USS PHILIPPINE SEA (CVA-47)
c/o Fleet Post Office
San Francisco, California

ORIGINAL

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SECURITY INFORMATION

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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 17 March through 20 April 1953

Ref: (a) OpNav Instruction 3480.4

Encl: (1) CVG 9 Action report 17 March through 20 April 1953

1. In accordance with reference (a) the Action Report for the period 17 March through 20 April 1953 is hereby submitted.

PART I - COMPOSITION OF OWN FORCES AND MISSION:

The USS PHILIPPINE SEA, with Carrier Air Group NINE embarked, got underway at 1325I 17 March to join Task Force Seventy Seven by authority CTF 77 confidential dispatch 120614Z of March 1953. The USS BUCK (DD 761) accompanied the USS PHILIPPINE SEA on this sorties. The Task Force, commanded by RADM R. F. HICKEY, USN, embarked in the USS ORISKANY (CVA-34), was joined at 0737I on 20 March in operating area Sugar in the sea of Japan. The composition of the Task Force included the following ships: USS MISSOURI (BB-63) with VADM J. J. CLARK, USN, Com7thFlt embarked, USS ORISKANY (CVA-34), USS PRINCETON (CVA-37), and units of DesDivs 71, 92, 111, and 171, and Des EscortDiv 12.

On 29 March the USS VALLEY FORGE (CVA-45) with RADM A. SOUCEK, USN, embarked, joined the task force relieving the USS ORISKANY. RADM SOUCEK, Com CarDiv 3, assumed command as Commander Task Force 77. On 11 April the ORISKANY returned relieving the VALLEY FORGE, with RADM HICKEY again assuming command as Commander Task Force 77. Other ships joining and departing the task force during this operating period were USS MISSOURI (BB-63) VADM J. J. CLARK, USN, Com7thFlt, embarked, USS NEW JERSEY (BB-62) VADM J. J. CLARK embarked, USS PRINCETON (CVA-37), USS SAINT PAUL (CA-73), USS MANCHESTER (CL-83), DesDiv 111, and DesDiv 171.

The task force operated in accordance with Commander Task Force 77 Operations Order 2-52. The mission of the force was to conduct air and surface operations against the enemy in support of United Nations forces in Korea, and to support the policy of the United States in the Far East. This was accomplished through close air support to front line troops, destruction of

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supply concentrations near the front, strikes against industrial areas, and interdiction of the main enemy supply routes. At the conclusion of the period the USS PHILIPPINE SEA departed the Task Force at 1214I on 17 April 1953 and returned to Yokosuka on 20 April 1953.

PART II - CHRONOLOGY:

17 Mar 1953 At 171325I got underway from Yokosuka, Japan, in accordance with CTF 77 confidential dispatch 120614Z. USS PHILIPPINE SEA was accompanied by USS BUCK (DD 761).

18 Mar 1953 Underway to operating area. Conducted gunnery exercises.

19 Mar 1953 Underway to operating area. Conducted air operations in cooperation with Japan Air Defense Forces. Refueled Destroyer plane guard.

20 Mar 1953 Joined Task Force at 0737I. No air operations due weather. USS MISSOURI (BB-63) with VADM J. J. CLARK, USN, Com7thFlt, embarked, departed Task Force.

21 Mar 1953 Conducted combat air operations consisting of strikes on industrial and storage areas in the vicinity of Chongjin and interdiction of the main enemy supply routes. Lieut. G. W. ALEXANDER, USNR, VA-95, ditched due mechanical difficulties and fire. Pilot was recovered by helicopter, uninjured.

22 Mar 1953 Conducted combat air operations consisting of close air support and Cherokee strikes in the front line area, naval gunfire spot, interdiction of main enemy supply routes.

23 Mar 1953 Conducted combat air operations consisting of strikes against supply and troop billeting areas, troop movements, mining areas and interdiction against enemy rail and road systems. Lieut. P. E. PORTER, USNR, VA-95 ditched on take off due engine failure. Pilot was recovered by helicopter, uninjured. USS MISSOURI (BB-63) with VADM J. J. CLARK, Com7thFlt, embarked, arrived and departed task force.

24 Mar 1953 No air operations, task force replenished.

25 Mar 1953 Combat air operations limited due weather to weather reconnaissance and combat air patrol. USS SAINT PAUL (CA-73) joined the task force.

26 Mar 1953 Combat air operations limited due weather to night heckler work, night anti submarine patrol, and rescap.

27 Mar 1953 Conducted combat air operations consisting of strikes on enemy personnel and supply shelters, interdiction of rails and roads.

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ENS. D. R. QUINN, USNR, VF-91, crashed on deck upon landing. Pilot and plane handler, FROST, R. A., VF-93, were killed. Lieut. J. O. HARLESS, USNR, VF-94, crashed at K-18 upon landing and suffered serious head infuries.

28 Mar 1953 Conducted combat air operations consisting of attacks on supply buildings, troop shelters and concentrated assaults on bridges, rails, and roads.

