U.S.S. VALLEY FORGE (CVA45)
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By: OP-09B92C

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From: Commanding Officer, U.S.S. VALLEY FORGE (CVA45)
To: Chief of Naval Operations (Op-55)
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: Action Report for the period 20 April 1953 through 17 May 1953; report on

Ref: (a) OPNAV Inst 3480.4 of July 1951

Encl: (1) Carrier Air Group FIVE Action Report

1. In compliance with reference (a), the Action Report for this command for the period 20 April 1953 through 17 May 1953 is submitted herewith.

PART I

COMPOSITION OF OWN FORCES AND MISSION

On 22 April 1953, the USS VALLEY FORGE (CVA45) Commanded by Captain Robert E. DIXON, USN, with RADM Apollo SOUCEK, USN, Commander Carrier Division THREE, and Carrier Air Group FIVE, embarked; joined Task Force SEVENTY-SEVEN in accordance with CTF 77 dispatch 160953Z of April 1953. Task Force SEVENTY-SEVEN, when joined by the USS VALLEY FORGE (CVA45), was composed of the USS ORISKANY (CVA34), USS PRINCETON (CVA37), USS NEW JERSEY (BB62), USS LOS ANGELES (CA135) and various ships of the Screening Force.

The mission of this Force in general terms is to conduct air and surface operations off the coast of Korea in order to support U.N. forces in Korea, and to support the policy of the United States in the Far East.

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PART II

CHRONOLOGY

In order to reduce duplication, the chronology normally included in enclosure (1) is contained in the following:

4-20-53: At 0700I, departed Yokosuka, Japan for the forward area. Conducted general drills.

4-21-53: Enroute to forward area. Rendezvoused with USS ERBEN (DD631). Conducted refresher air operations and general drills.

4-22-53: Joined Task Force 77 in area Sugar. No air operations were conducted as the Task Force replenished. RADM A. SOUCEK, COMCARDIV THREE, relieved RADM R. F. HICKEY, COMCARDIV FIVE as Commander Task Force SEVENTY-SEVEN. This ship replenished from the USS ALSTEDE (AF48), USS MANATEE (AO58), and USS MOUNT BAKER (AE4). The USS ERBEN (DD631) was detached. The USS ORISKANY (CVA34) with COMCARDIV FIVE embarked, departed Task Force SEVENTY-SEVEN.

4-23-53: Air operations commenced at 0230 with the launching of the hecklers and DASP. Hecklers bombed a railroad tunnel at Songjin and strafed supply buildings at Iwon. The main effort of the day was against a Cherokee target north of the I U.S. Corps. A total of 51 jet and propeller planes bombed and strafed personnel and supply shelters in this area. Skyraiders hit coastal gun positions at Wonsan and teamed up with Corsairs to fly Close Air Support for the IX and X U.S. Corps. The USS LOS ANGELES (CA135) and USS NEW JERSEY (BB62) departed the Task Force. A total of 109 sorties were flown.

4-24-53: Pre-dawn hecklers bombed and strafed a small marshalling yard and storage buildings at Sinp'o, trucks at Kowon, storage buildings, a locomotive and boxcars in the vicinity of Tanch'on. Panther jets bombed and strafed a supply area 5 miles south of Pukch'ong, a vehicle storage area 10 miles north of Hamhung and storage buildings 4 miles south of Kowon and 14 miles west of Tanch'on, propeller planes bombed a storage area south of Pukch'ong and flew Cherokee and Close Air Support Missions for the IX and X U.S. Corps. A total of 118 sorties were flown.

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4-25-53: Early morning hecklers bombed and strafed storage buildings northeast of Hamhung and rail facilities in the Kilchu area. Panther jets bombed and strafed supply buildings on Hodo-Pando, at Tongch'on, northwest of Songjin, a mine disposal area on Songjon-Pando, barracks buildings and supply shelters southeast of Wonsan and flew a Cherokee strike north of the I ROK area. Propeller planes flew Cherokee and Close Air Support strikes for the IX and X U.S. Corps, Naval Gunfire spot for the USS ST PAUL (CA73) and bombed and napalmed a coastal defense complex on Hodo-Pando. The USS MANCHESTER (CL83) joined the Task Force. A total of 119 sorties were flown.

