U.S.S. PHILIPPINE SEA (CVA-47)
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AUG 1 1953

From: Commanding Officer, U.S.S. PHILIPPINE SEA (CVA-47)
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: Action Report for the period 15 July through 30 July 1953

Ref: (a) OpNav Instruction 3480.4

Encl: (1) CVG-9 Action Report 15 July through 30 July 1953

1. In accordance with reference (a) the action report for the period 15 July through 30 July 1953 is submitted.

PART I - COMPOSITION OF OWN FORCES AND MISSION:

The USS PHILIPPINE SEA (CVA-47) got underway from Yokosuka, Japan at 0548I on 15 July 1953. No ships accompanied the USS PHILIPPINE SEA on this sortie, which was made in accordance with Commander Task Force SEVENTY SEVEN confidential dispatch 130346Z of July 1953. At 0650I on 16 July the USS PHILIPPINE SEA was joined by the USS FLETCHER (DD-445) off Southern Kyushu. The Task Force was joined at 0620I on 17 July in operating area Sugar. Commanding the Task Force was RADM W. D. JOHNSON, USN, CTF-77 and ComCarDiv ONE. Composition of the Force included the following ships: USS LAKE CHAMPLAIN (CVA-39) with RADM W. D. JOHNSON, USN, CTF-77 and ComCarDiv ONE embarked, USS PRINCETON (CVA-37) with RADM R. E. BLICK, JR., USN, ComCarDiv THREE embarked, USS BOXER (CVA-21) and units of DesDivs 92, 131, 301 and CortDiv 11.

Task Force SEVENTY SEVEN continued to operate in accordance with Commander Task Force SEVENTY SEVEN Operation Order 2-52. It supported the United Nations Forces in Korea and upheld the policy of the United States in the Far East. This was accomplished through aerial and surface attacks on enemy targets throughout Northeast Korea.

Ships joining and leaving the Task Force during this period were the USS NEW JERSEY (BB-62) with VADM J. J. CLARK, USN, Com7thFlt embarked, USS MANCHESTER (CL-83) and units of DesDiv 32. At the conclusion of the period the USS PHILIPPINE SEA departed the Task Force at 1001I on 28 July and returned to Yokosuka. This concluded six months of combat operations which began in January 1953 and culminated in the signing of the truce between the United Nations, Republic of Korea, and Communist forces on 27 July

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1953. The USS PHILIPPINE SEA, being the senior carrier on the line, received sailing orders for Yokosuka, Japan, and thence to CONUS.

PART II - CHRONOLOGY:

15 July 1953 Got underway from Yokosuka, Japan, at 0548I in accordance with Commander Task Force Seventy Seven confidential dispatch 130346Z of July 1953. Air operations, including group exercises and ECM, were conducted. Lieut. E.K. GROSS, USNR, of VA-95, landed wheels up at Tateyama airfield, Japan, due to oil failure. Pilot was not injured.

16 July 1953 Enroute to operating area. Anti-aircraft firing was conducted utilizing drones from Utron 3. The USS FLETCHER (DD-445) joined the USS PHILIPPINE SEA off Southern Kyushu.

17 July 1953 Rendezvoused with Task Force Seventy Seven at 0620I in operating area Sugar. Task Force was commanded by RADM W. D. JOHNSON, USN, CTF-77 and ComCarDiv One embarked in the USS LAKE CHAMPLAIN (CVA-39). Combat air operations were conducted along the bombline and interdiction sorties against the main enemy supply routes south of Wonsan were flown. ECM was successfully conducted. Lieut. W. C. FELDMEYER, USNR, of VF-94, ditched his aircraft on take off and was recovered by helicopter. Pilot suffered serious injuries.

18 July 1953 Combat air operations were limited to armed interdiction of the main enemy supply routes, strikes on coastal defense gun positions near Wonsan and against power installations north of Hungnam. Rearming was conducted at night.

19 July 1953 The main effort was centered on the frontlines in close air support work although interdiction sorties and ECM were flown. Replenishment was conducted at night.

20 July 1953 Weather limited air operations to close air support, armed recco, and ECM. Ensign V. R. CHAPMAN Jr., USNR, of VF-93, ditched on take off and was recovered by helicopter uninjured.

21 July 1953 Air operations cancelled due weather. The USS NEW JERSEY (BB-62) arrived and departed the Task Force. Refueling was conducted in the late afternoon.