29 Mar 1953 No air operations, task force replenished. USS VALLEY FORGE (CVA-45), RADM A. SOUCEK, USN, ComCarDiv 3 embarked, arrived task force. USS ORISKANY (CVA-34), RADM R. F. HICKEY, USN, ComCarDiv 5 embarked, departed task force. RADM SOUCEK assumed command as CTF-77.

30 Mar 1953 Conducted combat air operations consisting of strikes on storage and supply areas and attacks against enemy rail, road, and bridge systems.

31 Mar 1953 Conducted combat air operations consisting of close air support, Cherokee strikes on front line supply and personnel shelters, strikes on troop cantonments, interdiction of main supply routes. USS PRINCETON (CVA-37) and USS SAINT PAUL (CA-73) departed the task force.

1 Apr 1953 Conducted combat air operations consisting of strikes on troop shelters, personnel shelters, and AA positions and interdiction work against the enemy supply system. ECM and NGF sorties were also flown. Lieut. G. L. GRAY, USN, of CVG 9 staff, was forced to abandon his plane following a mid air collision. Pilot was rescued by helicopter, uninjured.

2 Apr 1953 Task force replenished. Combat air operations limited to Naval gun fire spotting at Wonsan. USS SAINT PAUL (CA-73) returned to task force. Conducted AA firing.

3 Apr 1953 Conducted combat air operations consisting of attacks upon highways and railroads, bridges, supply and personnel shelters, and coastal defense guns. USS SAINT PAUL (CA-73) departed task force.

4 Apr 1953 Conducted combat air operations consisting of close air support, Cherokee strikes, attacks on supply shelters, rail bridges, and interdiction of main enemy supply routes. DesDiv 111 departed task force, DesDiv 171 arrived task force. USS MANCHESTER (CL-83) joined task force. Comdr. S. B. BERREY, USN, commanding VA-95 was forced to bail out after his plane was hit by hostile AA fire. Pilot was rescued by helicopter.

5 Apr 1953 Conducted combat air operations consisting of attacks on supply villages, coastal defense guns, rails and highways.

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6 Apr 1953 No air operations, task force replenished. Conducted gunnery exercises.

7 Apr 1953 Conducted combat air operations consisting of strikes on coastal defense batteries in the Wonsan area, attacks on supply storage points, interdiction of main enemy supply routes, and naval gunfire spot for bombardment elements.

8 Apr 1953 Conducted combat air operations consisting of close air support, Cherokee strikes, attacks on supply villages and billeting areas, and interdiction of rails, roads, and bridges. USS MANCHESTER (CL-83) departed task force.

9 Apr 1953 Conducted combat air operations consisting of Cherokee strikes against front line areas and interdiction work against the enemy supply network.

10 Apr 1953 No air operations, task force replenished. Conducted gunnery exercises.

11 Apr 1953 Conducted combat air operations consisting of interdiction work, Cherokee strikes, close air support, and strikes against coastal military billeting and supply areas. USS NEW JERSEY (BB-62) with VADM J. J. CLARK, USN, Com7thFlt, embarked, joined the task force. USS ORISKANY (CVA-34) with RADM R. F. HICKEY, USN, Com CarDiv 6 embarked, arrived task force. USS VALLEY FORGE (CVA-45) with RADM A. SOUCEK, USN, ComCarDiv 3 embarked, departed task force. RADM HICKEY assumed command as CTF-77.

12 Apr 1953 Conducted combat air operations consisting of interdiction work, close air support, Cherokee strikes, and attacks against coastal defense guns near Wonsan, factories in Hungnam, and billeting and storage areas near Tanchon. USS NEW JERSEY (BB-62) departed task force.

13 Apr 1953 Conducted combat air operations consisting of attacks on the enemy transportation system, multiple assaults on the industrial areas of Chongjin and naval gun fire spot.

14 Apr 1953 No air operations, task force replenished. Conducted gunnery exercises.

15 Apr 1953 Conducted combat air operations consisting of Cherokee strikes against personnel and supply shelters, close air support, and attacks against storage areas in the vicinity of Hungnam. Interdiction of the enemy transportation network continued.

16 Apr 1953 Conducted combat air operations consisting of Cherokee strikes, close air support, and attacks against coastal defense guns in the vicinity of Wonsan. Night interdiction against enemy rolling

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stock and rail network continued.

17 Apr 1953 Conducted combat air operations consisting of armed reconnaissance, Cherokee strikes, close air support, and ECM. USS NEW JERSEY (BB-62) with VADM J. J. CLARK, USN, Com7thFlt embarked arrived task force. USS PRINCETON (CVA-37) relieved USS PHILIPPINE SEA which departed task force at 1214I in accordance with CTF 77 confidential dispatch 141059Z for Yokosuka.

18 Apr 1953 Enroute to Yokosuka. Conducted gunnery exercises.

19 Apr 1953 Enroute to Yokosuka.

20 Apr 1953 Arrived Yokosuka. Moored to Piedmont pier.

PART III - ORDNANCE:

1. Material. There were no major casualities sustained by the Ship's Ordnance and/or Fire Control Material. No piece of Ordnance Equipment was out of commission longer than four (4) hours to effect necessary repairs.