4-26-53: No air operations were conducted as the Task Force replenished. This ship replenished from the USS RAINIER (AE5) and USS MANATEE (AO58). AA firing was conducted after replenishment.

4-27-53: Air operations commenced at 0630. Panther jets bombed and strafed a railroad bridge 20 miles northwest of Songjin, barracks 6 miles northwest of Wonsan and at Sang-ho on the coast south of Wonsan and Storage buildings at Tongch'on. Propeller planes bombed billeting areas southwest of Wonsan and 15 miles south of Tanch'on, caves and automatic gun positions south of Wonsan, a supply area south of Kojo and flew Close Air Support for the IX U.S. Corps. LT H. W. ENGEL (VF92) ditched his Corsair outside of the destroyer screen, due to engine failure after take-off. He was rescued, uninjured, by the PRINCETON's helicopter. A total of 89 sorties were flown.

4-28-53: Low ceilings and poor visibility limited air operations to targets near the coast. Strikes were flown against gun positions and a military area at Hodo-Pando, and supply buildings and shelters in the coastal towns below Wonsan. A total of 70 sorties were flown.

4-29-53: Although a full day's air operations were scheduled, lowering ceilings over north Korea limited sorties to ASP and Weather Recco. The USS MANCHESTER (CL83) departed the Task Force. A total of 4 sorties were flown.

4-30-53: No air operations were conducted, as the Task Force replenished. This ship replenished from the USS VIRGO (AKA20) and USS NOVASOTA (AO106). The USS MANCHESTER (CL83) joined the Task Force.

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5-1-53: Air operations commenced at 0315 with the launching of the hecklers and DASP. Pre-dawn hecklers hit storage tanks and factory buildings at Ch'ongjin and supply stacks at Tanch'on. Panther jets bombed and strafed storage buildings on Hodo-Pando, a billeting area south of Wonsan, the Hamhung west air field, and flew flak suppression for the propeller planes. Corsairs flew Naval Gunfire spot for the USS NEW JERSEY (BB62) while Skyraiders flew Close Air Support for the X U.S. Corps. Both teamed up to hit coastal defenses on Kalma-Pando, Hodo-Pando and at Wonsan and on a Cherokee strike in support of the X U.S. Corps. The USS BREMERTON (CA130) joined the Task Force. A total of 108 sorties were flown.

5-2-53: Pre-dawn hecklers bombed and strafed locomotives, railroad cars and trucks along their recco routes. Panther jets hit Chosen #1 power plant, a warehouse at Ch'iltong-ni, east of Yonghung, supply buildings south of Wonsan and flew flak suppression for the Cherokee strikes in support of the X U.S. Corps. Propeller planes bombed and strafed coastal positions on Hodo-Pando, boxcars southwest of Kilchu, storage buildings at Tanch'on and the coastal area south of Wonsan and flew Cherokee strikes for the X U.S. Corps. The USS MANCHESTER (CL83) and USS BREMERTON (CA130) departed the Task Force. A total of 103 sorties were flown.

5-3-53: Pre-dawn hecklers hit Chosen #1 power plant and rail facilities. Panther jets bombed and strafed supply and storage areas at Hungnam and Hamhung, a power relay station at Hungnam and flew Cherokee and flak suppression missions. Propeller planes hit coastal gun positions on Hodo-Pando, a billeting area at Hamhung, an ammunition storage area southeast of Kilchu and flew Naval Gunfire spot for the USS NEW JERSEY (BB62) and Close Air Support and Cherokee strikes for the X U.S. Corps. A total of 107 sorties were flown.

5-4-53: No air operations were conducted, as the Task Force replenished. This ship replenished from the USS VIRGO (AKA20), USS MISPILLION (AO105), and USS PICTOR (AF27).

5-5-53: Air operations commenced with the launching of a combined strike of propeller and jet planes aimed at coastal defense guns in the Wonsan area and on Hodo-Pando. Propeller planes also flew Naval Gunfire spot for the USS NEW JERSEY (BB62) and USS BREMERTON (CA130). Dusk hecklers flew ECM missions and hit targets of opportunity on their recco routes. A total of 121 sorties were flown.