22 July 1953 Most of the effort today was diverted to interdiction of the enemy rail and road network, which received a heavy pounding. The routes south and west of Wonsan were especially hard hit. MPQ and ECM were conducted. The USS MANCHESTER (CL-83) arrived and departed the Task Force.

23 July 1953 A full day of combat operations produced numerous armed reconnaissance sorties against the major enemy supply routes. Trucks, tanks, rail cars, and bridges were attacked from the bombline north to Songjin. Coastal defense guns near Wonsan were hit and Sondok airfield was bombed. MPQ and ECM were conducted. Bombline weather precluded all but a few close air support sorties. Night refueling and rearming were conducted. LCDR B. O'B HOLMES, USNR, of VF-94 was rescued by helicopter following a flight deck incident in which his plane went over the side. Pilot suffered a cracked vertebrae.

24 July 1953 Weather forced a divert from Cherokee and close air support to MPQ and Recco. The communist rail and road network was heavily attacked with emphasis on bridges. Troop billeting areas near Kojo were bombed and two locomotives were caught west of Kowan. ECM was conducted. The force replenished at night. Ensign D. E. CROSS, USNR, of VF-94, ditched his plane off Yodo but was recovered uninjured.

25 July 1953 Inclement weather again forced most sorties to the north. All front line activity was confined to MPQ bombing. Interdiction work against supply routes continued with attacks on rail and highway bridges, vehicles, and the marshalling yards at Hungnam and Tanchon. ECM was conducted. Rearming was accomplished at night and units of DesDiv 32 joined the Task Force. Ensign C. H. SELLS, USNR, of VF-94 crashed in enemy territory due hostile flak damage and is presumed killed in action.

26 July 1953 Major effort today centered on armed interdiction of the main enemy supply routes. Package targets 1, 2, 3, and 4 were hit hard and the airfields at Hoemun and Sondok were cratered. ECM and MPQ were conducted. The USS PHILIPPINE SEA led all carriers in total sorties over a record-breaking three day period. Lt. (jg) M. W. WAKELAND, USNR, of VF-91 was forced to bail out over friendly territory due to a fire in cockpit. Pilot suffered no injuries. The ship conducted night replenishment.

27 July 1953 The day had a fast start with 49 sorties launched before the truce was signed at Panmunjom. VADM J. J. CLARK, USN, Com-7thFlt came aboard in company with RADM W. D. JOHNSON, USN, ComTaskForce 77 and RADM R. E. BLICK, Jr., USN, ComCarDiv 3. The purpose of the visit was to present awards to various ship and air group personnel.

28 July 1953 Aircraft were flown to other ships for replacement purposes and the USS PHILIPPINE SEA departed the Task Force at 1001I for Yokosuka, Japan. Departure was in accordance with CTF-77 confidential dispatch 271442Z of July 1953. Conducted AA firing.

29 July 1953 Enroute Yokosuka. Aircraft launched to Atsugi.

30 July 1953 Arrived Yokosuka.

PART III - ORDNANCE

1. Material: There were no material casualties of prolonged duration affecting the ship's ordnance equipment. All casualties were restored within a maximum time of eight hours.

2. Gunnery Exercises: Large drone firing was conducted enroute from Yokosuka to the Task Force. The drone was staged from the ship and no appreciable trouble was encountered. The practice was discontinued after the second firing run, when material hits were made on the drone causing difficulty in control of the drone plane. VT non frag ammunition was used.

Enroute from the Task Force to Yokosuka, simulated "George" and "How" A.A. practice was conducted utilizing weather balloons. The large balloons with radar reflectors were used for the 5"/38 guns, and small ones, approximate diameter 3 feet, were used for the 40MM. Two balloons were shot down by the 5"/38 battery and four by the 40MM battery.

3. Ammunition Expenditures:

(a) Ship:

5"/38 FCL VT (Non Frag)	34 rounds
5"/38 FCL VT	80 rounds
5"/38 AA Common	54 rounds
40MM All Types	1,686 rounds

(b) Air Group:

(1) Covered in a separate enclosure.

PART IV - BATTLE DAMAGE:

1. No battle damage was inflicted on the PHILIPPINE SEA during the period.
2. Damage inflicted on PHILIPPINE SEA aircraft (refer to enclosure (1)).
3. Damage inflicted by PHILIPPINE SEA aircraft (refer to enclosure (1)).

