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DECLASSIFIED

ORIGINAL

SECURITY INFORMATION

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From: Commanding Officer, USS PRINCETON (CVA-37)
To: Chief of Naval Operations
Via: (1) Commander Task Force SEVENTY-SEVEN
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Final Action Report and Statistical Summary of the USS PRINCETON (CVA-37) and CARRIER AIR GROUP FIFTEEN for period January to September 1953; submission of

Ref: (a) NWIP 10-1, Operational Reports

Encl: (1) Action Report; 14 August 1953 through 3 September 1953
(2) Statistical Summary; January through September 1953

1. In accordance with reference (a), the Action Report of the USS PRINCETON (CVA-37) and CARRIER AIR GROUP FIFTEEN for the period 14 August 1953 through 3 September 1953 is submitted as enclosure (1).

2. The Statistical Summary for the period January through September 1953 is submitted as enclosure (2).

O. C. GREGG

[redacted]

SECURITY INFORMATION

ORIGINAL

CNO (2) Advance
CINCPACFLT (2) Advance
CINCPACFLT EVALUATION GROUP
COMNAVFE (1) Advance
COMNAVFE EVALUATION GROUP
COMSEVENTHFLT (1) Advance
CTF-77 (1) Advance
CTF-92
COMAIRPAC (5)
COMSERVPAC
COMFAIRALAMEDA
COMFAIRHAWAII
COMFAIRJAPAN
NAVAL WAR COLLEGE
COMCARDIV ONE
COMCARDIV THREE
COMCARDIV FIVE
COMCARDIV FIFTEEN
COMCARDIV SEVENTEEN
USS ESSEX (CVA-9)
USS YORKTOWN (CVA-10)
USS RANDOLPH (CVA-15)
USS HANCOCK (CVA-19)
USS BOXER (CVA-21)
USS KEARSARGE (CVA-33)
USS ORISKANY (CVA-34)
USS LAKE CHAMPLAIN (CVA-39)
USS PHILIPPINE SEA (CVA-47)
USS BATAAN (CVL-29)
USS RENDOVA (CVE-114)
USS BAIROKO (CVE-115)
USS BADOENG STRAIT (CVE-116)
USS SICILY (CVE-118)
USS POINT CRUZ (CVE-119)
CARRIER AIR GROUP TWO
CARRIER AIR GROUP FIVE
CARRIER AIR GROUP SEVEN
CARRIER AIR GROUP NINE
CARRIER AIR GROUP ELEVEN
CARRIER AIR GROUP FIFTEEN
CARRIER AIR GROUP NINETEEN
CARRIER AIR GROUP FOURTEEN
CARRIER AIR GROUP TWELVE
CARRIER AIR TASK GROUP ONE
CARRIER AIR TASK GROUP TWO
CO, FAIRBETUPAC (2)
CO, COMPOSITE SQUADRON THREE
CO, COMPOSITE SQUADRON ELEVEN
CO, COMPOSITE SQUADRON THIRTY-FIVE
CO, COMPOSITE SQUADRON SIXTY-ONE

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ORIGINAL

Subject: ACTION REPORT of U.S.S. PRINCETON (CVA-37) and CARRIER AIR GROUP FIFTEEN for period 14 August 1953 through 3 September 1953

PART I GENERAL NARRATIVE

During the period covered by this report the USS PRINCETON (CVA-37) operated as a unit of Task Force SEVENTY-SEVEN.

Task Force SEVENTY-SEVEN was composed of the carriers USS LAKE CHAMPLAIN (CVA-39), USS KEARSARGE (CVA-33), USS BOXER (CVA-21), and USS PRINCETON (CVA-37), along with various heavy support and screening ships.

The above mentioned carriers operated with the Task Force during the following dates:

U.S.S. LAKE CHAMPLAIN (CVA-39):

14 August to 17 August 1953;
1 September to 3 September 1953.

U.S.S. BOXER (CVA-21):

24 August to 3 September 1953.

U.S.S. KEARSARGE (CVA-33):

14 August to 23 August 1953.

Commander Carrier Division ONE was embarked in the USS LAKE CHAMPLAIN (CVA-39) and Commander Carrier Division THREE was embarked in the USS PRINCETON (CVA-37) throughout the period of this report.

The mission of this Task Force was set forth in Commander Task Force SEVENTY-SEVEN Operation Order Number 2-52.

This report covers the PRINCETON's last tour in Korean waters during the 1953 cruise.

The Air Group, seasoned by six months of combat duty, maintained a high degree of operational readiness although air operations were limited to defensive and training flights. Emphasis was placed on gunnery training.

The ship conducted nine firing exercises during the period. The end of the Korean conflict and the forthcoming return of the ship to the United States contributed toward a particularly high state of marale.

PART II CHRONOLOGICAL ORDER OF EVENTS

14 August - Departed Yokosuka, Honshu, Japan. Recovered five PRINCETON aircraft from Naval Air Station, Atsugi.

15 August - Enroute Task Force SEVENTY-SEVEN.

16 August - Joined Task Force SEVENTY-SEVEN. RADM W. D. JOHNSON, USN, Commander Carrier Division ONE , embarked in the USS LAKE CHAMPLAIN (CVA-39) was Commander Task Force SEVENTY-SEVEN.

17 August - VADM J. J. CLARK, USN, Commander SEVENTH Fleet, visited this ship for the purpose of presenting awards to members of the staff, ship, and air group for meritorious achievements in the Korean Conflict. RADM R. E. BLICK, USN, Commander Carrier Division THREE, relieved RADM W. D. JOHNSON, USN, as Commander Task Force SEVENTY-SEVEN. The ship refueled.