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5-6-53: Panther jets on a Cherokee mission hit personnel and supply shelters north of the I ROK Corps area, made road cuts on Green 3, the main supply route running west from Wonsan and strafed coastal defenses on Hodo-Pando. Propeller planes flew Close Air Support for the IX U.S. Corps, Cherokee strikes north of the X U.S. Corps, bombed coastal defense positions on Hodo-Pando and made road cuts on Green 3. Low ceilings caused cancellation of the dusk heckler missions. A total of 96 sorties were flown.

5-7-53: Low ceilings over North Korea curtailed air operations. Both propeller and jet planes hit targets in the Hamhung area, bombing and strafing troop billeting and military supplies. A total of 46 sorties were flown. The USS NEW JERSEY (BB62) joined the Task Force. Forty-seven students from the National War College were transferred by helicopters from the USS NEW JERSEY (BB62) to witness flight operations in the afternoon and were returned to the USS NEW JERSEY (BB62) upon completion of air operations. The USS NEW JERSEY (BB62) departed the Task Force. The USS BREMERTON (CA130) joined the Task Force.

5-8-53: No air operations were conducted, as the Task Force replenished at sea. This ship replenished from the USS MISPILLION (AO105) and the USS FIREDRAKE (AE14). The USS BREMERTON (CA130) departed the Task Force.

5-9-53: Air operations commenced at 0315. Pre-dawn hecklers bombed and strafed buildings and trains between Sinch'ang-ni and Hungnam. Panther jets rocketed and strafed supply and billeting area at Hamhung north and bombed a large warehouse south of Hamhung and a large storage area south of Wonsan. Skyraiders and Corsairs teamed up to hit a military area at P'ungsang-ni, north of Hamhung and supply buildings west of Hamhung. A total of 65 sorties were flown.

5-10-53: Pre-dawn hecklers bombed and strafed storage buildings and a railroad tunnel in the vicinity of Hungnam. Low ceilings and poor visibility limited the remainder of the days air operations to CAS, ASP, and Weather Recco. A total of 23 sorties were flown. The USS BREMERTON (CA130) joined the Task Force.

5-11-53: Non-operational weather caused cancellation of all missions except ASP and CAP. A total of 14 sorties were flown.

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5-12-53: No air operations were conducted, as the Task Force replenished at sea. This ship replenished from the USS RAINIER (AE5) and the USS CIMARRON (AO22). Commander, Carrier Division THREE and staff were transferred, via helicopter and the USS RAINIER (AE5) to the USS PRINCETON (CVA37). The USS BOXER (CVA21), with RADM W. D. JOHNSON, Commander, Carrier Division ONE, embarked, joined the Task Force. The USS BREMERTON (CA130) departed the Task Force.

5-13-53: Non-operational weather caused cancellation of early morning missions. Air operations commenced at 0815. Panther jets hit storage and supply buildings northwest of Tanch'on, south of Wonsan, at Hamhung, Sinch'ang-ni and at Sanso-ri, northwest of Mayang-do, railroad cars at Kowon and flew flak suppression for the propeller planes and Cherokee strikes north of II ROK Corps area. Propeller planes flew ECM missions, Naval Gunfire spot for the USS BREMERTON (CA130), Close Air Support and Cherokee missions for the IX and X U.S. Corps and bombed a military village south of Wonsan. A total of 78 sorties were flown.

5-14-53: Pre-dawn hecklers bombed and strafed boxcars at Hongwon and storage buildings in the vicinity of Hungnam. Panther jets hit a warehouse at Chigyong, west of Hungnam, supply buildings west of Kowon, on Hodo-Pando and in the coastal towns south of Wonsan, flew flak suppression for the propeller planes and a Cherokee strike north of the X U.S. Corps area. Propeller planes bombed coastal defense positions on Hodo-Pando, flew Close Air Support for the II ROK and X U.S. Corps and Cherokee missions for the IX and X U.S. Corps. A total of 65 sorties were flown. At 1011I, the USS VALLEY FORGE (CVA45) was detached from the Task Force and departed for Yokosuka, Japan in company with the USS IRWIN (DD794). At 1350I, rendezvoused with the USS RAINIER (AE5) in area Sugar to take on ammunition. Completed replenishing at 1503I and enroute to Yokosuka.

5-15-53: Enroute Yokosuka, Japan. Launched one HRS and two HO5S-1 for Pohang from the vicinity of Tsushima Straits. AA firing practice was held in area George. The USS IRWIN (DD794) was detached.

5-16-53: Enroute Yokosuka, Japan.