PART V - PERSONNEL PERFORMANCE AND CASUALTIES:

1. Performance

a. Personnel

Morale and discipline continued to be exceptionally high. The educational program has remained popular with all hands. Classes in Leadership have been continued and are conducted weekly for officers and senior petty officers.

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GED tests administered	9
USAFI Correspondence courses requested	17
Enlisted Correspondence courses	25
Counselling hours	35
Self-Improvement Manuals issued	20

b. Welfare and Recreation

The ship's orchestra and "hill-billy" band have played regularly scheduled concerts for groups throughout the ship, and during replenishment. Numerous requests were received from replenishment ships for various selections which were fulfilled whenever possible. The noticeable lift in morale, due to the efforts of the ship's musicians reemphasized the desirability of retention of the ship's band in CVA class ships.

The hobby shop continues to be popular with the men, with leatherwork, model planes and model ships at the top of the list.

The crew's and officers' work-out rooms, with qualified physical instructors as supervisors, continually remain crowded.

The recreation room continues to lead in popularity as a place for the men in an off-duty status to read, write letters or listen to short wave radio programs.

A mimeograph morning newspaper has been published daily containing world news and shipboard happenings. A Sunday supplement, "The Philippine Sea Lines" was published weekly, containing feature stories about the ship with pictures of current ship happenings. The U.S. Naval Liaison Officer JOC, Korea, furnished copies of "Stars and Stripes" to ships of Task Force Seventy-Seven daily. This service enabled wide dissemination of a far greater news coverage than is possible with the regular ship's press news.

c. Divine Services

Divine services were held regularly for men of the Protestant, Catholic, Jewish, Latter Day Saint and Christian Science faiths. Catholic Mass was celebrated daily and three times on Sundays, and Catholic instructions were held twice weekly. The Blessed Sacrament was reserved so pilots could receive communion at any time. Protestant Diving Services were held twice on Sundays with a daily morning prayer service and Bible study three evenings a week. Jewish, Latter Day Saints and Christian Science services and Study groups were held regularly with interested personnel in charge. Evening prayers followed "Taps" every night with the Catholic and Protestant Chaplains alternating.

2. Medical

a. Performance

This period on the line was again marked by an exemplary performance on the part of the crew.

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The psychological handicap of waiting for the peace did not interfere with the "all out" effort.

The morale of the crew has always been and continues to be exceptionally high.

The general health and well being of the personnel remained good.

b. Illness

During this period there were 731 outpatient treatments rendered and 98 admissions to the sick list. These figures include V.D., and are the totals for all on-board personnel. There were no serious accidents on board (see enclosure (1) for aircraft injuries). The sick bay handled 14 surgical cases one of which was major.

c. Casualties

No serious injuries or deaths in the ship's company.

d. Venereal disease

G.C.	9
Non G.C.	50
Chancroid	8
Total	67

PART VI - COMMENTS

1. Aviation

a. Safety - No comments.

b. Catapults and Arresting Gear

Summary of Arrested Landings and Catapult Launches

	For Period This Report	Total Combat Ops 31 Jan - 28 Jul 53	Totals This Ship
Arrested Landings	1,148	7,853	59,553
Launches Port Cat.	314	2,473	10,448
Launches Stbd. Cat.	284	2,394	10,136

During this ship's combat tour, there were no aircraft lost due to malfunction of the catapult machinery, improper "hook-up", or premature re-

lease. This record is due to a constant program of preventative maintenance, a "safety conscious" attitude of all personnel, and close supervision of all hook-ups.

In order to prevent a shortage of parts while operating on the line, it is necessary that Catspult and Arresting Gear Officers ensure a complete allowance of spare parts prior to departure from the U.S. and set-up a well planned program of replenishment.

c. Aircraft Handling

During the inport period 6 July to 15 July 1953, laminated teakwood was used to replace approximately 11,000 square feet of flight deck planking. The area between frames 161 and 172 was completely replaced.

