Raytheon or Western Electric Company were obtained and installed, only routine troubles have occurred. Failures of many other minor components (resistors, capacitors, and tubes) were experienced during this period. The cause of these minor failures was felt to be the result of inter-action between components due to circuit unbalance when the 393-A magnetron tubes failed.

(4) Radio. Intra-ship VHF radio interference still persists as previously reported. No further action has been taken as it is understood the proposed shift to UHF frequencies will be effected in the very near future.

(5) Supply. No major electronics equipment has been out of commission due to the lack of electronics repair parts.

3. Gunnery Department.

a. Ammunition Re-Supply.

(1) Replenishment was accomplished three times during the period 16 to 31 January 1953 and five times during the period 1 to 22 February 1953.

DATE	FROM	TONNAGE	AVERAGE TON PER HR.
1-24-53	USS CHARA (AKA-58)	273.6	102
*1-29-53	USS TITANIA (AD-13)	14	42
1-30-53	USS TITANIA (AD-13)	299	84
2-3-53	USS TITANIA (AD-13)	292	117
2-7-53	USS CHARA (AKA-58)	106.4	79
2-11-53	USS RAINER (AE-5)	251	120
2-15-53	USS PARICUTIN (AE-18)	159	82.2
2-19-53	USS PARICUTIN (AE-18)	265	114.5

* Due to rough weather rearming on this date had to be cancelled. Rearming was completed on 30 February 1953.

b. Ammunition Handling problems.

(1) None

c. Recommendations

(1) None

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Part VI Continued

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4. Operations Department.

a. Communications.

(1) Personnel.

Personnel in communications have profited greatly from preceding tours on the line and are now capable of handling greater traffic loads with less time consumed per message. Procedures have also become more standardized, particularly with repetitive types of messages. With the debarking of COMCARDIV FIVE staff, traffic volume, and the number of circuits guarded, was greatly reduced, permitting more training in other types of work in each man's rate. Lack of rated personnel continued to impair operational efficiency and effectiveness of training.

During this period no personnel were received or transferred.

(2) Equipment.

Radio and teletype equipment have been maintained in a good state of operational readiness, and breakdowns have been promptly and effectively corrected. There is no qualified teletype or crypto repair-man attached to the ship. Maintenance of teletype equipment during this last period on the line consisted mainly of removing the machinery from one teletype and using it in another. Only once during this period was traffic interrupted due to a mechanical breakdown.

(3) Postal Affairs.

During this period the Post Office handled 550 Bags of incoming mail, 108 bags of outgoing and 1225 money orders ($53,995.00). The supply situation in regard to stamps, forms etc. remains unsatisfactory. The large amount of gifts and souvenirs sent home by Parcel Post, even after the Christmas rush, has continuously threatened to exhaust the ship's supply of stamps. The stamp allowance, although increased to $10,000 in accordance with Para 6, section 20 of the Navy Mail Service Manual, has proved inadequate. Before returning to the Far East, an increase to $15,000 will be requested. Replenishing the stamp and money order form supply can now be done only by mailing requisitions to the Postmaster, New York, New York which often takes five to six weeks. During this time the remaining part of the stamp allowance dwindles to practically nothing. In order to alleviate this situation, even with increased allowances, it is again recommended that fleet post offices at major fleet bases in the Far East be given an adequate supply of stamps to permit direct sale to fleet units.

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5. Supply Department.

a. Aviation Stores.

(1) Availability. 1,665 items were requested from Aviation Stores of which 1,648 were furnished from Stock. Availability from stock was 98.9 per cent.

(2) ACOG Requests 16 January 1953 to 25 February 1953.

ACOG ITEMS REQUESTED

	AD4	AD4L	AD4N	AD4W	F4U4	F4U5N	F9F2	F2H2	F2H2P	H03S	TOTAL
Not on Allowance	12	0	0	0	2	0	3	0	1	0	18
N I S	1	0	1	0	2	0	3	2	0	1	10
Total	13	0	1	0	4	0	6	2	1	1	28

Aircraft for Which ACOG Items were Ordered

AD4	AD4L	AD4N	AD4W	F4U4	F4U5N	F9F2	F2H2	F2H2P	H03S	TOTAL
4	0	1	0	3	0	2	1	1	1	

(3) The usage of engines on this cruise was high. At the end of the tour two F4U-4 were ACOG for R-2800-18W engines.