5-17-53: Arrived Yokosuka, Japan.

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PART III

ORDNANCE MATERIAL AND EQUIPMENT

The following ordnance was expended during this operating period.

	Ship
5"/38 Caliber	48
40mm	1,630
Bombs	**Aircraft**
2000# GP	92
1000# GP	392
1000# SAP	3
500# GP	505
500# SAP	5
250# GP	2,613
100# GP	310
220/260# Frag.	162
100# Incendiary	541
Rockets	
3.5" Solid	47
3.5" Smoke	44
5" HVAR	254
5" ATAR	270
A/C Parachute Flares	291
Napalm	101
Gun Ammunition	
20mm	162,366
50 Cal.	115,965

The data on hung ordnance experienced during this period is included in enclosure (1).

PART IV

BATTLE DAMAGE

The ship was not attacked during this period and sustained no battle damage.

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Damage inflicted on Communist forces by Air Group FIVE is included in enclosure (1) of this report.

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PART V

PERFORMANCE OF PERSONNEL AND CASUALTIES

The morale and performance of the ship and air group personnel has been excellent during this period.

The results of a continous "on the job" training program was reflected in the excellent teamwork displayed by all personnel. An average of 1963 ship's company enlisted personnel was embarked of which 608 were petty officers, 1355 non-rated men.

During the operating period, 5 men were received; 11 transferred. 41 men were absent on temporary additional duty at the commencement of the period. 8 men returned and 9 others departed on TAD during the period.

With an average of 608 petty officers and 1355 non-rated men, the overall on-board count proved adequate. A critical shortage still exists, however, in the ET ratings, as well as a shortage of FT ratings. A Ground Camera Repairman (PH-3992) is still urgently required.

Morale was very good and showed no appreciable decline despite the short extension of the ship's tour in the WesPac Area. During the period, 6 men submitted requests for emergency leave. Only 1 request was disapproved as a result of not fulfilling the criteria established by COMNAVFE. Two men were granted annual leave to the Philippine Islands.

There was a total of 112 ship's company officers on board during this period, 32 of whom are ensigns. Of that total figure 10 Lieutenants (junior grade), 3 Lieutenants and 1 Lieutenant Commander have orders for detachment. In view of these impending detachments of experienced officers, responsible positions have, of necessity, been assigned to senior ensigns; several of which are Division Officers.

Twenty-two wardroom guests from the Air Force and Army were on board during this operating period. The duration of their stay varied between 3 and 9 days.

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LT Harry W. ENGEL, 417784/1315, USNR, experienced power failure in his F4U-4 after being launched from the USS VALLEY FORGE (CVA45) on 27 April 1953. He accomplished a good water landing and was rescued uninjured by helicopter.

PART VI

GENERAL COMMENTS

OPERATIONS DEPARTMENT

CIC

Operations within CIC have been normal throughout this period on the line. A three section watch schedule has been maintained with a total of forty-nine men. This has necessitated reducing the number of stations manned under conditions other than general quarters. The over-all efficiency of the CIC team is considered to be better with this schedule in effect than with a two-section watch because of a reduction in the fatigue factor.

All officers attached to CIC are qualified air controllers with the exception of three recent CIC school graduates, who will be qualified prior to the end of this cruise. One RD3 has been recently qualified as an air controller and has proved very competent in all phases of air controlling.

A training program is in effect to qualify all CIC officer personnel as OOD underway, with an estimated completion date of 1 July 1953.

All radars operated normally throughout the period with the exception of the SPS-6B which suffered a high power transformer failure. Maximum ranges on the air search radars varied throughout the period due to atmospheric conditions. The maximum range received on the SPS-6B without use of IFF was sixty miles with four jets at 15,000 feet. Surface targets were detected on both SX and SPS-6B radars at one-hundred miles on frequent occasions.

COMMUNICATIONS

Considerable difficulty was experienced in obtaining replies to service messages. Frequently, even requested retransmissions of important operational messages of high precedence were dangerously slow. The greatest delays in obtaining repetitions

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of messages were experienced when ships in company could not service such messages satisfactorily and it was thus necessary to obtain such retransmissions from the originator, Radio Guam, or Radio Yokosuka.