Recent operations indicate that the laminated teakwood planking becomes dangerously slick when exposed to water or to small quantities of oil and grease. The planking does not absorb oil in any quantity and when slightly greasy or wet its planed surface does not provide suitable braking surface for handling aircraft. During the period covered by this report one F4U-4 skidded over the side, and a second F4U-4 skidded dangerously while taxiing into the take off spot located in the laminated teakwood area of the flight deck. At the time the plane skidded over the side, approximately 384 missions had been completed following installation of the teakwood section. The planking was thoroughly cleaned. However, 500 missions later it was again dangerously slick.

d. Gasoline

Total aviation gas and oil expended from period 29 Jan 1953 thru 29 July 1953 follows:

Aviation Gas	Aviation Lubricating Oil 1100
4,032,100 Gallons	17,874 Gallons

The brief cleaning of the ship's aviation gas tanks at Ship Repair Facility, Yokosuka, Japan, period 26 April 1953 thru 8 May 1953, has proven sufficient only to alleviate contamination of the aviation gas during the remainder of our tour in West Pacific, as traces of powdered rust are again appearing in the ship and aircraft filters.

The ship's present type aviation gas fueling station strainers have proven inadequate and inefficient in filtering the powdered rust which has contaminated the aviation gas. Therefore, a new type filter designed to arrest powdered rust in suspension with aviation gas is highly desirable.

2. Gunnery

a. Replenishment

(1) The ship refueled from AO's a total of 6 times, taking aboard

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390,200 gallons of gasoline and 1,303,252 gallons of fuel oil. All refuelings were accomplished at night.

(2) Two destroyers were refueled during the period of this report.

(3) The ship replenished provisions once during the period of this report.

(4) The ship went alongside the USS JUPITER to transfer Aviation Stores.

(5) Seven destroyers were received alongside for transfer of personnel, guard mail, and/or light freight.

(6) Rearming was accomplished on 3 occasions, all night operations:

Date			
18 July 1953	USS FIRE DRAKE	72 tons	180 T/hr.
23 July 1953	USS VESUVIUS	225 tons	148 T/hr.
25 July 1953	USS VESUVIUS	268 tons	143 T/hr.

3. Supply

a. Aviation Supply

(1) During the period 15 July to 30 July eleven aircraft were grounded due to lack of parts. Ten items were furnished by other ships in the Task Force within 48 hours. During the period 31 January 1953 to 30 July 1953 a total of 24 aircraft were grounded for lack of spare parts. The other carriers in the Task Force were always requested to furnish ACOG items at the same time the items were requested through normal supply channels. A critical shortage exists in the area for R83-AP-25400-20 Valves. Several ACOG's were experienced throughout the tour for this item.

(2) On July 19 a conference was held with the Supply Officers of the USS LAKE CHAMPLAIN, USS BOXER, USS PRINCETON, and the Staff Supply Officers of Carrier Divisions ONE and THREE. Procedures for obtaining material from other carriers on the line were discussed and standard procedures were inaugurated.

(3) On 27 July the ship was replenished on the line by the USS JUPITER. Seven items were requested and five items were furnished. At the same time approximately 4 tons of Aeronautical Material was transferred to the JUPITER FFT to the LAKE CHAMPLAIN and 4 tons FFT to the BOXER. The BOXER, LAKE CHAMPLAIN, and PRINCETON had been asked to submit requests for material and the material was transferred prior to departure from the area. Altogether 259 line items were transferred to the three remaining carriers.

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(4) During the period 31 January to 30 July 1953 this vessel replenished Aviation Stores two times from the USS CHOURRE and four times from the USS JUPITER at sea. Approximately 43 per cent of the items requested from the USS CHOURRE were received and 64 percent of the items requested from the USS JUPITER were received. The ship replenished from the JUPITER four times in Yokosuka.

b. Commissary

(1) During the operating period this vessel replenished provisions (fresh, frozen, and dry) as indicated below:

DATE	PROV. ORDERED	PROV. RECEIVED	SHIP	TIME
7/19/53	52 tons	45 tons	USS GRAFFIUS (AF-29)	35 min.

(2) The supply of provisions both as to quality and quantity was considered satisfactory with the exception of fresh lettuce and tomatoes which were not available.

(3) There was no supply shortage of any critical items.

4. Engineering

a. No comment.

5. Damage Control

a. No comment.

6. CIC

a. The primary feature most unsatisfactory throughout the entire cruise was the physical layout of the equipment as presently installed in CIC. All displays and status boards are not readily accessible to the Watch Officer, nor is it possible for him to be cognizant of both the air situation and the surface picture simultaneously since these displays are on opposite sides of the CIC. Search operators and air controllers using the SX consoles must sit with their backs to the various status boards. This may be eliminated by the impending replacement of the SX consoles by VK and VL repeaters, if the VK and VL scopes are situated such that the operators using them are able to face the vertical displays.