2. Ammunition Expenditures. Ammunition was expended as follows.

(a) Ship

Type	Rounds
5"/38 AAC	195
5"/38 VT NON Frag	96
40MM All Types	2753

(b) Air Group.

Note. This information supplies by the Air Group and/or Air Department. Also performance of aircraft ordnance equipage.

3. Gunnery Exercises. AA Firing was conducted at every opportunity. During replenishment days and while operating with the task force, firing was limited due to weather and operating schedules. Enroute to the task force, firing was conducted in area "Love" for two hours 30 minutes, escort destroyer participating. AA Baker and AA George runs were fired. Enroute from the task force to yokosuka additional AA Firing was accomplished. Gunnery performance has improved considerably because of these firing exercises. On April 18th, four sleeves were shot down. Three sleeves were shot down by different five inch batteries and one by 40MM.

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)).

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PART V - PERSONNEL PERFORMANCE AND CASUALTIES:

1. Performance

a. Personnel

Upon departure from Yokosuka on 17 March 1953, after a 10-day in-port period, there were no unauthorized absentees among the personnel of the ship or embarked air group. During the period of this report, 7 men received non-judicial punishment and 2 men were tried by courts-martial.

There was a noticeable decrease in the number of enlisted correspondence courses requested during this period, probably occasioned by the fact that the next service-wide competitive examinations are somewhat distant. There has been a mild decrease in all phases of the education program insofar as submission of requests for initiation of courses and examinations, but those previously requested are being utilized very satisfactorily. A comparison between the first and second tours, education-wise, may be drawn from the following:

	28 Jan-7 Mar	17 Mar-20 Apr
GED tests administered	26	17
USAFI Correspondence courses requested	40	34
Manuals issued for self-improvement	36	25
Enlisted correspondence courses	92	80

Following the completion of leadership classes for all attached officer classes in leadership have been initiated and are conducted weekly for all senior petty officers, and the improvement in performance of duty of both the petty officers and the men under their supervision has been most gratifying. Basic Atomic Defense lectures were held for all officers and men.

215 examinations were conducted for advancement to pay grade E-3. A percentage of 84 successful examinees reflects very favorably on the training program at the division level. Attendance at classes in Algebra, Analytical Geometry, and Plane Trigonometry at the college level has been excellent. These classes are attended by both officers and enlisted persons.

b. Welfare and Recreation

The ship's orchestra and the "hill-billy" band have played regularly scheduled concerts for groups throughout the ship. The noticeable lift in morale, due to the efforts of the ship's musicians, re-emphasizes the desirability of retention of a ship's band in CVA class ships. Two Variety Shows were prepared and staged and were well received. Bingo games in the crew's mess were a regular Wednesday night feature and were an outstanding success. Bingo games were established as a regular Thursday night feature in the 1st class mess. The library hours were extended from 0830 to 2130 and the library was well patronized. The demand for 45 rpm record players and records was undiminished.

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The hobby shop continues to be popular with the men with model planes, model ships and leatherwork among the more popular crafts.

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

The crew's and officers' work-out rooms, with qualified physical instructors as supervisors, have been used regularly by a large number of officers and enlisted men.

A mimeographed morning newspaper was published daily containing world news and shipboard happenings. A Sunday supplement, "The Philippine Sea Lines," was published weekly, containing feature stories about the ship and pictures of current ship happenings. A nightly newscast was presented over the ship's PA system at 1900.

c. Religious Activities

During this period Divine Services were held as follows: Catholic Mass was celebrated twice daily, three times daily during Lent; confessions were held on Holy Thursday and a Good Friday service held. The Blessed Sacrament was reserved, allowing pilots to receive the sacrament at any time. Catholic instructions were held regularly. Protestand Morning Prayers were held daily with an early Sunday Communion service. Regular Sunday worship service was conducted with choir. A Good Friday service was conducted. Bible Study and Prayer Services were conducted three evenings a week. Services were held weekly for Christian Science, Latter Day Saints and men of the Jewish faith. A Passover Feast was held for Jewish personnel. Each night evening prayers were broadcast over the ship's public address system following taps. Burial at sea was conducted for one pilot (Catholic) and one enlisted man (Protestant.)

A United Charity campaign was conducted to raise money for the Red Cross, Navy Relief and the Childhood Leukemia Research Foundation, Inc.

2. Medical

a. Performance

The morale and general health of the ship's company remained at its high level. However, it was noticed that there was an increasing tendency toward fatigue. During the last 94 days this ship has been at sea 81 days and in port but 13.

b. Illness

The following figures are for the month of March only, include ship's company and air group, and an in-port period of 10 days. There were 192 admissions to the sick list from a duty status for a total of 395 sick days. 172 were disease, 19 injuries non-combat, and 1 was a battle casualty. There were 1464 visits made to the sick bay for 2056 treatments.