18 August - Flew forty-nine sorties.

19 August - Flew forty-five sorties. Conducted gunnery exercises.

20 August - Refueled. Conducted gunnery exercises.

21 August - Flew forty-eight sorties. Conducted gunnery exercises.

22 August - No air operations or gunnery exercises were conducted because of non-operational weather.

23 August - No air operations or gunnery exercises were conducted because of non-operational weather.

24 August - Rearmed; refueled; reprovisioned. Conducted gunnery exercises.

25 August - No air operations or gunnery exercises were conducted because of non-operational weather.

26 August - Flew fifty-one sorties.

27 August - Flew forty-nine sorties. Conducted gunnery exercises.

28 August - Refueled. Conducted gunnery exercises.

29 August - Flew thirty sorties. Conducted gunnery exercises. Lieutenant General Samuel E. ANDERSON, USAF, Commanding General, FIFTH Air Force, and party embarked via aircraft to

visit RADM R. E. BLICK, USN, Commander Carrier Division THREE and Commander Task Force SEVENTY-SEVEN, embarked in the PRINCETON. LT. GEN. ANDERSON was conducted on an informal inspection of the ship and observed air operations. LT. GEN. ANDERSON and his party departed via aircraft in the afternoon.

30 August - Steamed in company Task Force SEVENTY-SEVEN.

31 August - Conducted gunnery exercises.

1 September - Refueled. RADM W. D. JOHNSON, USN, Commander Carrier Division ONE, relieved RADM R. E. BLICK, USN, Commander Carrier Division THREE, as Commander Task Force SEVENTY-SEVEN. The PRINCETON was detached from Task Force SEVENTY-SEVEN to proceed to San Diego, California via: Yokosuka, Honshu, Japan; Pearl Harbor, T.H.; and Alameda, California. Forty-five PRINCETON aircraft were launched and ferried to Naval Air Station, Atsugi for transfer. Two forced landings were made from this flight: One AD crash landed in a rice paddy near Atsugi; one F4U made a wheels-up emergency landing on O-Shima Island. Both pilots were recovered uninjured; the aircraft were salvaged.

2 September - Enroute Yokosuka. Conducted gunnery exercises.

3 September - Arrived Yokosuka.

PART III ORDNANCE

A. Ship

1. Performance

a. Fire Control Equipment

(1) One major casualty occurred to fire control equipment during this period. During a tracking run on a radar sleeve it was noted that computer Number Two was not following properly in "range automatic". The computer was shifted to manual rate control of range. When this was done, the range rate control line locked and could not be turned either way with the range knob. Investigation revealed what appeared to be a hanger-screw loose in the bottom of the computer.

(2) To determine the location of the casualty the shaft connectors between the range section and "JDR" clutch were broken. After this fracture the range hand-crank turned freely, but the line leading to the "JDR" clutch still remained frozen. The clutch was then removed and found to be defective. After a new clutch was installed the mechanism functioned properly.

b. Ordnance Equipment

(1) Nine firing exercises were conducted during this period (see Part II, Chronological Order of Events). No major casualties occurred.

(2) Baker, George, and Oboe type runs were conducted during firing exercises.

2. Expenditures

Quantity	Code	Description
227	D1	5"/38 Projectile, AAC
282	D8	Cartridge, Full, Non-Flashless
2	D10	5"/38 Cartridge, Short, Flashless
55	D12B	5"/38 Projectile, FCL,(VT) (NON-FRAG) (NSD)
4,116	H1	40MM Cartridge, HEIT-SD
2,600	H2	40MM Cartridge, HEI-SD
64	H4	40MM Cartridge, HEIT-(DT)-SD
42	K58	Bomb, WSF, 100# MK 15 MOD 3

2. Expenditures (Con't)

Quantity	Code	Description
50	K60	Bomb, Miniature Practice, 3# MK 23 MODS
50	K61	Signal, Practice bomb, MK4 MODS
30	L14T	2.25 Sub-Caliber Rocket Head MK3 MODS/w/motor
5,325	M1	20MM Cartridge, HEI-, M97
5,325	M2	20MM Cartridge, INC, M97
5,325	M3	20MM Cartridge, AP-T, M95
15,975	M4	Link, 20MM Disintegrating Belt, M8 or M10
6,700	M10	Caliber .50 Belted (2-2-1)

B. Aviation

For Ordnance and Expenditures by the Air Group (CVG-15) see Part VI, Section A.

PART IV BATTLE DAMAGE: None

2. Statistics on band activities:

3 Divine Services (5 musicians)
6 Concerts (band alone) (average attendance: eight)
15 Concerts (before movies)
2 Official honors
1 Inspections and awardsceremonies
1 Happy Hour
4 Replenishment Serenades

3. Public Information Activities:

3 Hometown news stories (to FHTNC)
178 Hometown news pictures (to FHTNC)
19 Daily newspapers published
20 Daily radio newscasts

E. Casualties

1. Two major injuries were treated aboard during this period:

a. CAMP, George D., SN, USN, was transferred aboard on 16 August, from the USS LOFBERG (DD-759). This patient had fallen down a ladder and sustained a fractured right ulna and radius earlier on the same day aboard the LOFBERG. The fracture was reduced by manipulation under general anesthesia and a cast was applied. It is expected that CAMP will be transferred U.S. Naval Hospital San Diego for futher treatment.

b. HUGHES, William L., AA, USN, received a lacerated wound on the lower part of his left leg when a jet blast blew him into a tractor on PRINCETON's flight deck. After his wound had been sutured and dressed, the patient was treated for shock and hospitalized for ten days. No additional treatment outside of this command will be necessary.

2. No deaths were sustained either by Ship's Company or the Air Group during the period.

(For Medical Department Statistical Summaries see Part VI, Section F).

PART VI SPECIAL COMMENTS

A. Air Group

1. Composition of Air Group FIFTEEN:

Unit	Type	Pilots on Board 15 Aug	Pilots on Board 31 Aug	Aircraft on Board 15 Aug	Aircraft on Board 31 Aug
Carrier Air Group FIFTEEN CDR John E. PARKS, USN					
Fighter Squadron 152 LCDR Robert STANEK, USN	F4U-4	15	13	15	15
Composite Squadron 3 Detachment "D" LT Guy BORDERLON, USN, Officer-in-Charge	F4U-5N	2	5	2	3
Fighter Squadron 153 LCDR Gerald E. MILLER, USN	F9F-5	16	16	13	13
Composite Squadron 61 Detachment "D" LCDR George A. WHITE, USN, Officer-in-Charge	F9F-5P	3	3	3	3
Fighter Squadron 154 LCDR Bruce A. BELL, USNR	F9F-5	20	20	13	13
Attack Squadron 155 LCDR Ray S. OSTERHOUDT, USN	AD-4	23	23	16	16
Composite Squadron 11 Detachment "D" LT Joseph PIERCE, USNR, Officer-in-Charge	AD-4W	4	4	3	3