Experience reveals that uneconomical and unnecessary losses of time occur in the decryption of messages in Category Baker systems. An outstanding example is provided in the case of Hydro messages addressed to all naval units in the Pacific Ocean Areas. Originators of general messages transmitted by Radio Washington follow the commendable practice of reencrypting such messages in Category Able systems for the convenience of holders of Class 3 crypto systems. Emulation of this practice by other originators of messages to multiple addressees, when practicable, is recommended.

PHOTOGRAPHIC LABORATORY

Nineteen (19) men are assigned to the photographic laboratory, of which seven (7) are petty officers and two (2) designated PHAN. The proficiency and efficiency of all personnel has shown a great deal of improvement since an intensive training program was initiated. This program is on a competitive, rather than a required basis, the effect of which is to instill greater interest on the part of the personnel.

The following number and type of negatives and prints have been processed by the ship's photographic laboratory during this period:

Negatives		Prints	
9"x18"	5,519	9"x18"	30,428
9"x9"	415	9"x9"	2,454
7"x7"	200	7"x7"	200
8"x10"	730	8"x10"	4,225

No unusual difficulties were encountered during this period of operation.

AIR INTELLIGENCE

The Air Intelligence Office functioned with exceptional smoothness during this tour. With the standardization of operations and the constant use of time saving aids, this office found it possible to have the greater part of the intelligence data ready for the pilots by 1930 each night.

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This enabled the pilots to study their targets thoroughly the night before.

Flak - The following system was found to be most satisfactory for carrier type operations: All flak is plotted on 1:50,000 charts which are divided into convenient size sections (36"x30") and mounted on heavy cardboard. The standard flak symbols are used denoting flak confirmed by photo interpretation while special burst type symbols are used denoting flak taken from pilot reports. All recco routes and the bombline are superimposed on the charts. This system not only enables the squadron air intelligence officers to brief directly from the charts by taking them to their ready rooms, but eliminates the necessity of having each squadron A.I.O. keep a seqarate plot for flak, bombline and recco routes. At the end of each squadron briefing each air intelligence officer returns the charts to the A.I.O. Office. These charts have the very latest flak, recco, and bombline information plotted at all times.

PHOTO INTREPRETATION

Forty-one photographic sorties were flown during this period on the line. An Image Motion Compensator, similar to the compensator developed by VC61 Unit Mike, aboard the USS PHILIPPINE SEA (CVA47), was constructed and used by the VC61 Unit aboard this ship with excellent results. The Image Motion Compensator serves to reduce the relative motion of the camera over the earth's surface. This enables the photo pilot to fly at increased speeds and lower altitudes and continue to maintain a maximum circle of confusion of 1/250".

Photographic sorties previously flown at 15,000 feet with the K-38 36" lens camera and at a speed of approximately 180 knots indicated because of equipment limitations are now being flown using the Image Motion Compensator at approximately 260 knots indicated without enlarging the circle of confusion and in most cases reducing it. The speed of 260 knots indicated was chosen for maximum jet range. Higher speeds can be used if desired.

It should be pointed out that the Image Motion Compensator in use by VC61 Unit Baker was constructed aboard the VALLEY FORGE at sea as a combined ship-air group project.

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AIR DEPARTMENT

VALLEY FORGE was forced to replace an Oilgear Type DR 15035 Mod 1 pump on the starboard catapult during this period. This experience leads to the conclusion that ship's force can replace any such pump in an overnight period. In this case, easiest access from the hangar deck to the pump room was through a trunk in the No. 1 elevator pit. Using hoisting tackle rigged to the underside of the elevator, the pump was lowered, using the elevator itself for most of the drop and the hoisting tackle for the critical last few inches. The catapult crew has constructed a timber skid, level with the pump base, onto which the old pump was slid and then easily moved by means of chain falls and Yale pul-lift chain jacks. The new pump was slid into position using the reverse of this process. Corner braces and dowel pins had to be removed due to slight differences in pump cases. Proper alignment was checked by using a straight edge across the flats ground on both parts of the couplings. Instructions on valves to be closed and other details were found in the Pump Manual (Bulletin #91521A). The installation proved very satisfactory.

A second pump of the same type failed during the period, and lacking a second spare, the ship effected emergency repairs and successfully reactivated the pump at sea. Installed in January 1952, the pump log showed 3420 catapult shots or an estimated 220 hours running time. It was rendered inoperative by bearing failure. The pump was completely disassembled, checked, and new bearings installed. Difficulties were encountered due to lack of satisfactory equipment for removing and installing bearings and for handling the heavy parts in the restricted area of the pump room. The pump is again operating satisfactorily.