It is proposed that the vertical plot and air status boards be arranged along the forward bulkhead of CIC. Also, various floor levels could be used, elevating the air controllers and search operators so that the entire vertical plot could be readily seen, thus eliminating the ever present "down-in-front" situation.

7. Communications

a. No comment.

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8. Air Operations

a. Air Operations has experienced no difficulty in maintaining control of flight operations during the current tour in Westpac. Even during periods of inclement weather and consequent flight schedule change little or no confusion has existed. A complete understanding of the problems involved, and mutual cooperation between CIC, Flight Deck Control, Primary Fly, Air Intelligence, Air Group, and Air Operations has produced this result. It is necessary that all constituents have a clear understanding and appreciation of the other's problems to avoid confusion and delay.

b. The arrangement of the communications equipment has placed Air Operations at a disadvantage; however, communications difficulties should be eliminated if the modification to Air Operations proposed by Commanding Officer, USS VALLEY FORGE (CVA-45) letter Ser 947 of 4 April 1953 is approved for CVA-9 class vessels.

c. In connection with control of aircraft in the immediate vicinity of the Task Force, it has been the practice aboard this vessel for Primary Fly to give landing signal (Charlie) at all times except when incoming flights are staggered and no delays are anticipated. Primary Fly has visual contact with the aircraft in the landing circle and on the flight deck and is therefore in a more advantageous position for anticipating gaps in the pattern, or flight deck delays and the correction thereof. This has proved to be a safe and expeditious method of controlling recoveries.

9. Air Intelligence

a. The air intelligence office has operated during the entire period with a complement of two officer and two enlisted personnel. The air group has operated with six officer and five enlisted personnel. These numbers are adequate in all respects and proper utilization has allowed the intelligence function to be performed with a minimum of strain and confusion. Rather, it is felt that intelligence performance was highly satisfactory. Certainly two ship AI officers are sufficient, provided they can stick to office functions, and two enlisted AI personnel can adequately manage all ship board duties. The air group, with six officers, is at a peak where there is one officer who can act as an emergency briefer in case of the absence of any other squadron AIO. The air group AIO can then fulfill his role as coordinator and at the same time learn the shipboard intelligence duties, to provide assistance in case of an emergency there.

b. Spaces have proved satisfactory but are crowded and allow no expansion. This office suffers from the lack of a teletype board, or some similar installation to allow instant reception of pertinent information. However, space as provided on this class of carrier precludes such an installation. Accurate estimations of chart usage and needs can prevent over crowding of stowage spaces with unnecessary material. These estimates

can be obtained from the carrier being relieved.

c. Charts as provided by the various air navigation offices are satisfactory. The most popular to be issued yet are the Texo-print strip charts, now used on an experimental basis. These charts allow easy erasure of markings without appreciable discoloration and are of very sturdy construction, showing little wear over considerable periods of time. Next in favor are the AMS L552 series (1:250,000 scale). These charts have better terrain markings than others of this scale and are much preferred for reconnaissance and frontline missions where correct interpretation of terrain is paramount. Flak charts (1:50,000 scale) are very satisfactory and have been used not only to display flak, but also airfields, hospitals, PW camps, radar sites, the bombline, and prominent land marks.

10. Photographic Laboratory

a. Personnel

(1) Photo Lab personnel complement consists of a Warrant Officer, a Chief Petty Officer, 8 Petty Officers and 15 Non-rated men in ships company, plus a Chief Petty Officer, 4 Petty Officers and 4 Non-rated men TAD from the Air Group. Of this number, 2 Chief Petty Officers and 6 Petty Officers were experienced personnel. The balance of the personnel were obtained from other departments as potential strikers or were recent Photo School graduates.

(2) By early, intensive, on the job training, the complement of personnel was found to be more than satisfactory to carry out all phases of shipboard photographic work. Laboratory personnel are divided into three shifts of twelve hours each, 0700 - 1900, 1200 - 2400, and 1900 - 0700, providing maximum manpower at peak work-load periods. VC-61 detachment personnel, although assigned to the Photo Lab on TAD were employed exclusively in the photographic maintenance of VC-61 aircraft. All aerial magazines were loaded by VC-61 personnel. One Petty Officer and a striker were assigned permanently to Photo Interpretation.

b. Supply

(1) In several instances vitally needed photographic supplies, although ordered on a Priority "A" or "B", were delivered far past the deadline date or were not delivered at all. Two examples being, 9½ x 390' aerial film, which was received two months after the deadline date, and spare parts for the A-10A Mayer which were ordered in November 1952 and as yet have not been completely delivered. In instances where vitally needed supplies were not delivered before the deadline date, it was necessary to requisition same from other units of the Task Force. This situation creates a hardship on all activities and seriously affects their stock planning.