1. Composition of Air Group FIFTEEN: (Con't)

Unit	Type	Pilots on Board 15 Aug	Pilots on Board 31 Aug	Aircraft on Board 15 Aug	Aircraft on Board 31 Aug
Composite Squadron 35 Detachment "D" LT John C. HOLLOWAY, USN, Officer-in-Charge	AD-4N	5	5	4	4

2. Operations

a. The majority of all sorties conducted during this period were training and proficiency flights. Normal combat air patrol and anti-submarine patrol missions were also conducted during flight operations. Night operations were not scheduled during this period.

b. Numerous coordinated attacks on the Task Force were conducted by large segments of the air group during the past tour. Intercept or CAP flights were deployed by the force as air defense against the "aggressor" elements. These exercises were, generally, quite successful.

c. For maximum operating efficiency in coordinated attacks it is recommended that the flight leaders of the various elements coordinate pull-out altitudes, attack directions, and timing prior to take-off and that a single strike leader, with positive control over all elements, be assigned to coordinate the attack.

3. Summary of flights 14 August to 3 September 1953:

	F9F	F4U	F4UN	AD	ADN	ADW	F9FP	Total
Simulated attack	23	17		18	1	1		60
Gunnery	49	9	2				3	63
Intercept	57							57
Bombing		21		30				51
AEW				1		1		2
ASP.				3	5	8		16
Photo							5	5
CIC	6							6
Misc.	30	2	3	15	5	1	1	57
Total	165	49	5	67	11	11	9	317

4. Total ammunition expended 14 August to 3 September 1953 (all in training exercises):

a. Bombs and Rockets:

	Dropped	Hung	Type Rack
2.25 SCAR's	37	1*	Aero 14A
Bombs Minature MK23	27	5	Aero 14A
Bombs WSF 100#	30	0	Aero 14A

b. Machine Guns:

20MM 3,575 rounds expended
Average stoppage: one per 1,200 rounds fired
*dud rocket

5. Maintenance and Material

a. Maintenance work during this period was of a routine nature.

b. Availability during the period was as follows:

VF-152	VF-153*	VF-154*	VA-155	VC-3	VC-11	VC-35	VC-61
94.5%	93.2%	94.6%	89.7%	44.7%	100%	83.3%	94.1%

*Jet aircraft availability was lowered primarily because of hydraulic failures.

c. The ACOG's during the period are listed below:*

A/C	Nomenclat.	Stock Number	Allowance	Time
AD-4NA	Idler	R82-DG-2270276	Non-Allow	10 days
AD-4NA	Rod	R82-DG-2272435	Non-Allow	10 days
AD-4NA	Bracket	R82-DG-4270726	Non-Allow	since 8/17/53
AD-4NA	Bracket	R82-DG-2265273	Non-Allow	since 8/17/53
AD-4NA	Hinge	R82-DG-5258879	Non-Allow	since 8/17/53
F9F-5	Regulator	R83-AIR-14600-5-3-3-2	Allowance	9 days
F9F-5	Thermostat	R17-VCH-49B92	Non-Allow	since 8/18/53
F9F-5	Thermostat	R17-VCH-49B94	Non-Allow	since 8/18/53
AD-4N	Indicator	R88-I-2069-035	Allowance	8 days

*Although there were only three aircraft affected by ACOG's, two of these are still grounded because of non-availability of parts. The non-availability of these parts has adversely affected the availability rates of the squadrons concerned.

6. Intelligence

a. No special problems were encountered by the Air Intelligence organizations. One squadron intelligence officer received T.D orders during the period. His work, however, was adequately covered by the other intelligence officers.

7. Escape and Evasion and Survival

a. The barter kits returned by pilots at the end of the cruise revealed that a more substantial kit must be devised. Not only did the plastic bags used tear and split, but many items, including wrist watches, fountain pens, and compasses were damaged extensively. The small plastic compasses in seventy per cent of the cases were cracked beyond usefulness. It is recommended that a more substantial kit be devised. A RUDM is being submitted on this subject.

b. During this period there were two aircraft ditchings. In both cases the pilots were uninjured and no survival equipment was required.

B. Air Department

1. Aircraft Maintenance

a. The decrease in air operations brought about by the Korean truce made it possible to devote time and manpower to the reconditioning of shop spaces and equipment. A long range program for the overhaul of all shop and hangar deck equipment was started.

b. Three engine changes were made (one due to high engine time, two others to barrier engagements). The changes included one "R2800-18", one "R2800-32", and one "R3350-26". One "A-642-G8" propeller and one "24E60-159" propeller were also changed.

2. Automotive Maintenance

a. Various repairs were made during the period on automotive equipment. One tractor engine was completely rebuilt; two reconditioned tractors were exchanged for two requiring major repairs; all tractors and "Hystu" fork lifts were repainted.

3. Catapults and Arresting Gear Equipment

a. Summary of catapult shots:

	Port	Stbd	Total	Bridles Expended
F9F-5	83	93	176	5
TBM	8	5	13	0
Total	91	98	189	5

b. Landing Statistics:

(1) Landings:

Propeller	94
Jet	153
Total	247

(2) Barrier Engagements:

Propeller	1
Jet	0
Total	1

C. Engineering Department

1. Four casualties to the engineering plant ocurred during this period:

a. On 17 August, a twenty-four inch carbon searchlight became inoperative. A description of the casualty and repair is covered in Trouble Report number 2-54.

b. On 17 August, a surface inspection of Number 2 high-pressure air compressor indicated that the bearings and reduction gears were faulty. These gears and bearings were replaced from spares. A description of the casualty and repair is covered in Trouble Report number 2-54.

c. On 23 August, a one-inch generating tube (number 26, AA row) in Number 3 boiler was found to be leaking. Further investigation revealed sixteen additional one-inch generating tubes in various stages of deterioration due to external erosion. These tubes (numbers 18 to 34, AA row) were mechanically ruptured and plugged. A description of the casualty and repair is covered in Trouble Report number 2-54.

d. On 1 September, an oil failure casualty was sustained in number 14 forced-draft blower. A description of the casualty and repair is covered in Trouble Report number 2-54.

