ORIGINAL

U.S.S. BAIROKO (CVE-115)
c/o Fleet Post Office
San Francisco, California

In reply refer to:
LTM:PIM:ss
CVE-115/10
Ser: 0113

10 June 1953

[redacted]

DECLASSIFIED

From: Commanding Officer and Commander Task Unit 95.1.1
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
(2) Commander Task Force 95
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Subj: Action Report 14 May through 21 May 1953; submission of

Ref: (a) Art. 0705 Navy Regulations
(b) OPNAV INSTRUCTION 3480.4
(c) CINCPACFLT INSTRUCTION 3480.1A
(d) CTG 95.1 OpOrder 2-52

DECLASSIFIED

Encl: (1) Sample Air Schedule - p. 17
(2) Weather Summary - p. 18

1. In accordance with references (a) through (d), the action report of Task Unit 95.1.1 for the period 14 May through 21 May 1953 is submitted. The Commanding Officer, U.S.S. BAIROKO (CVE-115) was Commander Task Unit 95.1.1 from 2100 14 May until 2100 21 May 1953.

2. This report is divided into six parts, as follows:

Part I - General Narrative.
Part II - Chronological Order of Events.
Part III - Remarks on performance of ordnance, material, and equipment, including ammunition expenditures.
Part IV - Summary of own and enemy battle damage.
Part V - Personnel performance and casualties.
Part VI - Special comments on doctrine and operational procedures.

3. Information concerning aircraft performance is contained in greater detail in the Naval Air Warfare reports for May 1953, submitted by VMA-312, in accordance with OPNAV INSTRUCTION 3480.1.

PART I - GENERAL NARRATIVE

(A) During the period 14 May through 21 May 1953, the U.S.S. BAIROKO (CVE-115) under the command of Captain L. T. MORSE, USN, 62712/1310, with Marine Aircraft Squadron VMA-312 embarked, operated as part of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of Commander Task Group 95.1. The Commanding Officer, U.S.S. BAIROKO (CVE-115) was Commander Task Unit 95.1.1 from 2100I 14 May to 2100I 21 May 1953. At this time, the command of the Task Unit shifted to the

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

Commanding Officer of the HMS OCEAN. During this reporting period, Task Unit 95.1.1 consisted of the U.S.S. BAIROKO (CVE-115) and a daily maximum of four (4) United Nations escort vessels. The following ships operated in Task Unit 95.1.1 during this patrol:

HMS COSSACK (DD-57)	U.S.S. THOMAS (DDR-883)
HMCS CRUSADER (DD-228)	U.S.S. HIGBEE (DD-806)
U.S.S. SOUTHERLAND (DD-743)	U.S.S. TAYLOR (DDE-468)

Normally, only three ships were available for screening purposes daily, since the fourth ship was provided nightly to CTU 95.1.2 for patrols along enemy held coastline.

(B) Mission. To aid in enforcing the blockade of the West Coast of Korea, south of Latitude 39° 35' N., to prevent ingress or egress, mining, or supply or reinforcement by sea; to aid in the defense of the occupied West Coast islands, to provide air support to U.N. Naval Forces, and to contribute to the interdiction effort against enemy land forces.

(C) The U.S.S. BAIROKO (CVE-115) sailed independently from Sasebo, Japan at 0600I 14 May as directed by CTG 95.1 dispatch 130515Z of May. At 0900I, the HMS COCKADE joined the formation to act as escort until rendezvous with HMS GLORY that evening. Low ceilings in area George, and instrument flying weather at Itazuke Air Force Base, forced cancellation of the firing exercises scheduled for 1000I. At 2100I the Commanding Officer of the U.S.S. BAIROKO (CVE-115) assumed the duties of CTU 95.1.1. Rendezvous was effected with the HMS GLORY at 2125I and the HMS COCKADE was detached to accompany her to Sasebo. HMCS CRUSADER and the U.S.S. SOUTHERLAND joined the Task Unit at 0038I 15 May.