During the period of this report there were 39 surgical operations performed, 11 of which were major. This does not include minor procedures done in the dressing room under local anesthesia.

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c. Casualties

There was only one injury of any significance during this period, an impacted, comminuted fracture of the distal right radius. One man and one officer were killed in a flight deck crash when an F9F went over the barriers. A man was struck by the plane and suffered a head injury, and the pilot died as the result of a crushing injury of the skull when his plane became jammed under a parked AD.

d. Veneral disease

These figures represent the V.D. picture for the period of this report:

All VD including Non-GC.....181
Ship's Company.....135
Air Group..... 46
Total GC..... 41
Total Non-specific.....121
*Total Chancroid..... 21
*2 Chancroids also had GC.
There was no syphilis.

The incubation periods of GC and Chancroid were about as expected. We were somewhat surprised, however, to see a considerable number of cases of Non-specific appear between 3 weeks and a month after exposure. Gonorrhea and Chancroid responded as expected to the recommended routine treatment. The Non-specifics responded poorly to sulfa drugs, including gantresin, but did well (85% Non- return of symptoms) on one gram of aureomycin in divided doses daily for a total of 7 days.

Our VD rate per man per month per 1,000 (not including Non-specifics) is 124.

PART VI - COMMENTS

1. AVIATION

a. Aircraft Maintenance

(1) Spare parts, especially engine spares for starter jeeps are still critical. This problem is aggravated by differences in models. Of the five jeeps aboard, three are equipped with overhead valves and two are valve in block types. In addition, three different carburetor types, two types of ignition systems and two types of spark plugs are required. It is recommended that starter jeeps aboard a carrier be of the same model.

(2) ShipAlt CV-349 provides for a high pressure manifold outlet. A similar installation was recommended in the previous Action Report, 28 January

(3) The fuselage to wing strut for the F9F-2 aircraft reported in the previous Action Report has proven very satisfactory. Upon availability of

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material additional struts will be manufactured. A letter and drawings of this installation has been forwarded to the Bureau of Aeronautics.

(4) During this period of operations one NAF-603410 arresting hook tip for F9F-2 aircraft has failed. It is apparent that by smoothing the leading edges and corners, breakage has been radically reduced. Re-annealed points received this period required smoothing; in addition, they were received with an excessively heavy coat of metal spray which makes inspection for small cracks impossible.

(5) Foreign rust-like substance in the aviation fuel has caused sticking and seizing of high pressure cock and pressurizing valve assembly, R85-BPD-116417-5 in the J42 engines installed in the F9F-2 aircraft. Authority was obtained, and twenty assemblies have been reworked. Disassembly and reassembly is no problem, provided a light oil is used (1010 jet oil) as a penetrating agent on the malfunctioning part. All parts were washed in solvent and slide valves and valve sleeves were cleaned in accordance with J42 Jet Engine Bulletin No. 90, amendment 1. The reworked assemblies have operated satisfactorily; however, insufficient operating time has prevented a just evaluation of the reworked assemblies.

(6) The "L" shaped QECU stands have proven to be an excellent substitute for crash dollys for stowage of crashed jets with no landing gear on the hangar deck. These stands are readily adapted by use of mattress padding and wooden blocks as necessary.

(7) The manufacture and use of wing tie-down fittings which screw into the outboard bombd rack wing fitting has increased the security of F9F-2 aircraft during high wind conditions. These fittings are manufactured from $1\frac{1}{2}$ inch cold rolled round bar stock 2 inches in length. One end is threaded to match the bomb rack fitting, a 5/8 inch hole is drilled in the other end and a ring made from $\frac{1}{2}$ inch cold roll bar stock installed.

(8) To alleviate the heavy maintenance load requiring pulling of jet engines, two additional chain hoists were installed in the overhead at frames 112 and 102 port to supplement the one chain hoist at frame 82 starboard on the hangar deck. During this period all three hoists were used simultaneously to great advantage.

b. Aviation Ordnance

(1) Considerable time has been saved when using VT fuses by having the after fuse assembly crews completely assemble VT fuses in the after fuse locker. This practice relieves the embarked squadron ordnancemen and the forward fuse assembly crews of this task. Their time can be used to greater advantage at other arming details.

c. Aviation Gasoline

(1) 966,000 gallons of av/gas 115/145,4824 gallons of av/lub 1100 were used during this period. There was no alcohol used.

(2) An excessive amount of rust colored substance has been present in the av/gas delivered to aircraft during this period. Corrective measures such as cleaning ship's gasoline system filters, draining the ship's filters daily after each aircraft fueling operation, and flushing of tanks has greatly improved the situation. Additional cleaning will be done by flushing the entire gasoline system with eight complete changes of heated salt water.

d. Catapult and Arresting Gear

(1) Increased number of high pressure catapult launches and greater landing forces imposed by jet aircraft has greatly increased the maintenance required to keep the catapults and arresting gear machinery in operation. A total of 9,112 launches from the port catapult have been made since the ship was commissioned in 1946, of these 7,175 have been made since July 1950. These figures also apply to the starboard catapult. Since commissioning 55,682 landings have been made, 30,918 of which were made since July 1950.