D. Gunnery Department

1. Replenishment at sea

a. Replenishment at sea was conducted in a normal manner during this period. No night replenishments were conducted.

2. Ordnance and Fire Control

a. See Part III, Section A.

E. Medical Department

1. General Comment

a. In general, the morale of all personnel including the Air Group was excellent during this period. The venereal disease incidence rate of this ship continues to be a problem, however. This ship has conducted extensive lectures, shown venereal disease films, and stationed a Hospital Corpsman on the Quarter Deck to issue penicillin tablets to those persons returning from liberty and to advise men who have been exposed, immediately to wash their sex parts with soap and water. Condoms have been made available at the gangway to men going on liberty. In spite of all of these measures, this ship is among the top fifty of over two thousand ships and stations in venereal disease incidence rate. An average of five thousand to six thousand tablets of penicillin are issued to the crew in a ten day stay in port. This rate of issue exceeds the normal use of four tablets per person per month.

2. Statistical Summaries

a. Medical Department Statistical Summary of Ship's Company and Air Group:

(1)	Admissions to Sick List (Enlisted)	79
(2)	Admissions to Sick List (Officers)	2
(3)	Total visits to Sick Call	2,034
(4)	Patients received from other ships	7
(5)	Patients transferred to Hospital	1
(6)	Minor injuries treated	65
(7)	Major injuries treated	2
(8)	Number of shipboard injuries resulting in death	0
(9)	Number of persons died of disease	0
(10)	Minor surgical procedures	52
(11)	Major surgical procedures	4

b. Venereal Disease:

(1)	Urethritis, Non-specific, following sexual exposure	52
(2)	Gonorrhea	16
(3)	Chancroid	14
(4)	Syphilis	0
(5)	Other Venereal Disease	0
(6)	Number of penicillin tablets issued in port (8 days)	4,617

c. Medical Statistical Summary of Air Group Pilots:

(1) Planes lost, operational, pilots not recovered.....0
(2) Planes lost, operational, pilots recovered.....0
(3) Planes lost, operational, pilots injured.....0
(4) Pilots temporarily grounded for medical reasons.....2
(5) Pilots permanently grounded pending medical evaluation..0
(6) Average number of days pilots grounded.....8 1/2

F. Operations Department

1. Aerology

a. There was a marked improvement in the reception of A.I.F. radio teletype during this period.

b. Facsimile reception continued to be good.

c. Rawin results were also good. The maximum altitude was 65,640 feet. No Radiosone was taken.

2. Intelligence

a. No special problems were encountered by the ship's Air Intelligence Office. One ship's intelligence officer received TAD orders during the period (along with a squadron A.I.O.) and is expected back in November.

b. Previous reference has been made to the need for an air intelligence rate within the Naval Service. Recent advancement examinations confirm the necessity for this rate. The men who work throughout the Navy in shipboard intelligence offices, with air group intelligence teams, and in shore based intelligence installations are drawn from various rates. Most of them are sent to at least one Intelligence or Photo Interpretation school. They become integral parts of intelligence organizations and highly specialized in this field with little opportunity to maintain proficiency in rate. Consequently, their chances for advancement are considerably reduced. It is, therefore, recommended that an air intelligence rate be instituted within the Naval Service. The establishment of this rate would not only benefit the men working in intelligence and photo interpretation units, but would serve to create a permanent corps of these specialists for a field which has increased in both scope and size.

3. Organization

a. On 25 August 1953, the O-L Division was incorporated into the O-I Division. This change was accomplished in order to bring the existing organization into conformance with that shown in Change No. 8 to Commander Air Force, Pacific Fleet Standard Ship's Organization Book.

PART VII SUMMARY OF RECOMMENDATIONS:

1. Page 11 (VI, A, 2, c)

a. For maximum operating efficiency in coordinated attacks it is recommended that the flight leaders of the various elements coordinate pull-out altitudes, attack directions, and timing prior to take-off and that a single strike leader, with positive control over all elements, be assigned to coordinate the attack.

2. Page 13 (VI, A, 7, a)

a. It is recommended that a more substantial barter kit be devised.

3. Page 17 (VI, F, 2, b)

a. It is recommended that an air intelligence rate be established.

U.S.S. PRINCETON (CVA-37)

STATISTICAL SUMMARY

FAR EASTERN TOUR

JANUARY THROUGH SEPTEMBER 1953

Enclosure (2)

U.S.S. PRINCETON (CVA-37)

STATISTICAL SUMMARY

FAR EASTERN TOUR

JANUARY THROUGH SEPTEMBER 1953

Enclosure (2)

A. Administrative Department

1. Personnel

a. Average On-Board Count:

	Officer	Enlisted	Total
Ship's Company	119	2,070	2,189
Marine Detachment	2	63	65
Air Group	113	632	745
Flag	28	74	102
Total	262	2,839	3,101

2. Training and Education:

a. A total of fifty-three batteries of four tests each for first year college level examinations were administered during the cruise. A total of one hundred forty-seven batteries of five tests each for high school level examinations were also administered.

b. The command administered two hundred ninety-eight tests, including both high school and first year college level examinations, during the month of July 1953. This amount exceeded the former record of two hundred eighty-four given in July 1952.

c. During this cruise 1,146 men were examined for advancement in rating. Forty-eight per cent of these men passed their examinations successfully.