(2) It was found, during the entire tour, that it was extremely

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difficult to arrive at accurate estimates of photographic material needs. Distribution of aerial prints to other activities was never consistent, varying from two to eight complete sets of prints per sortie. Adverse weather conditions during late spring and early summer reduced the estimated number of sorties considerably.

(3) For a short period, this vessel was flagship of Commander Carrier Division THREE. With the staff embarked, photographic workloads nearly doubled. As this was an unscheduled occurence, a considerable drain on photographic material inventories was experienced.

c. Equipment

(1) During the latter half of the tour, 9½ x 390' rolls of aerial film were used exclusively in photo aircraft. The type B-5 developing units have been found inadequate for processing this length of film. Rolls had to be cut in half to be developed, causing several exposures to be ruined.

(2) K-38 aircraft cameras were employed in photo aircraft in conjunction with a K-17, 6 inch camera for orientation of the K-38 photographs. The K-38 camera proved adequate for operational needs when used in conjunction with the image motion compensator developed by VC-61 Detachment MIKE. However, a shorter re-cycle time is still considered desirable.

(3) A B-13 print dryer was used throughout the entire operating period. This dryer was found highly satisfactory for both matte and glossy print drying. Two A-10A film dryers were employed during this operating period. One being used exclusively for drying sonne paper and the other for drying aerial film. This eliminated the possibility of wax from the sonne paper being carried over to the aerial film.

(4) Various installations of F-56, 20 inch and K-25 aerial cameras were made on AD type aircraft for strike photography. No satisfactory photographs were obtained from any of these installations, due to limitations of the cameras and minimum operating altitudes of the aircraft.

(5) Gun camera photography, although of technically correct exposure and reasonably reliable operation, was found to be of little or no value due to aircraft tactics employed during this operating period.

d. Statistics

(1) Photographic sorties flown during the periods on the line, 29 January to 27 July 1953, were 151. The usable aerial negatives and prints made from these sorties are as follows:

9 x 9 inch negatives	1409
9 x 9 inch prints	2596
9 x 18 inch negatives	15463
9 x 18 inch prints	54209

(2) Still negatives and prints of overlays, and target pinpoint photographs were as follows:

8 x 10 inch negatives	500
8 x 10 inch prints	12893

Further statistics were as listed below:

Black and white gun camera film processed	37,475 feet
Number of rolls of 9½ x 200' aerial film used	110
Number of rolls of 9½ x 390' aerial film used	69

Major chemicals expended were as follows:

D-19	380 gals.
D-72	551 gals.
Fixer	2,322 gals.

Sonne paper expended:

No. 1	64 rolls
No. 2	307 rolls
No. 3	230 rolls
No. 4	130 rolls

11. Photo Interpretation

a. Due to the addition of another photo interpretation officer, previous to the last tour on the line, the senior photo interpreter and one enlisted man were able to devote time to the preparation of a handbood on the intelligence potentialities of IMC photography. This book will soon be distributed to the various commands concerned.

12. Aerology

(1) The weather during the period from 17 to 28 July was dominated by two low pressure systems. The first of these, over Southern Manchuria and Korea, caused light easterly winds and extensive fog conditions in the operating area and target area, greatly restricting flight operations. The pacific high intensified and began to bulge westward across Southern Japan and Korea, forcing the original low to move west and north and to dissipate considerably. As the high moved in south of the operating and target areas and the low moved northward, the wind flow veered to the southwest and west. This westerly wind flow caused a marked improvement in the east coast operating area weather. The onshore and upslope flow from the west caused generally poor target area weather, however, with low broken to overcast clouds over all except the extreme east coast. Frequent thunderstorms occurred over the land mass, occasionally moving out to sea. Winds were westerly, generally between 10 and 20 knots. Temperatures ranged in the mid-seventies and low eighties.