In view of the increased jet aircraft operations, an investigation of the capabilities and limitations of the H4B catapults and the Mark V arresting gear, with emphasis placed on the rate of fatigue and safe endurance limitation is recommended.

e. Crash and Salvage

(1) The aircraft spotting dolly was found to be an ideal replacement for sheared nose wheels on F9F aircraft during crash and salvage operations. A six by six timber with wedges at each end and padded into the form of a cradle was attached to the dolly. Tow bar fittings were also attached to the dolly for towing purposes.

(2) The 3 ton fork lift was used to great advantage in lifting aircraft with one broken main landing gear. By maneuvering the fork under the wing outboard of the bomb racks, an aircraft can be lifted to permit towing by the combined use of the fork lift and a tractor. Padding on the fork lift is recommended.

(3) Caution should be exercised when using the single point F9F aircraft sling. An aircraft which is not well balanced will cause the hoisting fitting to shear, flush with the fuselage.

(4) Nylon belly bands made from salvaged barricade material in lieu of wire straps are used for picking up damaged aircraft. The bands are woven 35 feet long, 3 feet wide at the center and tapered to 10 inches at the ends. Heavy steel stock in the shape of a triangle is used for hoisting fittings.

2. Gunnery

a. During the period of 17 March to 20 April 1953, the USS PHILIPPINE SEA (CVA-47) refuled six (6) times from AO s. One Destroyer was refueled while enroute to the Task Force and one on the return trip to Yokosuka.

b. Replenishment. One casualty was sustained during replenishment from the USS ALUDRA (AF-55) on 10 April 1953. The modified house fall rig from

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station six (6) (USS ALUDRA) had the eye splice part on the transfer whip when the operator "two-blocked" the transfer whip on the delivering ship's block. No personnel casualities were sustained though eight (8) men were present in the receiving pocket.

c. Personnel and light freight transfers. On five (5) occasions destroyers came alongside for transfer of light freight and personnel. When refueling, transfer of light freight, mail and/or personnel was accomplished.

d. ReArming:

DATE	SHIP	QUANTITY	TRANSFER RATE
3-24-53	USS RAINER (AE-5)	241 Tons	199.6 T/Hr
3-29-53	USS VIRGO (AKA-20)	150 Tons	165.0 T/Hr
4-2-53	USS FIRE DRAKE (AE-14)	250 Tons	187.0 T/Hr
4-6-53	USS MT. BAKER (AE-4)	250 Tons	192.0 T/Hr
4-10-53	USS CHARA (AKA-58)	127 Tons	205.4 T/Hr
4-14-53	USS RAINER (AE-5)	214 Tons	192.0 T/Hr
4-17-53	USS VIRGO (AKA-20)	172 Tons	160.0 T/Hr

3. Supply

a. Aviation Supply

(1) Extremely high usage was experienced on R85-BPD-116417-5 Valves, and R85-BPD-119545-2 Controls due to the ship's fuel system difficulties. The stock of valves was exhausted but overhaul by ship's force prevented ACOG s on this item.

(2) High usage was also experienced on R96-H-3520, Harness for AD-4. Three AD-4 replacement aircraft with faulty harnesses were received on board the day before departing the Task Force. No harnesses were available on board for replacement.

(3) The ship was replenished once on the line by the USS JUPITER. A total of 176 line items were requisitioned and 102 items were received.

(4) An analysis of ACOG items is tabulated below:

	F9F-2	AD-4L	F4U-5N	AD-4W	AD-4	TOTAL
Allowance items	3*	1**	1		2**	7
Non-allow. items			3	1#		4
Total items	3	1	4	1	2	11

* R85-BPD-116417-5 Valves later overhauled
** R86-H-3520 Harness
# Repaired on board

b. General Stores Material

a. No critical shortages developed in GSM during this tour. Larger than expected usage, however, was experienced in CO2 gas, 3650 lbs. being used in 3½ months. This increase was due partially to the

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heavy demand for soft drinks from cup-type vending machines. Difficulty was encountered in obtaining CO2, and often it was necessary to requisition it from three different tankers before any was received. It is recommended that the tanker load list of CO2 be increased.

c. Ship's Store

(1) Tailor and cobbler supplies are in extremely short supply in the forward area. Vessels deploying to WESTPAC should, in particular, carry a large supply of leather soles.