3. Band Activities during the cruise:

26 Divine Services (5 musicians)
50 Concerts (band alone) (average attendance, 67)
35 Concerts (before movie)
7 Official honors
4 Inspections and award ceremonies
3 Happy Hours
62 Replenishment serenades
40 Morning Colors
17 Division parties
11 Miscellaneous activities (playing while entering and leaving port; greetings; farewells)
2 Memorial services

4. Public Information Activities during the cruise:

200 Hometown news stories (to FHTNC)
469 Hometown news pictures (to FHTNC)
89 News dispatches (by radio)
34 News feature stories
56 Hometown radio interviews (to CINCPACFLT)
138 Daily newspapers published
145 Daily radio newscasts (PRINCETON VARIETIES)
1 Magazine Article

B. Air Group Statistical Data:

1. Summary of Total Aircraft Sorties:

	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	TOTAL
STRIKE	—	610	445	421	529	586	—	—	2,591
RECCO	—	157	100	33	105	380	—	—	775
CAS	—	68	110	49	502	601	—	—	1,330
CAP	—	155	163	220	104	194	—	—	836
PHOTO	—	80	56	52	78	108	—	—	374
ECM	—	10	7	—	10	16	—	—	43
ASP	—	37	58	60	34	76	—	—	265
SAR	—	—	—	—	4	10	—	—	14
RESCAP	—	6	—	—	—	—	—	—	6
TARCAP	—	40	—	10	—	—	—	—	50
NGF	—	—	9	30	6	26	—	—	71
MISC	820	143	92	63	38	37	272	45	1,510
TOTAL SORTIES	820	1,306	1,040	938	1,410	2,034	272	45	7,865

2. Monthly sorties by type:

FEBRUARY

	F9F	F4U	F4U-N	AD	ADN	ADW	F9FP	Total
BOMBING	164	156	22	196	15	2	—	555
GUNNERY	42	15	—	—	—	—	—	57
AEW	—	—	—	1	3	3	—	7
ASP	—	5	—	8	21	29	—	63
PHOTO	18	—	—	—	—	—	22	40
CAP	84	10	4	—	—	—	—	98
TOTAL SORTIES THIS MONTH	308	186	26	205	39	34	22	820

MARCH

	F9F	F4U	F4UN	AD	ADN	ADW	F9FP	Total
STRIKE	289	156	—	165	—	—	—	610
RECCO	110	3	21	—	23	—	—	157
CAS	5	31	—	32	—	—	—	68
CAP	153	—	2	—	—	—	—	155
PHOTO	39	—	—	—	—	—	41	80
ECM	—	—	—	—	10	—	—	10
ASP	—	—	—	18	—	19	—	37
SAR	—	—	—	—	—	—	—	—
RESCAP	2	4	—	—	—	—	—	6
TARCAP	40	—	—	—	—	—	—	40
NGF	—	—	—	—	—	—	—	—
TRAINING	56	33	—	34	—	—	2	125
MISC	1	8	3	3	2	1	—	18
TOTAL SORTIES THIS MONTH	695	235	26	252	35	20	43	1,306
PREVIOUS SOR	308	186	26	205	39	34	22	820
GRAND TOTAL	1,003	421	52	457	74	54	65	2,126

APRIL

	F9F	F4U	F4UN	AD	ADN	ADW	F9FP	Total
STRIKE	237	100	—	108	—	—	—	445
RECCO	48	—	29	—	22	1	—	100
CAS	—	59	—	51	—	—	—	110
CAP	159	4	—	—	—	—	—	163
PHOTO	23	—	—	—	—	—	33	56
ECM	—	—	—	—	7	—	—	7
ASP	—	—	—	22	7	29	—	58
RESCAP	—	—	—	—	—	—	—	—
TARCAP	—	—	—	—	—	—	—	—
NGF	—	8	1	—	—	—	—	9
TRAINING	34	21	3	21	3	3	2	87
MISC	—	3	1	1	—	—	—	5
TOTAL SORTIES THIS MONTH	501	195	34	203	39	33	35	1,040
PREVIOUS SORTIES	1,003	421	52	457	74	54	65	2,126
GRAND TOTAL	1,504	616	86	660	113	87	100	3,166

MAY

	F9F	F4U	F4UN	AD	ADN	ADW	F9FP	Total
STRIKE	211	107	—	103	—	—	—	421
RECCO	8	5	17	—	3	—	—	33
CAS	—	12	—	37	—	—	—	49
CAP	220	—	—	—	—	—	—	220
PHOTO	7	—	—	—	—	—	45	52
ECM	—	—	—	—	—	—	—	—
ASP	—	2	—	21	7	30	—	60
RESCAP	—	—	—	—	—	—	—	—
TARCAP	4	6	—	—	—	—	—	10
NGF	—	27	1	2	—	—	—	30
TRAINING	—	—	—	—	9	—	—	9
MISC	24	10	—	8	6	3	3	40
TOTAL SORTIES THIS MONTH	474	169	18	171	25	33	48	938
PREVIOUS SORTIES	1,504	616	86	660	113	87	100	3,166
GRAND TOTAL	1,978	785	104	831	138	120	148	4,104

JUNE

	F9F	F4U	F4UN	AD	ADN	ADW	F9FP	Total
STRIKE	514	8	—	7	—	—	—	529
RECCO	88	—	8	—	8	1	—	105
CAS	55	224	—	223	—	—	—	502
CAP	104	—	—	—	—	—	—	104
PHOTO	36	—	—	—	—	—	42	78
ECM	—	—	3	—	7	—	—	10
ASP	—	—	—	5	12	17	—	34
SAR	—	—	—	—	2	2	—	4
RESCAP	—	—	—	—	—	—	—	—
TARCAP	—	—	—	—	—	—	—	—
NGF	—	—	4	—	2	—	—	6
TRAINING	4	11	—	10	—	—	—	25
MISC	—	4	3	2	3	1	—	13
TOTAL SORTIES THIS MONTH	801	247	18	247	34	21	42	1,410
PREVIOUS SORTIES	1,978	785	104	831	138	120	148	4,104
GRAND TOTAL	2,779	1,032	122	1,078	172	141	190	5,514

JULY

	F9F	F4U	F4UN	AD	ADN	ADW	F9FP	Total
STRIKE	535	15	1	27	8	---	---	586
RECCO	360	---	6	4	10	---	---	380
CAS	---	298	---	303	---	---	---	601
CAP	194	---	---	---	---	---	---	194
PHOTO	54	---	---	---	---	---	54	108
ECM	---	1	---	4	11	---	---	16
ASP	---	---	---	18	20	40	---	78
SAR	---	---	---	---	4	3	---	7
RESCAP	---	---	---	---	---	---	---	---
TARCAP	---	---	---	---	---	---	---	---
NGF	---	22	1	1	2	---	---	26
TRAINING	12	4	---	4	---	---	---	20
MISC	---	4	---	4	8	2	---	18
TOTAL SORTIES THIS MONTH	1,155	344	8	365	63	45	54	2,034
PREVIOUS SORTIES	2,779	1,032	122	1,078	172	141	190	5,514
GRAND TOTAL	3,934	1,376	130	1,443	235	186	244	7,548