13. The following congratulatory dispatches were received during this period:

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FROM: COMNAVFE ON 24 JULY 1953

PLEASE PASS TO ALL UNITS OF YOUR FLEET MY CONGRATULATIONS UPON THE SUPERB EFFORT THEY HAVE PUT OUT DURING THE PAST FEW WEEKS X IN SPITE OF ALMOST IMPOSSIBLE OPERATING WEATHER THEY HAVE PREVENTED THE ENEMY FROM CAPITALIZING UPON HIS ADVANTAGE AND HAVE ADDED IMMEASURABLY TO THE DESTRUCTION OF HIS RESOURCES X A HEARTY WELL DONE TO ALL OF YOU X VADM R P BRISCOE

FROM: COM7THFLT ON 24 JULY 1953

THE FOLLOWING MSG RECEIVED FROM CG 8 ARMY QUOTE WITH THE APPARENT ENDING OF THE ENEMY EFFORTS IN THE AREA OF KUMSONG SALIENT, THE EIGHTH ARMY SENDS YOU SINCERE THANKS FOR THE SPLENDID SUPPORT OF YOUR AVIATORS DURING THE BATTLE X IN SPITE OF THE MOST UNFAVORABLE FLYING WEATHER, YOUR AIRPLANES BORE IN UPON THE ENEMY, DISRUPTING HIS CONCENTRATIONS AND IMPEDING HIS ADVANCE X THEY HAVE PLAYED A VERY LARGE PART IN THE REPULSE OF THE LARGEST ENEMY OFFENSIVE IN OVER TWO YEARS X THE EIGHTH ARMY IS DEEPLY APPRECIATIVE X SIGNED TAYLOR UNQUOTE X COMSEVENTHFLT ADDS WELL DONE TO ALL HANDS X

FROM: CTF 77 ON 26 JULY 1953

YOUR PERFORMANCE IS MOST GRATYFING X TODAY THE RECORD FOR EFFECTIVE SORTIES FLOWN WAS BROKEN FOR THE THIRD SUCCESSIVE DAY X SORTIES FOR 24, 25 AND 26 JULY X 596 X 611 X 632 X BOXER 120 X 155 X 151 X PHILIPPINE SEA 167 X 166 X 161 X LAKE CHAMPLAIN 150 X 148 X 166 X PRINCETON 159 X 142 X 164 X

FROM: CTF 77 ON 28 JULY 1953

I WISH TO EXTEND MY HEARTIEST CONGRATULATIONS TO ALL OFFICERS AND MEN OF CARRIER TASK FORCE 77, ON THE PART THEY HAVE PLAYED IN BRINGING ABOUT THIS LONG HOPED FOR TRUCE X PARA X WITHOUT THEIR UNTIRING EFFORTS IN SUPPORT OF THE GROUND FORCES IN KOREA, THIS MOMENTOUS DAY MIGHT STILL BE IN THE UNCERTAIN FUTURE X PARA X THIS IS A PARTICULARLY APPROPRIATE TIME TO SEND OUR WARMEST REGARDS TO OUR FAMILIES AND DEAREST ONES AT HOME X WITHOUT THEIR CONSTANT FAITH AND UNSWERVING DEVOTION OUR WORK HERE WOULD HAVE BEEN INFINITELY MORE ARDUOUS AND TEDIOUS X PARA X TO THE FAMILIES AND LOVED ONES OF OUR SHIPMATES WHO HAVE NOT SURVIVED THE BATTLE WE CAN ONLY GIVE THE COMFORT THAT THEY HAVE NOT DIED IN VAIN, AND THAT THEY STAND PROUDLY IN THE LISTS OF THOSE WHO HAVE CONTRIBUTED TO THE PHYSICAL AND SPIRITUAL FREEDOM OF MAN X PARA X IT MUST NOW BE OUR SOBER REALIZATION THAT THIS IS A TIME FOR CONTINUED AND UNCEASING VIGILANCE X PARA X WE MUST BE AND ARE WILLING TO FACE THE FACT THAT OUR WORK HERE WILL NOT BE FINISHED UNTIL THE CEASE FIRE OF AN ARMISTICE BECOMES THE FINAL ACCORD OF A LASTING PEACE X

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FROM: COM7THFLT ON 27 JULY 1953