(D) At 0530I, 15 May, the Task Unit commenced dawn to dusk air operations, operating in the vicinity of 37° 30' N. and 124° 30' E. and retiring southward during the night. The position of Pt. Obce, normally located about thirty five (35) miles off the coast of North Korea, was changed daily to reduce the flying time to the target area and to avoid a consistent morning position. Normally, eight (8) launches were made daily at one hour and forty five minute intervals, with six (6) aircraft in each launch. A two (2) plane CAP was provided on each launch and the four (4) strike aircraft flew missions as assigned. One flight of four (4) aircraft was assigned daily to CTU 95.1.2 for TARCAP while the remaining flights attacked pre-briefed targets. A conference was held each day around 1700 to review the results of the days strikes and to discuss the next day's schedule. On the 16th of May, U.S. Army members of the Fifth Partisan Infantry Regiment flew aboard by C.O.D. aircraft, to brief all personnel concerned in preparation of close air support for a raid to be conducted at dawn on the 18th.

[redacted] DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

(E) Flying weather was good during this patrol with the exception of one and one half (1½) days when rain, fog, and low visibility curtailed operations. On several occasions, haze conditions over the target area, made effective target determination difficult. A more detailed weather summary is included as enclosure (2).

(F) No indication of increased military activity was evident during this period. Attempts by the enemy to transport personnel and material by water were un-reported, therefore no effort was requested nor expended to curtail such activities. Aircraft reconnaissance and intelligence received from other sources indicated no concerted effort on the part of the enemy to attack the U.N. controlled islands off the Korean West Coast. However, isolated and relatively small concentrations of troops throughout the area were hit as soon as their presence was indicated. Considerable evidence of new installations of coastal defense weapons in the Taedong Estuary was reported. Three (3) emergency TARCAPS were requested by Task Unit 95.1.4, to suppress shore fire originating from uncharted gun positions. All targets of military significance in this area are extremely well camouflaged. No movement of men or material was noted during daylight hours. Three (3) flights, which supplied close air support for Partisan raids, were the only aircraft to sight troops and military vehicles moving during this period in the area south of the Taedong Estuary. In the area surrounding the Taedong Estuary, considerable buildup of coastal defense artillery was evidenced by the increased fire on patrolling vessels from caves along the enemy coastlines. Sorties in this area were conducted to conform with Fifth Air Force Sabre sweeps and were limited accordingly. Considerable flak was encountered during these missions.

(G) No enemy aircraft were encountered by aircraft of Task Unit 95.1.1 during this patrol. Although casualties to enemy troops were inflicted, no accurate assessment can be made at this time. Later Partisan reports are expected to supply some of this information. Part II of this report contains a flight-by-flight assessment of damage inflicted. The following summary is an itemized listing of damage submitted for easy reference:

TARGET	DAMAGED	DESTROYED
Buildings	15	120
Gun Positions	5	6
Supply Shelters	4	24
Warehouses	1	1
Gun Caves	4	
Revetted Buildings	2	
Road Bridges	1	
Tractors	1	

[redacted]

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

(H) Aircraft of this unit were airborne from dawn to dusk each day when weather permitted. VMA-312 pilots flew an average of two (2) sorties per day. A summary of hours and sorties flown is included below.

TYPE	NO. SORTIES	HOURS
CAP	72	147.2
Strikes	111	213.6
Armed Recco.	25	49.6
NGS	2	3.6
TARCAP	20	37.9
CAS	25	53.7
Total:	255	505.6

PART II - CHRONOLOGICAL ORDER OF EVENTS

14 May

0600I Underway from Buoy 18, Sasebo.

0900I Rendezvoused with the HMS COCKADE.

1000I Anti-aircraft firing scheduled for this time was cancelled when unfavorable flying conditions at Itazuke AFB prevented the tow plane from effecting the rendezvous.

1232I Four (4) Squadron aircraft from Itami AFB were recovered.