AUGUST-SEPTEMBER

	F9F	F4U	F4UN	AD	ADN	ADW	F9F5P	Total
MAGENTA	23	17	---	18	1	1	---	60
GUNNERY	49	9	2	---	---	---	3	63
INTERCEPT	57	---	---	---	---	---	---	57
BOMBING	---	21	---	30	---	---	---	51
AEW	---	---	---	1	---	1	---	2
ASP	---	---	---	3	5	8	---	16
PHOTO	---	---	---	---	---	---	5	5
CIC	6	---	---	---	---	---	---	6
MISC	30	2	3	15	5	1	1	57
TOTAL SORTIES THIS MONTH	165	49	5	67	11	11	9	317
PREVIOUS SORTIES	3,934	1,376	130	1,443	235	186	244	7,548
GRAND TOTAL	4,099	1,428	132	1,510	246	197	253	7,865

3. Casualties for 1953 cruise:

a. VF-152 (F4U-4 Aircraft)

5 May: ENS W. M. QUINLEY, USNR; shot down by AA fire; killed in action.

6 May: LT R. RICHEY, USNR; missing on flight over Wonsan; listed missing in action.

26 July: LT W. C. BLACKFORD, USNR; shot down by AA fire; killed in action.

b. VF-153 (F9F-5 Aircraft)

17 March: ENS J. HALL, USNR; shot down by AA fire; listed missing in action.

25 April: ENS L. L. QUIEL, USNR; crashed and killed on take-off.

6 May: ENS F. E. PAINTER, USNR; shot down by AA fire; killed in action.

13 May: LTJG R. C. CLINITE, USN; hit by AA fire; drowned after bailout.

20 August: LCDR C. M. JONES, USN; hit by AA fire; killed in action.

c. VF-154 (F9F-5 Aircraft)

23 April: ENS A. M. CLEMMONS, USNR; hit by AA fire; killed in action.

28 April: LTJG R. J. LEAR, USN; hit by AA fire; killed in action.

d. VA-155 (AD-4 Aircraft)

12 August: LT J. L. PAWER, USN(ComCarDiv THREE Staff); crashed and killed at sea during a routine ASP escort flight.

4. Pilot Survival for 1953 cruise:*

19 April: ENS B. SUTHERLIN, USNR; ditched in an F9F-5 on take-off; rescued by CVA-37 helicopter.

21 April: LTJG C. J. CLARKSON, USN; ditched in an F9F-5 after being hit by AA fire; rescued by LST 735 helicopter.

3 May: LT. E. B. PURCELL, USNR; ditched in an F4U-4 after being hit by AA fire; rescued by LST 735 helicopter.

3 May: ENS H. E. EMMICK, USNR; ditched in an AD-4 following engine failure; rescued by CVA-37 helicopter.

13 June: LT J. F. LASSETER, USN; ditched in an F9F-5 due low fuel state; rescued by K-18 helicopter.

1 August: LT W. A. JENSEN, USNR; ditched in an F4U-4 after being hit by AA fire; rescued by LST 799 helicopter.

9 August: LTJG W. H. JONES, USN; ditched in an F9F-5 due low fuel state; rescued by K-18 Helicopter.

16 August: LT J. F. HICKERSON, USN; bailed out from an AD-4 after receiving enemy AA fire; rescued by Air Force helicopter.

19 August: ENS R. W. TURNER, USNR; crashed in an F4U-4 on take-off; rescued by DD-445 and CVA-37 helicopter.

25 August: LTJG R. A. COURTNEY, USNR; ditched in an AD-4 after battle damage; rescued by LST 788 helicopter.

1 September: LT R. L. HALL, USN; crash landed an AD-4 in a Japanese rice paddy due low fuel state; recovered uninjured.

1 September: LCDR P. KILLKULLENS, USNR; made wheels up landing in an F4U-4 on O-Shima Island due to engine trouble; recovered uninjured.

*There were no known cases of pilots landing behind enemy lines and surviving. There were seven instances of planes crashing behind enemy lines; but in six cases the pilots were not observed to have left their planes before the crashes occurred. In the other case, neither the pilot nor the crash were observed nor was the wreckage located later.

5. Maintenance and Material

a. No unusual or extraordinary maintenance problems were encountered during the cruise. Overhauled sparkplugs presented the most recurrent difficulty in the operation of the propeller aircraft; malfunctioning fuel controls were the largest cause of trouble in the jet aircraft. Some of the most frequently used major items are itemized below:

(1) Engines:

J48-P-6	15
R3350-26WA	3

(1) Engines: (Con't)

R2800-18W	8
R2800-32W	3

(2) Carburetors:

For R3350-26WA	13
For R2800-18W	6
For R2800-32W	0

(3) Fuel Controls: 34

(4) Magnetos:

R-3350-26WA	6
R2800-18W	9
R-2800-32W	0

(5) F9F-5 Tip Tanks:

Port	21
Starboard	13

(6) Tires:

F9F-5	329
AD	32
F4U	16

b. Supply support during the entire period was excellent. The "ACOG's" experienced during the period have been itemized in the individual Action Reports for the various tours of this cruise.

c. Availability:

(1) The availability of all squadrons remained relatively high during the entire cruise. As computed in accordance with the Naval Air Warfare Reporting Manual, availability for the four tours was as follows:

	VF-152	VF-153	VF-154	VA-155	VC-3	VC-11	VC-35	VC-61
1st tour	94.6%	95.0%	95.0%	94.6%	95.0%	95.4%	94.0%	96.0%
2nd tour	87.4%	94.2%	91.6%	93.0%	88.3%	85.5%	87.5%	89.6%
3rd tour	95.5%	96.6%	95.2%	97.6%	90.3%	100%	98.0%	96.5%
4th tour	94.5%	93.2%	95.6%	89.7%	44.7%	100%	83.3%	95.1%
Cruise Average	93.0%	94.7%	94.3%	93.7%	75.8%	95.9%	90.7%	94.1%