UPON THE OCCASION OF AN ARMISTICE IN KOREA THIS BASE COMMANDER SEVENTH FLEET EXPRESSES HIS HEARTFELT CONGRATULATIONS TO ALL SHIPS AND UNITS UNDER HIS COMMAND ON THEIR OUTSTANDING INDIVIDUAL AND COLLECTIVE PERFORMANCE IN THE FIGHT AGAINST COMMUNIST AGGRESSION X DURING THE CRITICAL PERIOD WHEN THE FATE OF THE TRUCE WAS HANGING IN BALANCE YOU RESPONDED IN A MANNER THAT IS IN KEEPING WITH THE BEST TRADITIONS OF THE NAVY AND YOU HAVE MATERIALLY AIDED THE CAUSE OF FREEDOM BY PERSUADING THE ENEMY THAT WAR IS NOT IN HIS INTEREST X WE PRAY THAT WE HAVE ACHIEVED A LASTING PEACE BUT WE MUST REMAIN READY AND ALERT TO MEET ANY FUTURE THREAT TO THE SECURITY OF THE FREE WORLD X I AM PROUD OF YOU X WELL DONE TO ALL HANDS X VADM CLARK SENDS X

FROM: COMCARDIV THREE ON 28 JULY 1953

THE HARD PUSHES DELIVERED BY PHILIPPINE SEA AND HER AIR GROUP WILL LONG BE REMEMBERED AS A SPLENDID EXAMPLE OF FIGHTING TEAMWORK UNDER DIFFICULT CONDITIONS X MY CONGRATULATIONS ON YOUR PERFORMANCE AND BEST WISHES FOR CONTINUED SUCCESS X

PART VII - RECOMMENDATIONS

1. Aviation

a. Refer to page 7 paragraph 1d. It is recommended that all carriers conduct acidity tests on fluids prior to leaving the United States. Ethylene Glycol and Prestone were not available in large quantities in the forward areas.

b. Refer to page 7 paragraph 1e. It is recommended that where teakwood planking is used on the flight deck, consideration should be given to more frequent cleanings of the flight deck. In addition, the possibility of scoring or roughening the surface of the planking to provide better braking surface should be investigated.

c. Refer to page 7 paragraph 1d. It is recommended that a new type filter be designed to arrest powdered rust in suspension with aviation gas.

2. Photographic Laboratory

a. Refer to page 11 paragraph 10b(1). It is recommended that spare parts kits be provided for A-10A film dryers as failure of one dryer will seriously impede photographic reconnaisance film processing.

b. Refer to page 11 paragraph 10b(1). During the entire operating period there was no occasion to use $9\frac{1}{2}$ x 75' panchromatic aerial film. With the increase in use of 9 x 18 inch size aerial cameras it is recommended that $9\frac{1}{2}$ x 75' panchromatic aerial film be dropped from the allowance list.

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c. Refer to page 12 paragraph 10c (1). It is recommended that the type B-6 aerial film developing outfit or equipment of equal capacity be procured for processing 390 foot aerial film.

d. Refer to page 12 paragraph 10c (2). The allowance of K-38 aerial cameras and A-8B magazines is considered inadequate for prolonged operating periods. It is recommended that 100 percent spares be provided for each operating photo aircraft if spare parts and trained camera repairmen are not available.

e. Refer to page 12 paragraph 10c(3). During this operating period the E-18-D-830 dryer, print, matte, 26 inch, was stored, and all photographic prints, both glossy and matte, were dried in the type B-13 print dryer. Due to the space limitations in the CVA photo labs, it would be highly desirable to change Section "P" allowance to two type B-13 print dryers in lieu of one glossy and one matte dryer. This would result in a considerable saving of space due to compactness of the B-13 dryer and greater flexibility in meeting workload demands as it can be used for either matte or glossy print drying. At the present time two A-10-A and two B-13 dryers could be installed in the space normally occupied by one matte and one glossy dryer.

3. Photo Interpretation

a. Refer to page 13 paragraph 11a. The distribution of ground reports, presently not available to this command, would aid the photo interpreter in his study of photography in that objects not readily identifiable or out of place would be resolved into a logical pattern. If these reports cannot be disseminated, it is recommended that periodic briefings, utilizing such information, be conducted by members of the staff for the photo interpreter. These briefings might include such things as new enemy techniques, new installations of new design, areas of possible build-up and current intelligence summaries.

b. Refer to page 13 paragraph 11a. If the criteria used in the determination of acceptable mosaics is made available to the individual P.I. units, it is believed that an early culling process would save valuable time. It is recommended that such information be made available if feasible.

c. Refer to page 13 paragraph 11a. The photo interpreters under this command found a trip to Air Force and Army forward Photo Interpretation Units to be beneficial and enlishtening. It is recommended that a greater exchange of information between the services be effected.

Paul H. Ramsey

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Copies to:

[redacted]

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