2100I Captain L. P. MORSE, USN, 62712/1310, Commanding Officer, U.S.S. BAIROKO (CVE-115) assumed command of Task Unit 95.1.1.

2125I Rendezvous with the HMS GLORY was effected, and the HMS COCKADE was detached to escort her to Sasebo. The U.S.S. H. J. THOMAS (DDR-883) was detached by the GLORY at this time to act as escort for the BAIROKO.

15 May

0038I The U.S.S. SOUTHERLAND (DDR-742) and HMCS CRUSADER (DDE-228) rendezvoused with the formation enroute to area Nan.

0530I Commenced air operations. Launched event "A" consisting of six (6) F4U's. The four (4) strike aircraft were assigned the primary target of gun positions on the shoreline of Taedong Bay. The pilots reported that the gun positions were hit, but no damage assement was reported.

[redacted]

U

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

0725I Launched event "B" consisting of six (6) F4U's. The four (4) strike aircraft were assigned a troop concentration in a village near Haeju as a primary target. This target was bombed and a road bridge leading into the village was damaged. No further assessment of the damage was made.

0855I Launched event "C", consisting of six (6) F4U's. The four (4) strike aircraft were assigned the Han River recco. as a primary mission. The flight destroyed two, and damaged one revetted building in the Haeju area, and destroyed two and damaged one building on the South Coast of Taedong Bay.

1040I Launched event "D", consisting of six (6) F4U's. The four (4) strike aircraft attacked a truck park North of Haeju. The area was well covered with bombs and napalm, but no damage assessment was made.

1205I Detached the HMCS CRUSADER to proceed on Whitbread patrol.

1225I Launched event "E", consisting of six (6) F4U's. The four (4) strike aircraft were assigned to Task Unit 95.1.4 as TARCAP. The flight attacked gun positions in the Taedong Estuary. No damage assessment was made, however, the pilots reported the positions well covered by their attacks.

1250I HMS COSSACK rejoined the formation from Whitbread patrol.

1410I Launched event "F", consisting of six (6) F4U's. The four (4) strike aircraft attacked a troop concentration northeast of Choppeki Point and destroyed ten (10) buildings.

1555I Launched event "G", consisting of six (6) F4U's. The four (4) strike aircraft attacked a troop concentration on the coast south of Cho-do and destroyed four (4) buildings.

1745I Launched event "H", consisting of six (6) F4U's. The four (4) strike aircraft attacked a rail bridge north of Haeju and inflicted one (1) railcut.

1930I Task Unit 95.1.1 retired on a southerly course for the night returning to conduct day air operations at 0515I the following day.

<u>16 May</u>

0200I The U.S.S. SOUTHERLAND (DDR-742) was detached for fueling.

0530I Launched event "A", consisting of six (6) F4U's. The four (4) strike aircraft attacked a village housing troops in the Cho-do area. Eleven buildings were destroyed in this buildup area and an undetermined number of casualties were inflicted on enemy troops.

[redacted]

5

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

0710I Launched event "B", consisting of six (6) F4U's. The four (4) strike aircraft conducted a Hanchon recco. A troop concentration north of Chinnampo was attacked and nine (9) buildings were destroyed. Two (2) gun positions in this area were damaged.

0815I The U.S.S. SOUTHERLAND rejoined the formation.

0900I Launched event "C", consisting of six (6) F4U's. The four (4) strike aircraft attacked a road bridge east of Choppeki point. The bridge was not damaged, but two (2) road cuts were inflicted.

0930I HMCS CRUSADER rejoined the formation from Whitbread patrol.

1000I The U.S.S HIGBEE (DDR-806), joined the unit and relieved the U.S.S. SOUTHERLAND (DDR-742), who was detached to COMDESRON-5 to proceed as he directed.

1045I Launched event "D", consisting of eight (8) F4U's. Two (2) aircraft were assigned to Task Unit 95.1.2 for the purpose of gunfire spotting. The four (4) strike aircraft attacked gun positions in caves along the coastline south of Choppeki point. Seven (7) small buildings were destroyed and two (2) caves were closed by bombing.