(2) During this cruise the squadron availability was also computed on a percentage basis established on a ratio of missions regularly scheduled for a squadron to those flown by its own aircraft:

	VF-152	VF-153	VF-154	VA-155	VC-3	VC-11	VC-35	VC-61
1st tour	98.2%	98.2%	99.8%	98.0%	96.0%	98.0%	95.3%	100%
2nd tour	99.6%	97.9%	99.7%	95.6%	95.8%	96.7%	93.6%	100%
3rd tour	97.9%	90.8%	102.9%	97.9%	100%	100%	100%	100%
4th tour	100%	100%	100%	100%	100%	100%	100%	100%
Cruise average	98.9%	96.7%	100.6%	97.9%	97.9%	98.6%	97.2%	100%

6. Ordnance

a. The sum total of ordnance expended was approximately 9,665,528 pounds.

b. Hung Ordnance (all causes):

TYPE ORD.	MANUAL RELEASES	RELEASES BY JERKING	DROP-OFF ON TAKE-OFF	DROP-OFF ON LANDING	REMAINING ON RACKS	TYPE RACKS
100#		4	1		11	Aero 14A
250#		1		1	34	Aero 14A
260#		3			13	Aero 14A
500#					2	MK 51
500#					1	Douglas Bomb Ej.
1,000#	6				2	MK 51
1,000#					1	Douglas Bomb Ej.
2,000#	3				1	Douglas Bomb Ej.
Napalm	3				0	
HVAR				4	66	Aero 14A
ATAR					53	Aero 14A
3.5" AR					1	Aero 14A
ATAR					1	MK 9
INC					1	Aero 14A
ADB	1				0	

(1) Of 23,429 bombs and flares carried .26 percent were hung.

(2) Of 1,591 rockets carried, 7.6 per cent were hung. (Of all rockets carried, five per cent were returned aboard due to the slipstream breaking off the rocket pigtails. Numerous devices were tried in an effort to reduce the breaking of the pigtails. For the most part these devices proved to be impractical or ineffective).

(3) The twenty millimeter guns averaged one stoppage per 1,200 rounds fired.

c. The performance of the "Aero 14A" rack improved considerably during this cruise after limited lubrication and preventive maintenance check procedures were adopted. It was found that the shear pin should be changed whenever the rack was subjected to an arrested landing while a rocket was attached to it. Frequent failures of the rack components were reduced due to the consigniment of necessary parts to this command by Commander Fleet Air Japan.

7. Damage analysis

a. Flak damage to own aircraft:

Type	F9F-5	F4U	AD-4
Sorties	3,664	1,293	1,672
Hits	35	15	13
Hits per one hundred sorties	0.9%	1.14%	0.177%
Aircraft lost	8	5	2
Aircraft lost (one hundred sorties)	021%	0.35%	0.11%

b. Damage Inflicted on Enemy:*

	Destroyed	Damaged
Enemy Aircraft	5	0
Trucks	353	194
Buildings	891	340
Boxcars	149	261
Troop and Supply Areas	269	355
Gun Positions	144	89
Oxcarts	64	40
Boats	28	77
Railcuts	157	
Roadcuts	72	
Trenches	4,835 yds.	1,130 yds.
Locomotives	0	5
Airfields		20
Power Plants		10
Command Positions		4

	Destroyed	Damaged
Caves	6	22
Ammo Dumps		2
Tanks		2
Docks		1
Lumber Yards	1	1
Handcars	2	
Ore Processing Plants		2

*The above mentioned damaged assessment represents an estimate of the actual damage inflicted on the enemy during the operational period. Only those instances where damage could be assessed by the pilots or confirmed by controllers were used in this table. There were numerous camouflaged targets indentified as personnel shelters, supply dumps, et cetera which were attacked with heavy damage resulting, but no confirmed damage assessment could be tabulated. There were also over seventy "MPQ" ground radar controlled drops where weather precluded any type of damage analysis.

C. Air Department Statistical Summary:

1. Catapults

a. Breakdown of Catapult Launches:

	Port	Stbd	Total
Day Launches:	1,865	2,247	4,112
Night Launches:	86	60	146
	1,951	2,307	4,258

b. Types of Aircraft Catapulted:

Type A/C	No.	Port	Stbd	Bridles Expended
F9F-5	3,956	1,800	2,156	37
F2H-2	3	1	2	0
F9F-2	5	4	1	0
AD	164	114	50	9
F4U-5N	93	14	79	6
F4U-4	9	2	7	0
TBM	28	16	12	4

2. Arresting Gear

a. Breakdown of Landings:

Day Landings	6,918
Night Landings	56
Jet Landings	3,818
Prop Landings	3,156
Total Landings	6,974

b. Total Barrier and Barricade Engagements:

(1) Jet barrier and barricade	29
(2) Prop barrier	8
Total	37

c. Average aircraft runout: Jets - 129 feet; Props - 99 feet

3. Aircraft Maintenance

a. Engines built up:

R2800-18W	7
R2800-32W	3
R3350-26WA	3
J48-P6-A	15
Total	28

b. Propellers built up:

24E60	9
A-642	5
Total	14

4. Automotive Maintenance

a. Tractors repaired: 10

b. Fork Lifts repaired: 3

5. Aviation Gasoline

a. The aviation gasoline, lube oil, and alcohol systems have operated with few difficulties during this entire cruise; however, it was necessary at times to renew some components of the systems to insure continuance of proper operation.

b. The sixty mesh strainer baskets in the pump room were replaced with eighty mesh screens during the cruise.

c. The fuel station filters were drained daily to remove any sediment or water which might have accumulated in the strainers. This procedure was used due to the constant lubrication of the system plug-valves which removed any lubricant that might have gone into the system.

d. The forward electric gasoline pump was replaced due to leaking seals for which no replacement parts were available. Both inert transmitter analyzer units have been inoperative. No corrective measures were taken due to inexperienced personnel. The portable analyzers were used during the entire cruise.

e. The meters required maintenance due to the failure of rotors to operate. To correct this malfunction, the top plates were removed and penetrating oil was worked in and around the rotor shafts and bearings.

f. The aviation lube oil system and the alcohol system have caused no difficulties.

g. This vessel has delivered the following amounts of aviation gasoline, alcohol, and "1100" aviation lube oil to the Air Group during this period:

Aviation Gasoline	4,279,229 gals.
1100 Lube Oil	8,776 gals.
Alcohol	1,762 gals.