Engines Changed

J42-P8	3
R2800-18W	4
R2800-32W	2
R3350-26WA	3
J34-WE-34	10

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(4) The KEARSARGE, prior to its departure for CONUS, initiated a system which advised other CVAs on the line of the availability of aeronautical items believed difficult to obtain. On the basis of the KEARSARGE's experience, five hundred and eighty (580) such items were selected and published in stock number order listing nomenclature, aircraft type application, and the quantity then available. These lists were guard mailed to the USS ORISKANY, USS VALLEY FORGE, and the USS PHILIPPINE SEA, to be marked up and returned with any additional requests.

This procedure was well received by these ships, and over one hundred and thirty (130) items were thus supplied, approximately seventy-five per cent being transferred prior to leaving the line. The items supplied were exclusive of those items directed to be off-loaded by ComFairJapan.

b. Provisions.

Replenishment of provisions at sea on 20 January from the USS GRAFFIAS (AF-29) proved to be a highly successful operation. A total of 154 tons were requisitioned and 122 tons were received on board or 79.22%. It should be noted that of the 32 tons not received, the only highly desirable item not furnished was fresh tomatoes.

The transfer of 122 tons of provisions from the USS GRAFFIAS (AF-29) was completed in one hour and twenty minutes, or a rate of 1.525 tons per minute. This proved to be the most efficient transfer experienced by this vessel."

c. General Stores, Ship's Stores and Clothing and Small Stores.

Replenishment of subject stocks under the present system is accomplished during "In Port" periods. This works a hardship on vessels operating for periods in excess of four weeks. Stocks become depleted near the end of a cruise, and with limited availability during the next "In Port" period, it is difficult to replenish with sufficient stocks. Items marked "NIS" by mobile supply ships remain unfilled until the next time "In Port." It is therefore recommended that urgently required stores be consolidated with fleet freight, and at-sea delivery be effected for those ships operating for extended periods.

6. Medical Department.

a. Supplies were adequate and equipment functioned satisfactorily during this period.

b. There was no change in the previously reported shortage of hospital corpsmen.

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Part VI Continued

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

(1) Morale in general slumped somewhat because of the length of this period on the line. Pilots, particularly, had hoped that this final period might either be a relatively short one or at least broken by an in-port visit. The combat loss of the well-liked Commanding Officer of VF-11 on 1-23-53 dealt an early severe blow to morale.

(2) It became necessary to assign an additional daytime sleeping period for the gunnery mid-watch because of dawn and dusk alerts to prevent over-exhaustion.

(3) Although morale and exhaustion were factors of greater concern, due in part to the cumulative effects of previous periods, the health of all hands in general remained excellent. One accidental flight deck death, one serious foot injury, one case of active tuberculosis and two cases of conversion hysteria occurred during this operating period.

(4) From a purely personnel standpoint, as mentioned in previous reports, three weeks appears to be the optimum period for unrestricted operations. After three weeks, there has consistently been a decline in physical well-being and morale, particularly noticeable during winter operations. It is again recommended that favorable consideration be given to line periods not exceeding three weeks.

d. Medical Statistics.

	Current Period	Overall Period
Admitted to sick list	171	641
Total sick days	464	1368
Officers admitted to sick list	13	31
Total patient visits to sick call	4858	16677
Total medical treatments	5844	26818
Patients transferred to hospital	5	49
Number of minor injuries treated	22	127
Number of major injuries treated	4	20
Number of shipboard injuries resulting in death	1	5
Minor surgical procedures	75	297
Major surgical procedures	4	20
Venereal disease cases and Non-Specific Urethritis total	52	300
Gonorrhea	12	146
Chancroid	5	61
Non-Specific Urethritis following sexual exposure	35	93
Planes lost, enemy action, pilot killed, not recovered	0	1

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	Current Period	Overall Period
Planes lost, enemy action, pilot missing in action	3	7
Planes lost, operational, pilot not recovered	0	1
Planes lost, operational, pilot recovered, minor injuries	0	4
Planes lost, operational, pilot recovered uninjured	0	1
Planes lost, enemy action, crewmen missing in action	1	1
Planes damaged, enemy action, pilot injured	1	2
Planes damaged, enemy action, crewmen injured	0	1
Pilots temporarily grounded for medical reasons	18	65
Pilots availability	96.3%	96.75%
Crewmen grounded for medical reasons	3	7

e. Casualties.