1200I The U.S.S. THOMAS (DDR-883) was detached to proceed on Whitbread patrol.

1230I Launched event "E", consisting of six (6) F4U's. The four (4) strike aircraft conducted a Han River recco. A troop concentration in a village at the mouth of the Han River was attacked. Eleven (11) buildings were destroyed in the attack.

1415I Launched event "F", consisting of six (6) F4U's. The four (4) strike aircraft attacked a transformer west of Haeju. Six thousand (6000) pounds of bombs were delivered in the attack with an assessment of only slight damage to the transformer reported.

1600I Launched event "G", consisting of six (6) F4U's. The four (4) strike aircraft attacked a command post in the Taedong Bay area. Slight damage was inflicted. The position proved to be well entrenched and flak was quite intense.

1745I Launched event "H", consisting of six (6) F4U's. The four (4) strike aircraft attacked a troop housing area south of Haeju. No damage assessment was made.

1930I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

[redacted]

[redacted]

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

DECLASSIFIED

17 May

0545I Launched event "A", consisting of six (6) F4U's. The four (4) strike aircraft provided close air support for the Fifth Partisan Regiment. Under positive control of the ground observers, the flight destroyed four (4) mortar positions and closed one (1) cave. The assault area was a peninsula north of Kyodong-do in the Han River Estuary.

0659I Launched event "B", consisting of four (4) F4U's, to relieve the close air support aircraft on station. This flight knocked out one (1) gun position that was firing on the Partisan withdrawal. North Korean troops were strafed and bombed repeatedly by the aircraft. Flak was light but accurate over the assault area.

0812I Launched event "C", consisting of six (6) F4U's. The four (4) strike aircraft provided close air support for the final stages of the Partisan raid. The flight expended its remaining ordnance on "Little Moscow", the Communist party headquarters in the assault area.

0927I Launched event "D", consisting of six (6) F4U's. Four (4) strike aircraft were assigned to Task Unit 95.1.4 as TARCAP. The aircraft made repeated runs on gun positions in the Taedong Estuary. Flak was encountered and no damage assessment was made.

1040I All airborne aircraft were diverted to K-6 for landing. A rapidly forming fog forced cancellation of air operations.

1200I The U.S.S. THOMAS (DDR-683) rejoined the formation from Whitbread patrol. The U.S.S. HIGBEE (DDR-806) was detached to proceed on Whitbread patrol.

18 May

1055I The eleven (11) aircraft diverted the previous day departed K-6 to attack a command post, supply depot and troops quartered in a village in the Choppeki Point area. Eight (8) buildings were destroyed in the target area.

1230I The U.S.S. HIGBEE (DDR-806) rejoined from Whitbread patrol.

1253I Seven (7) of the strike aircraft were recovered. The remaining four (4) were diverted to K-6. Fog and haze made carrier operations impractical and air operations were cancelled for the remainder of the day.

[redacted]

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

1330I The U.S.S. THOMAS (DDR-883) was detached to proceed on Whitbread patrol.

1800I Task Unit 95.1.1 retired on a southerly course for the night returning to conduct day air operations at 0515I the following day.

19 May

0530I Launched event "A", consisting of six (6) F4U's. The four (4) strike aircraft attacked a command post in the Haeju Bay area and thirteen buildings were destroyed.

0700I Launched event "B", consisting of six (6) F4U's. The four (4) strike aircraft attacked a command post and a gun position ten (10) miles from Haeju in the Bay area. Five (5) buildings were destroyed and the gun position was well covered by rockets and strafing.

0800I The U.S.S. TAYLOR (DDE-468) reported to Task Unit 95.1.1 for Operational Control.

0858I Launched event "C", which consisted of two (2) F4U's for combat air patrol.

1036I Launched event "D", consisting of six (6) F4U's. The four (4) strike aircraft made attacks on a radar station and the surrounding buildings located on Choppeki Point. The area was well covered, but no damage assessment was made.