In an emergency, a pump can be repaired at sea if the failure is such that available replacement parts and tools can do the job. This is at best a difficult undertaking. It is gratifying to know that catapult crews possess sufficient talent and skill to accomplish this bearing replacement. However, it is an arduous task while the ship is rolling and still conducting full scale Task Force operations.

MEDICAL DEPARTMENT

A total of eighteen (18) patients were admitted to the sick list on the medical service. Significant in these are two

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additional cases of hypersensitivity to sulfadiazine. In one case the manifestations were in the nature of a generalized urticaria and was thought to be due to a true hypersensitivity to the sulfonamide, while the other patient complained of renal colic and sulfadiazine crystals were demonstrated in the urine. This was probably due to insolubility in the urine despite adequate alkalinization and fluid intake. In view of the considerable number of cases receiving sulfonamides in the treatment of venereal disease, these incidences of hypersensitivity to the preparation assume added importance. The use of one of the triple sulfonamide compounds or Gantrisin is highly recommended.

The following is a tabulation of the medical admissions during the period covered by this report:

EENT	8
SKIN	4
Miscellaneous	6

The following is a tabulation of the work accomplished in the sick bay laboratory during the month of April 1953:

Bateriology	681
Serology	141
Urinalysis	55
Hematology	44
Special examinations	13

Venereal Disease - The following is a tabulation of venereal disease incidence for the period 9 April 1953, through 10 May 1953:

Syphilis	0
Chancroid	9
Urethritis, acute, due to gonococcus	13
Urethritis, acute, non-gonococcic, nec	67
Prostatitis, acute, non-gonococcic, nec	4
Total, all venereal diseases	93

For comparative purposes, venereal incidence during the three periods previously reported on was:

	1st Period	2nd Period	3rd Period
Syphilis	0	0	0
Chancroid	2	15	3

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	1st Period	2nd Period	3rd Period
Urethritis, acute, due to gonococcus	7	16	11
Urethritis, acute, non-gonococcic, nec	46	124	53
Prostatitis, acute, non-gonococcic, nec	3	7	8
Total, all venereal diseases	58	162	75

Venereal disease incidence aboard the VALLEY FORGE as compared with venereal disease incidence given for ships of the Pacific Fleet (Statistics of Navy Medicine, April 1953, Vol. 9, No. 4) is as follows:

	Ships of Pacific Fleet	USS VALLEY FORGE
Urethritis, acute, non-gonococcic, nec	4.7%	4.1%
All other VD (Syphilis, GC, Chancroid)	8.9%	1.7%
Total incidence of VD	13.6%	5.8%

It is felt that low incidence of syphilis, gonorrhea and chancroid is due to:

Good participation by ship's personnel in the penicillin tablet prophylaxis program following sexual exposure.

The practice by exposed persons of thoroughly washing the genitalia following intercourse.

Abstention.

Difficulty in further reducing the incidents of urethrities, acute, non-gonococcic appears to be the failure to use a condon despite repeated instructions and lectures.

Air Group - The general health of the air group has been good. Five (5) pilots and one crewman were grounded for periods of two to three days due to upper respiratory infections. One pilot was grounded this entire cruise due to a fractured hand.

EXECUTIVE DEPARTMENT

TRAINING

During this period, the ship's education program maintained the pace it has kept throughout the tour. The training room was used extensively for divisional classes, guidance lectures, religious gatherings (evenings), and group study. The I & E program flourished at all hours; 124 sections of the GED High School Test, USAFI End of Course tests were administered. 20 new men enrolled in Enlisted Correspondence Courses.

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RELIGIOUS ACTIVITIES

Protestant-Daily Devotions were conducted at 0700 and 2100. On Monday, Wednesday and Friday Bible Class was taught, and a Latter Day Saints Service was held at 2000 on Thursday. Sunday Services were held at 0815 for Communion and at 0900 and 1430 regular Divine Services were conducted. Sunday School was held at 1000 and Protestant Fellowship services at 2030. An Evangelistic Service was held at 2100.