(1) On 1-22-53 Kay Sherrill PLATT AB3, USN, a flight deck director was instantly killed when he was struck by a 20mm shell which discharged from an F9F2 upon arrested landing.

(2) On 1-23-53 CDR Denny P. PHILLIPS, USN, CO of VF-11, while flying his F2H2 on a mission over North Korea, was shot down by enemy ground fire. CDR PHILLIPS was declared missing in action.

(3) On 1-28-53 LT Francis C. ANDERSON, USNR, pilot and SCHMID, John R. AT3, USN, crewman, VC-35, did not return from a night AD4N heckler mission. A comprehensive search failed to reveal any information as to their loss. LT ANDERSON and SCHMID were declared missing in action.

(4) On 2-8-53 LTJG Donald H. HAGGE, USN, VA-145, while flying an AD4 on a combat mission over North Korea, was hit by enemy ground fire. Although his parachute was seen to stream from the cockpit it is believed that LTJG HAGGE was not actually able to leave his plane. Intensive search failed to reveal any sign of LTJG HAGGE and he was declared missing in action.

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PART VII

Summary of Recomendations

1. Page 9 para. 1 c. Recommendation for a visual inspection of safety pins on piston valves of H-8 Catapults. Refer to USS KEARSARGE (CVA-33) spdltr 494 of 22 Feb 1953.

2. Page 9 para. 1 d (1). Recommendation that tractors with greater power be acquired to replace the Ford Ferguson tractor. A report will be submitted by separate correspondence.

3. Page 12 para. 4 a (3). Recommendation that fleet post offices at major fleet bases in the Far East be given adequate supplies of stamps to permit direct sales to fleet units.

4. Page 14 para. 5 c. Recommendation that urgently required general, ship, clothing and small stores be consolidated with fleet freight, and at-sea delivery be effected for those ships operating for extended periods.

5. Page 15 para. 6 c (4). Recommendation that unrestricted operations on the line with TF 77 be limited to three (3) weeks where conditions permit.

6. Encl 2 pg 1 para 1 a. Recommendation that regular scheduled maintenance periods be considered in the preparation of operating schedules for ships operating in the latter two-thirds of their deployment.

7. Encl 2 pg 2 para 1. Recommendation that all plane captains attend a course in fire fighting, and V-1 and V-3 division personnel attend a refresher course prior to deployment.

8. Encl 2 pg 9 para 2 d. Recommendation that qualified crypto repairmen be assigned to deployed carriers designated as minor CRFs.

9. Encl 2 pg 10 para 2 e. Recommendation that greater advance notice or higher precedence be assigned changes to crypto systems, publications, and circuits.

10. Encl 3 pg 5 para 1 b. Recommendation that the Air Group complement of boatswain mates and ship servicemen be filled prior to embarkation.

11. Encl 3 pg 5 para 2. Recommendation that critical rates be frozen during the deployment of the Air Group.

12. Encl 3 pg 9 Photographic. Recommendation that the Center Camera bay of the F2H-2P be modified to take a high speed K-17, 6 inch camera.

13. Encl 3 pg 12 para 6. Recommendation that a waterproof radio speaker be installed at the LSO platform.

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PART VII Continued

14. Encl 3 pg 18 para 4. Recommendation that the leg straps on the parachute harness be lengthened.

15. Encl 3 pg 22 para 4 a. Recommendation that each squadron be authorized one (1) spare of each of the essential aircraft electronics equipments and the CAG be authorized two (2) spares to care for the VC detachments.

16. Encl 3 pg 24-25 para 1 and 2. Consolidated recommendation regarding aircraft electronics.

17. Encl 3 pg 14 para e. Recommendation for an RUDM Digest.

T. B. CLARK

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DISTRUBUTION 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 BON HOMME RICHARD (CVA 31)
USS PRINCETON (CVA 37)
USS ORISKANY (CVA 34)
USS VALLEY FORGE (CVA 45)
USS PHILIPPINE SEA (CVA 47)
USS YORKTOWN (CVA 10)
USS RANDOLPH (CVA 15)
USS HANCOCK (CVA 19)
USS BATAAN (CVL 29)
USS RENDOVE (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 FOURTEEN
Carrier Air Group FIFTEEN
Carrier Air Group NINE
Carrier Air Group TWELVE
Carrier Air Group NINETEEN
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
CO, USS LAKE CHAMPLAIN (CVA 39)

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