1045I Recovered the aircraft that were diverted to K-6 the previous day.

1130I The U.S.S. THOMAS (DDR-883) rejoined the formation from Whitbread patrol.

1145I HMS COSSACK was detached to proceed on Whitbread patrol and to assume on 20 May the duties of CTU 95.1.2 and OTC West Coast Korea.

1227I Launched event "E", consisting of six (6) F4U's. The four (4) strike aircraft attacked and damaged two (2) gun positions in the Taedong Bay area. One (1) road bridge in the area was also damaged.

1237I Captain LUDDEN, VMA-312 pilot, was severely shaken and his aircraft received overhaul damage as a result of a barrier crash. Scheduled recoveries were suspended while the overturned aircraft was removed from the flight deck and the deck was readied to receive orbiting aircraft.

[redacted]

DECLASSIFIED

1425I Launched event "F", consisting of six (6) F4U's. The four (4) strike aircraft conducted a Hanchon recco. A warehouse area fifteen (15) miles west of Pyongyang was attacked and seven (7) buildings and one (1) warehouse was destroyed. One warehouse was damaged.

1555I Launched event "G", consisting of six (6) F4U's. The four (4) strike aircraft attacked strong points on the northern coast of Choppeki Point. This strike was requested by the First Partisan Regiment which was to make a raid in that area the following day. Twenty one (21) small buildings in the area were destroyed and one (1) revetted large building was left afire.

1743I Launched event "H", consisting of six (6) F4U's. The four (4) strike aircraft were assigned to Task Unit 95.1.4 as TARCAP. Gun positions in the Taedong Estuary were attacked and no damage assessment was made because of flak.

1930I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

20 May

0200I The U.S.S. HIGBEE (DDR-806) was detached to fuel inshore and return.

0531I Launched event "A", consisting of ten (10) F4U's. Four (4) aircraft were assigned as close air support to cover the withdrawal of the raid by the First Partisan Regiment. The assault area, northwest of Kirin-do, was well covered by Napalm, one hundred (100) pound bombs with daisy-cutter fusing, and strafing. The other four (4) aircraft attacked a troop concentration and gun position on the coast of Taedong Bay. One (1) gun position and one (1) mortar position were wiped out.

0618I Launched event "B", consisting of four (4) F4U's. The flight was assigned as close air support in the same area. The flight reported that twenty six (26) buildings in the assault area were destroyed.

0812I Launched event "C", consisting of six (6) F4U's. Four (4) aircraft were assigned to Task Unit 95.1.4 as TARCAP. Gun positions along the Taedong Estuary were attacked, but flak made damage assessment hazardous.

0950I The U.S.S. HIGBEE rejoined the formation.

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

1009I Launched event "D", consisting of six (6) F4U's. The four (4) aircraft conducted a Han River recco. Four (4) buildings were destroyed and two (2) gun positions were damaged by this flight.

1200I HMCS CRUSADER was detached to proceed on Whitbread patrol.

1226I Launched event "E", consisting of four (4) F4U's. The four (4) aircraft attacked troop concentrations in a village east of Choppeki Point. Seven (7) buildings were destroyed and six (6) buildings were damaged in this area.

1617I Launched a deck load strike consisting of ten (10) F4U's. One (1) flight of four (4) aircraft made a Han River recco. Eleven (11) buildings were destroyed and eight (8) were damaged in the Haeju area. One (1) secondary explosion was reported near the communist party headquarters "Little Moscow" south of Haeju. The other four (4) aircraft attacked gun positions and caves in the Chodo area, while acting as TARCAP for Task Unit 95.1.4. Two (2) caves were closed and three (3) 107MM gun positions were destroyed.

1930I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0515I the following day.

<u>21 May</u>

0529I Launched event "A", consisting of six (6) F4U's. The four (4) strike aircraft attacked troops and gun positions in the Haeju area. Six (6) buildings were destroyed and one (1) gun position was damaged.