(2) Ships with cup-type vending machines should obtain a complete set of spare parts prior to departure from CONUS. Spares are available from Pearl Harbor but there is a long time lag between order and receipt. Experience of this vessel indicates that the mechanical rather than the electrical parts tend to fail first.

d. Clothing & Small Stores

(1) The turnover of C&SS in the forward area is very rapid. This vessel experienced sales of $12,000 in one month. The critical items are dungaree trousers and shirts. It is recommended that CVA type vessels fill all available C&SS bulk storeroom space with these two items prior to deployment.

e. Commissary

(1) During the operating period this ship replenished provisions two times as indicated below:

DATE	PROVISIONS ORDERED (TONS)	PROCISIONS RECEIVED (TONS)	SHIP	TIME (MIN)	RATE (TONS/HR)
3/29/53	71½	54	USS ALUDRA	36	90
4/10/53	100	70	USS ALUDRA	38	110

(2) The supply of fresh and fresh frozed items was particularly limited during this period. Following is a list of items which were in short supply or were not available at all:

ITEMS	ORDERED	RECEIVED	ITEMS	ORDERED	RECEIVED
LETTUCE	6525	NONE	RUTABAGAS	500	NONE
TOMATOES	3400	1120	BRUSSEL SPROUTS, FRO	820	"
CABBAGE	9350	1800	BROCCOLI	820	"
CELERY	5980	1350	CAULIFLOWER	1200	"
CARROTS	7150	5120	CORN ON COB	2300	"
ONIONS,GREEN	450	NONE	MIXED VEGETABLE	1250	"

4. Engineering

a. No comment.

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5. Damage Control

a. No comment.

6. CIC

a. General

(1) The operations during the period of this report were routine insofar as the functions of CIC were concerned.

b. Personnel

(1) There was no change in the personnel complement or the watch bill.

(2) Two officers from destroyers operating with the Force spent three-day and six-day periods respectively on board observing CIC procedures and reviewing indoctrination in air control. Qualification of these officers as air controllers was impossible due to the short period of time this ship had CAP control while they were aboard. Nevertheless, this training was considered highly beneficial.

c. Radar Performance

(1) The AN/SPS-6B went out of commission permanently on the second day out of port due to failure of the upper oil seal and upper main shaft bearing in the antenna pedestal. No spare parts were available on board. It is anticipated repairs will be made during the impending in-port period.

(2) The SX search radar was operational at all times excepting periods of routine maintenance. Performance was generally good except that jet aircraft above 15,000 were tracked solely by IFF.

(3) IFF failure was experienced when a transformer in the transponder burned out. Since no spares were available, an ET3 rewired the faulty transformer by hand and satisfactory performance of the IFF system was obtained for the remainder of the cruise.

7. Communications

a. No Comment.

8. Air Intelligence

a. During this operating period air intelligence profited from experience gained from the previous trip on the line. Intelligence functions were smoother and more efficient. More stress was laid on dissemination of information which was accomplished by lectures to the officers and crew on the general war situation and by bomb damage mosaics posted on various bulletin boards throughout the ship.

b. The physical set up remained the same except for a reshuffle of map stowage to allow easier access to those maps most frequently used. The current arrangement of 1:50,000 flak maps and rack, described in the ship's action report for 27 January to 7 March 1953, has proved entirely satisfactory. Due to the large scale of these maps not only can flak be plotted but also other items of interest such as emergency fields, flak traps, bombline, etc., without overcrowding.

c. The Korean Strip Chart, Songjin to T'u-men (H.O. Misc. no. 15642-1) was evaluated during this period. These charts are made of Texoprint and are press varnished. They are exceptionally well suited for heckler operations which involve an extensive reconnaissance coverage. Thoever they are also very good for strike and photo flights. Preliminary evaluation finds that these charts show much promise. Detailed evaluation is being submitted to the Air Navigation Office, N.A.S. Atsugi.

d. It has also been found that pilots prefer to use the AMS series L552 as approach and navigation maps rather than the more widely distributed USAF aeronautical approach charts (AC-1:250,000 scale). The AMS series shows much better relief and is considered more useful, especially on Cherokee missions where correct interpretation of terrain is so vital.

9. Photographic Interpretation

a. A total of 47 photographic sorties were flown during this operating period. Since the inauguration of the Image Motion Compensator by VC-61 Detachment Mike the photography has been superior to all previous photography and of greater P.I. value. When time and film permitted, the detachment was very cooperative in flying photography for P.I. purposes in addition to specifically assigned missions. This proved an asset in photo study of a number of important areas. However, at present, K-17 and F-56 bomb damage photography has not been of much P.I. value.

b. At present the P.I. spaces are located in the Ozalid room. This space is adequate so long as the Ozalid Machine is not extensively used. No means of inter-communications is available, however, and a telephone could be used. It is also felt that publications giving dimensions and descriptions of typical Korean industry and buildings, etc. would be of value. In addition, stereoscopes and rubber cement have been somewhat difficult to obtain.

10. Photographic Laboratory

a. Production

(1) A total of 4186, 9 X 18 inch negatives were exposed. From these a total of 13,573, 10 X 20 inch prints were made. No new production problems have been encountered.

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b. Photography

(1) K-25 aerial cameras in pods have been installed on AD type aircraft for strike photography. Results have been unsatisfactory due to short focal length of cameras versus high operating altitude of aircraft. Image size has been found too small for intelligence or PIO value.