D. Engineering Department

1. Maintenance

a. Since the ship's departure from Alameda on 24 January 1953, a total of forty-two days have been made available for engineering maintenance. These periods were allocated as follows: one nine day period; one seven day period for docking and shaft repairs; two ten day periods;

and one six day period. Ship Repair Facility, Yokosuka, Japan, provided excellent facilities in every case. There were no repair facilities available to the ship, however, during its six day stay in Hong Kong.

b. Availability periods of seven or eight days are not worth-while for adequate maintenance work; no major repair can be undertaken with any assurance of completion in such a short time. Vital repairs were accomplished in short periods during this cruise, but only by much round-the-clock work at sea and during liberty hours in port. Improper short cuts taken to beat the time element inevitably invite serious mechanical derangement.

c. If operating conditions had permitted, four upkeep periods of ten to twelve days each would have paid far higher dividends in useful maintenance and rest for the crew than the same total number of upkeep days takin in the sequence described above.

2. Statistics:

Miles Steamed.....58,897
Fuel Used Underway.....10,713,286 gals.
Received from tankers (fuel).....9,223,723 gals.
Refueling time.....56.5 Hours
Receiving rate (average).....2,664.6 Gallons per minute
Fuel transferred to DD's.....242,852 gals.
Average transfer rate to DD's.....61,446 Gallons per hour
Time to fuel DD's.....43.5 Minutes
Water distilled.....13,341,844

E. Gunnery Department

1. Statistical Summary for 1953 cruise:

a.	Underway replenishments	77
b.	Transfers of freight and personnel	106
c.	Combatant ship fuelings at sea	14

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E. Gunnery Department

1. Statistical Summary for 1953 cruise:

a.	Underway replenishments	77
b.	Transfers of freight and personnel	106
c.	Combatant ship fuelings at sea	14

2. Ship ordnance expended for 1953 cruise:

Quantity	Code	Description
897	D1	5"/38 Projectile, AAC
8	D2A	5"/38 Projectile, FCL (VT),(SD)
1,009	D8	Cartridge, Full, Non-Flashless
2	D10	5"/38 Cartridge, Short, Flashless
104	D12B	5"/38 Projectile, FCL (VT)(Non-Frag) (NSD)
14,086	H1	40MM Cartridge, HEIT-SD
2,616	H2	40MM Cartridge HEI-SD
352	H4	40MM Cartridge, HEIT-(DI)-SD
32	H5	40MM Cartridge, BL and T

F. Medical Department

1. Statistical Summary 1953 cruise:

(1) Admissions to sick list (enlisted).....	635
(2) Admissions to sick list (officers).....	53
(3) Total visits to sick call.....	14,577
(4) Minor injuries treated.....	288
(5) Major injuries treated.....	15
(6) Minor surgical procedures.....	451
(7) Major surgical procedures.....	35
(8) Pilots killed, enemy action, not recovered....	6
(9) Pilots injured, enemy action, recovered.....	5
(10) Pilots missing, enemy action.....	2
(11) Pilots killed, not result of enemy action, not recovered.....	2
(12) Pilots killed, enemy action recovered.....	1
(13) Patients received from other ships.....	17
(14) Pilots temporarily grounded, medical reasons..	59

2. Venereal Disease Cases and Non-Specific Urethritis

(1) Gonorrhea.....	127
(2) Chancroid.....	104
(3) Syphilis.....	2
(4) Non-specific urethritis, following sexual exposure.	294
(5) Number of penicillin tablets issued.....	21,601

3. Experience during this cruise and the 1952 cruise in the Far East has indicated the necessity for a quick-release type of parachute Two PRINCETON pilots who might otherwise have been safely recovered, drowned because of entanglement in their parachutes during these cruises.

G. Supply Department

1. Summary Data:

a. Aviation spare parts and material:

Number of individual requests from squadrons per month...	825
Number of such request filled from stock on board per.... month.....	771
Number of such requests passed to other sources supply:	
Allowance list items.....	22
Non-allowance list items.....	32
Per cent efficiency, over-all.....	93.5%
Per cent efficiency for allowance list items.....	97.4%
Major components issued during operating period:	
Engines.....	49
Wings.....	9
Propellers.....	13

b. General Stores and non-aviation repair parts:

Individual issues per month.....	1924
Monthly average of items received aboard from all sources:	
General Stores.....	163
Ship's repair parts.....	111
Electronics parts.....	115

c. Commissary:

Receipts at sea.....	1,040 tons
Receipts in port.....	457 tons
Ration data:	
Value stores consumed.....	$556,463.30
Average cost of ration.....	1.2253

d. Ship's Store and C&SS:

Ship's Store	Average per month
Cash from sales.....	$35,183.29
Sales at cost price.....	29,972.33
Inventory at cost price.....	44,156.99
Stock-sales ratio.....	1.4
Net profit.....	3,835.07
Profit percentage.....	.11%

Clothing and Small Stores	Average per month
Cash from sales.....	$ 9,902.79
Inventory.....	32,627.98
Stock-sales ratio.....	3.3

2. Foreign Merchandise

a. A conservative policy of buying foreign merchandise was followed during this cruise. Relatively small quantities of each item were ordered and then reordered if demand warranted. A rule of thumb, developed on the prior cruise, of making no single line item purchases of more than $500.00 was followed, and this rule is recommended as a sound guide for other ships of like complement. One exception to the above practice was made during the Hong Kong visit when $20,000.00 was expended for wood products, linen, leather goods and popular priced jewelry. The sources of foreign merchandise purchased during this cruise were: the Central Purchasing Office, GHQ, Far East Command, Tokyo and Hong Kong; purchases from International Merchandise Co., Yokohama; and transfers from Ship's Stores ashore and other ships.

b. Statistics on foreign purchases:

Total foreign merchandise procured.....	$67,168.21
Purchases from Central Purchasing Office.....	$34,453.40
Purchases from International Mdse. Co.....	$31,952.25
Receipts by transfer from other Supply Officers	$762.56
Total markdowns taken on mdse. procured.....	$336.44