0634I Launched event "B", consisting of six (6) F4U's. The four (4) strike aircraft were assigned to Task Unit 95.1.4 as TARCAP. Gun positions were attacked in the Taedong Estuary. Rain in the target area made target selection and damage assessment difficult.

0929I Launched event "C", consisting of six (6) F4U's. The four (4) strike aircraft attacked the Communist Party headquarters of "Little Moscow" south of Haeju. Nine (9) buildings were destroyed and three (3) were damaged.

0930I HMCS CRUSADER rejoined the formation from Whitbread patrol.

1112I Launched event "D", consisting of six (6) F4U's. The four (4) strike aircraft attacked a command post and troop area thirty miles west of Haeju. Four (4) buildings were destroyed and five (5) were damaged.

[redacted]

1200I The U.S.S. TAYLOR (DDE-468) was detached to proceed on Whitbread patrol.

1439I Launched event "E", consisting of ten (10) F4U's. All aircraft were to proceed to K-6 via the target area. Targets of opportunity were hit in the Han River Estuary. Occasional rain and low ceilings made target selection difficult, however, two (2) villages known to be housing troops were attacked and left burning.

1600I Task Unit 95.1.1 retired on a southerly course enroute to Sasebo to rendezvous at about 2100I with the HMS OCEAN.

2100I Relieved as CTU 95.1.1 by HMS OCEAN.

2230I Rendezvoused with HMS OCEAN and detached the U.S.S. HIGBEE to join HMS OCEAN.

22 May

0900I Heavy seas and high wind prevailed throughout the night. HMCS CRUSADER detached to rejoin Task Unit 95.1.1.

1130I Inclement weather prevented conduct of scheduled gunnery firing practice. Continued and increased winds and seas reduced SOA preventing arrival Sasebo as scheduled.

2130I Anchored 5300 yds. bearing 295° T. from Sasebo Harbor entrance to enter and berth buoy 18 first light 23 May 1953.

PART III - REMARKS ON PERFORMANCE OF ORDNANCE EQUIPMENT AND MATERIAL

(A) Performance of Ordnance Equipment and Material.

1. No undue difficulties were experienced in the handling of ordnance.

2. Listed below are the malfunctions encountered during this period:

a. 50 Cal. Gun Malfunctions.

(1) Three (3) failures to extract. (Rust in chamber).
(2) Two (2) telescoped rounds.

b. 20MM Gun Malfunctions.

(1) One faulty Solenoid.
(2) Five snubbed rounds.
(3) One Hyd. failure.
(4) One Phanger Lug broken.

DECLASSIFIED

[redacted]

LTM:PDM:as
CVE-115/10/A12
Ser:0113
10 June 1953

(5) One jam in Feed Mechanism.
(6) One Link Chute jam.
(7) One broken Cannon Plug.
(8) One round exploded in Feed Mechanism causing extensive damage to Gun and Wing.

c. Hung Rockets 3.25 - 6 total.

(1) Three broken Pigtails.
(2) Two duds.
(3) One electric failure.

d. Hung Rockets 5.00 HVAR - 6 total.

(1) One Pigtail broken.
(2) Two faulty Igniters.
(3) Three Pigtails dropped out.

e. Hung Bombs - 2 total.

(1) Two 100 lb. bombs electric failure.

f. Dud Bombs - 2 total.

(1) One 500 lb. bomb - faulty arming circuit.
(2) One 100 lb. bomb - faulty arming circuit.

g. Dud Napalm - 1 total.

(1) Faulty arming circuit.

(B) Ammunition Expenditures.

1. During the period covered by this report, the following ordnance was expended:

BY VMA-312 AIRCRAFT

1000# GP	31
500# GP	76
250# GP	38
100# GP	412
260# Frag.	52
Napalm	62
5" HVAR	173
3.25" WP	256
20MM Rds.	28,300
50 Cal. Rds.	29,100

[redacted]

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

BY U.S.S. BAIROKO (CVE-115)

40MM - - - - - - - - - - - 11
(Exercise "Saint Barbara")

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage.