Catholic-Daily Mass was offered at 0630, the Rosary was recited at 1830 and confessions were held on Saturday at 1900. Sunday Masses were offered at 0630, 0900, and 1430 with benediction following the 0900 Mass.

The two Chaplains on board alternated in delivering prayer over the communication system at taps each evening. They also conducted Character Guidance Lectures, concentrating on the lecture, "MARRIAGE AND FAMILY LIFE", which has now been given to 75 percent of the crew and will be continued until all of the crew has heard the lecture.

RECREATIONAL ACTIVITIES

Movies were shown nightly in the Wardroom, Warrant Officer's Lounge, CPO Lounge, First Class PO Mess and at two locations on the Mess Decks. The night before replenishment, two movies were shown on the Hangar Deck.

The Library and Crew's Lounge were open from 0615 to 2100 daily. Library books and magazines were available and adequately distributed.

Hobby Shop materials were offered for sale and there was a good demand for them.

The ship's internal radio station maintained continuous daily broadcasting on two channels from 0615 until 2100. One channel of this facility used exclusively for radio-received broadcasts and the other was used to broadcast locally produced programs.

PUBLIC INFORMATION

Material released:

6 news feature stories and layouts (by mail).
14 news photo releases.
31 hometown news stories (to FHTNC).
356 hometown news stories by roster.

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19 hometown photographs (to FHTNC).

Additional events of public information importance:

Alfred P. Rochester, Chairman of the City Council of Seattle, embarked for transportation from Yokosuka, Japan, to the operating area from 20 April to 22 April 1953. While aboard, he interviewed men from Seattle and surrounding area for material for his guest column in the "Seattle Times."

Howard L. Beaufait, correspondent for the "Cleveland News", was on board from 9 May to 11 May 1953. While aboard, he interviewed men from the Cleveland area for home-town news stories.

DISCIPLINE

During this period 32 personnel were taken to Captain's Mast, of this total 2 were assigned Summary Courts-Martial and 12 Special Courts-Martial.

GUNNERY DEPARTMENT

Deck Evolutions - Seven (7) replenishments were conducted during this period. A brief summary of replenishment data follows:

Fuel Oil and Aviation Gasoline

Date	Ship	Quantity	
4-22-53	USS MANATEE (AO58)	4,518	Bbls Oil
		51,260	Gals Gasoline
4-26-53	USS MANATEE (AO58)	8,038	Bbls Oil
		206,070	Gals Gasoline
4-30-53	USS NOVASOTA (AO106)	6,036	Bbls Oil
		98,200	Gals Gasoline
5-4-53	USS MISPILLION (AO105)	7,949	Bbls Oil
		72,160	Gals Gasoline
5-8-53	USS MISPILLION (AO105)	7,135	Bbls Oil
		139,560	Gals Gasoline
5-12-53	USS CIMARRON (AO22)	5,695	Bbls Oil
		63,330	Gals Gasoline

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Ammunition

Date	Ship	Quantity	Transfer Rate
4-22-53	USS MOUNT BAKER (AE4)	47 tons	128.18 tons
4-26-53	USS RAINIER (AE5)	282 tons	143.39 tons
4-30-53	USS VIRGO (AKA20)	136 tons	85.89 tons
5-4-53	USS VIRGO (AKA20)	229 tons	85.34 tons
5-8-53	USS FIREDRAKE (AE14)	223 tons	121.64 tons
5-12-53	USS RAINIER (AE5)	62 tons	37.58 tons
5-14-53	USS RAINIER (AE5)	80 tons	126.32 tons

Provisions

Date	Ship	Quantity	Transfer Rate
4-22-53	USS ALSTEDE (AF48)	67.5 tons	5.79 tons
5-4-53	USS PICTOR (AF27)	76.25 tons	35.23 tons

A total of eighty-four (84) personnel were transferred between the VALLEY FORGE and various replenishment ships and destroyers while alongside by means of the highline and burtoning whips rigged with Bos'ns chair and with Salmon board.

On sixteen (16) occasions, destroyers came alongside for highline transfers of personnel, light freight, and guard mail.

PART VII

RECOMMENDATIONS

The following recommendations are contained in this report:

The use of Category Able system for messages to multiple addressees, paragraph 2, page 10.

The use of the triple sulfonamide or compounds of gantrisin in the treatment of venereal disease, paragraph 1, page 13.

R. E. DIXON