(2) An F-56 20 inch camera has been installed in a 1000 lb. water fill bomb for taking strike photographs from AD type aircraft. Results were found superior to the K-25 due to increased focal length and larger plate size, but limitations of lens speed and shutter speed precludes the camera being ideal for this purpose. It is suggested that a K-24 aerial camera be evaluated for possible use in strike photography.

(3) Infra-red photography with the K-38, 36 inch aerial camera has been requested on several occasions. It is recommended that infra-red focusing posts and 89A glass filters in bayonet mounts be acquired for the K-38, 36 inch camera.

c. Supply

(1) Difficulty in maintaining A10A aerial film dryers has been encountered due to the lack of spare parts kits. Thermoswitches for this type dryer have been on order "Priority A" since November 1952. No delivery has been made up to this date.

(2) Due to the fact that there are only three A-8B aerial film magazines aboard, they need to be reloaded between flights. As the flight schedules allow a minimum of time on deck, spare A-8B magazines would be desirable for expeditious re-rigging of cameras.

11. Aerology

a. Weather during the period from 19 March to 17 April was increasingly variable and difficult to forecast, particularly for any appreciable period in advance. Many small variations in the previous simple synoptic patterns caused corresponding frequent variations in the local weather. The lack of data from China, Mongolia, and Manchuria was felt more keenly than during February, since, as the wind flow aloft shifted from northwesterly to a more westerly direction, more of the local weather originated in these areas.

b. High winds on several occasions were caused by the rapid intensification of a weak Low moving slowly into the Sea of Japan from Manchuria. When such Lows develop, it was found that they were followed by moderate to strong westerly to northwesterly winds. Very strong winds may accompany secondary cold front passage within 12 to 24 hours after the passage of the original Low. These very strong winds are found in the vicinity of heavy cumulus in the secondary cold front, and velocities may be forecast by observing the upper winds at about 10,000 feet. Also, this type of Low development caused long, high swells from the northeast on several occasions, two to three days after the original Low has passed over the operating area. These swells reached sufficient proportions to cause cancellation of flight operations due to excessive ship movement.

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c. No fog was observed at the force, although it was reported frequently in the early morning in the target areas, particularly in inland valleys. Haze was observed quite often, and, although it was ordinarily light haze, with visibilities from 8 to 10 miles, on two occasions it was sufficiently dense to cause instrument conditions in the haze layers. These haze layers, with dense haze, extended to a height of 36,000 feet on one occasion.

d. Thenderstorms were observed on three occasions, twice at night with weak through passages, and once during the day, during a secondary cold front passage. Other meterological phenomena were found to agree with climatological summaries for the area. Most difficulty was encountered with extremely variable winds, both in direction and velocity.

12. General

a. The following congratulatory dispatches have been received by this command since arriving in the far east area:

(1) FROM: USS ALUDRA on 11 Feb. 1953

IT WAS A PLEASURE TO WORK WITH YOU COMMANDER RALPH

(2) FROM: COMCARDIV 3 on 15 Feb 1953

I HAVE ALWAYS BEEN AWARE OF FACT THAT ADMINISTRATIVELY MY DIVISION WAS FINE X AFTER RECENT SPLENDID PERFORMANCE ESPECIALLY TODAY AM SATISFIED THAT I ALSO HAVE AN OUT STANDING TACTICAL DIVISION X AM HIGHLY PLEASED WITH EACH SHIP AND AIR GROUP

(3) FROM USS CHARA AKA-58 on 27 Feb 1953

THANK YOU FOR YOUR KIND REMARKS X THE ORGANIZATION AND ENERGY OF YOUR HANGER DECK CREW MAKES EFFICIENT TRANSFER POSSIBLE X CAPT GEORGE LAIRD

(4) FROM: CTF 77 on 4 Mar. 1953

I REALIZE THAT YOU DESERVE A REST IN PORT BUT AM SORRY TO SEE YOU LEAVE X ONIONSKIN GRAND ASSET THIS FORCE AND WE WILL MISS HER HEAVY HITTING POWER X WITH ADMIRATION FOR ALL HANDS IN YOUR SHIP AND AIR GROUP WISH YOU GOOD TIME

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(5) FROM CTF 77 on 1 Mar. 1953

VAST IMPROVEMENT IN BOMB AND ROCKET MECHANISM IS MOST GRATIFYING X LAST YEAR PRACTICALLY EVERY FLIGHT RETURNED WITH HUNG ORDNANCE X THIS DESCREPANCY NOW COMPARATIVLY RARE X IN MY OPINION PRESENT GOOD CONDITION DUE INTELLIGENCE AND CAREFUL WORK ON PART OF ORDNANCE PERSONNEL X WOULD LIKE EXPRESS MY COMPLIMENTS AS APPROPRIATE VIA COMMANDING OFFICER

(6) FROM: USS LOS ANGELES on 22 Mar. 1953

OUTSTANDING SPOTTING PERFORMANCE PERFORMED BY SPOT 5 AND 7 FOR TODAYS FIRING X SPOT 5 FIRST SPOTTER TO USE COMPLETE PROPER PROCEDURE X SPOTTERS PARTICULARLY ALERT AGGRESSIVE AND PERSISTENT DESPITE FLAK

(7) FROM: CTF 77 on 20 Mar. 1953

FOLLOWING RECD FROM COMGEN EIGHT ARMY X MOST GRATEFUL FOR HOSPITALITY SHOWN ME AND PARTY DURING RECENT VISIT X TRIP AFFORDED FIRST OPPORTUNITY TO SEE SOME OF NAVY PILOTS WHO ARE CONTRIBUTING SO MUCH TO SUPPORT OF EIGHTH ARMY X THEIR WORK IS AS IMPRESSIVE AFLOAT AS ASHORE X MY WARM REGARDS TO THEM ALL X SGD TAYLOR

(8) FROM: CTF 77 on 25 Mar. 1953

NY TIMES NEWS ITEM OF 4 MAR HAS JUST COME TO MY ATTENTION X IT READS QUOTE THE 1952 ANNUAL FRANK M HAWKS MEMORIAL AWARD AMERICAN LEGION AIR SERVICE POST 501 MY CITY WAS PRESENTED TO THE NAVY IN RECOGNITION OF THE SUPPORT GIVEN BY CARRIER BASED PLANES TO GROUND TROOPS IN KOREA UNQUOTE X I KNOW THAT THOSE WHO COMMANDED TF 77 DURING 1952 RADMS

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MCMAHON, PERRY, SOUCEK, JOHSON AND REAGAN JOIN ME IN A HEARTY WELL DONE TO ALL THE SHIPS AND THEIR AIR GROUPS FOR THIS WELL DESERVED RECOGNITION

(9) FROM: CTF 77 on 28 Mar. 1953

TO THE PHILIPPINE SEA AIR GROUP FOR DROPPING 2 SPANS OF THE FAMOUS HAMHUNG RR BRIDGE AND TO THE ORISKANY NITE HECKLERS FOR THE BULLSEYE ON THE FAMOUS HAMHUNG HWY BRIDGE WELL DONE

(10) FROM: CTF 77 on 6 Apr. 1953

I REALIZE THAT A GREAT DEAL HAS BEEN DEMANDED FROM OUR MEN AND MACHINERY IN PAST SEVERAL DAYS BUT I AM HAPPY TO KNOW THAT BOTH HAVE RESPONDED MAGNIFICENTLY X THIS IS TRULY A FINE TASK FORCE X HIGHEST COMPLIMENTS AND APPRECIATION GO TO EVERY OFFICER AND MAN IN IT X IT IS POSSIBLE THAT DAMAGE INFLICTED ON ENEMY IS RESPONSIBLE FOR HIS RECENT ATTITUDE X I FEEL SURE WE ARE HURTING HIM X BUT WE MUST NOT LOWER OUR GUARDS FOR ONE INSTANT X KNOWING THAT HE HAS IF ANY FEW SCRUPLES IT IS LIKEWISE OVERTURES INTENDED MAKE US SLACKEN OUR DETERMINATION SO HE CAN STRIKE WHEN WE LEAST EXPECT IT X WE MUST CONTINUE OUT VIGILIANCE, HIT HARD AND OFTEN, BE ALERT FOR ANY SNEAK ATTACK HE MAY PLAN TO MAKE

(11) FROM: CTF 77 on 8 Apr. 1953

SCORE BOARD SHOWS GOOD RESULTS BOTH AIR GROUPS FOR TODAY X HEAVY DAMAGE INFLICTED ON ALL TARGETS X CONGRATULATIONS ALL HANDS ESPECIALLY TO OUR PILOTS

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(12) FROM: USS CHARA on 10 Apr. 1953

PHIL SEA AND CHARA APPEAR TO BE EMINENTLY COMPATABLE X DUE TO OUTSTANDING COOPERATION FROM YOUR CREW WE ACHIEVED RATE OF 205.4 SHORT TONS PER HOUR THIS MORNING X MY HEARTY CONGRATULATIONS TO YOU AND YOUR ENTHUSIASTIC CREW X GOOD BYE AND GOOD LUCK X SIGNED CAPT LAIRD

(13) FROM: CTF 77 on 11 Apr. 1953

YESTERDAY DURING REPLENISHMENT PHIL SEA ESTABLISHED NEW RECORD FOR LOADING AMMUNITION

PART VII RECOMMENDATIONS

1. Medical

a. Refer to page 7 paragraph 2a. If practicable, two long periods at sea should be separated by a short one with suitable in-port periods.

2. Gunnery

a. Refer to page 11 paragraph 2d. That the wire highline method of transfer be used during heavy weather vice Modified Housefall method, as there is better control of the load while in transit between vessels.

3. Air Intelligence

a. Refer to page 14 paragraph 8d. It is recommended that CINCPACFLT Instruction 3840.1A of 27 November 1951, Check List of Intelligence Materials, be revised to increase the allowance of AMS series L552 maps for CV's to 150. If this is accomplished, it is further recommended that the USAF Approach Charts be reduced to 170 for ships of this type.

Paul H. Ramsey
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