1. None to vessel.

2. One aircraft received two hits by small arms fire.

(B) Battle Damage Inflicted on Enemy.

1. Ships of this unit inflicted no damage on the enemy.

2. During this period of combat operations, the aircraft of this unit inflicted the following damage on the enemy:

TARGET	DAMAGE	DESTROYED
Buildings	15	120
Gun Positions	5	6
Supply Shelters	4	24
Caves	4	
Revetted Buildings	2	
Troop Shelters	3	
Road Bridges	1	
Warehouses	1	
Tractors	1	

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

(A) Personnel.

1. Morale was high as the BAIROKO shifted from ASW training to action "on the line." All hands turned to with zeal to meet the increased demands and tempo which coincided with our change of mission.

2. The personnel strength of squadron and ship's company was as listed below:

	VMA-312	BAIROKO
OFFICERS:	35	68
ENLISTED MEN:	161	794

[redacted]

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

(B) Recreation.

1. A daily newspaper, The BAIROKO News, was distributed to the ships in the screen on the guard mail trips. A brief summary of VMA-312 action was included to keep all hands abreast of the Checkerboard Squadron's activities.

(C) Divine Services.

1. Protestant Morning Devotions were held each day at 0740. Catholic Rosary was said each day at 1605 in the crew's library. Bible Classes met three (3) times a week at 1900. Catholic Mass was said on the Hangar Deck, Thursday 14 May 1953 at 0500.

2. On Sunday 17 May 1953, two (2) Catholic Chaplains of ships in company and the Protestant Chaplain of the BAIROKO were exchanged to permit a variety of services aboard all ships. Masses were held on three (3) ships, with transfer being made by helicopter. The Canadian ship HMCS CRUSADER provided the services of a Catholic Priest.

(D) Casualties.

1. There were no personnel casualties during this patrol.

2. Air Department.

a. During this period of operations, the catapults were used to launch 245 aircraft. The average wind over the deck was 27 knots. The total expenditure of material by the catapults was six (6) launching bridles (one missed the bridle catcher; the balance were normal wear). Normal wear on one cross-deck pendant necessitated replacement. There was one barrier crash which resulted in no damage to the gear, but one barrier cable and one supporting pendant were replaced. The H-4 catapult was out of commission for thirty (30) minutes on the 21st of May when the tension jacks failed to operate properly. The locking pin had slipped out of the piston in the locking assembly. The H-4 catapult was out of commission for approximately five (5) hours on the same date. The control valve failed to re-cock due to improper spindle settings. Repairs consisted of bleeding the pressure from the machine and making the proper spindle settings.

3. Engineering Department.

a. SPS-6B Radar: During low ceiling weather conditions when operating at approximately 40 miles from land, CIC was unable to pick up land on the AN/SPS-6B radar, but detected an aircraft at the range of 107 miles. This phenomenom was accredited to atmospheric conditions.

[redacted]

[redacted]

DECLASSIFIED

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

b. TCK Radio Transmitter: The motor generator of the TCK transmitter started smoking when the transmitter was turned on. Plate voltage was 400 volts. When the plate voltage was decreased to Zero (0), the motor generator ran normally, but it started to smoke again when the plate voltage rheostat was advanced to one half the normal operating load. The trouble was determined to have resulted from a short in the field coil of the 500 volt generator system.

4. Other departments experienced no casualties.

PART VI - COMMENTS AND RECOMMENDATIONS

(A) Air Department.

1. The aircraft assigned to VMA-312 are considered to be in poor material condition for the mission they are expected to perform. Discrepancies repeatedly appear which can be directly attributed to their age. The following tabulated listing of the tour, month in present tour and total hours in service is included.

TOUR	MONTH IN TOUR	TOTAL HOURS
3	2	1548
2	17	1172
3	1	1015
3	1	2386
3	7	1426
3	7	1516
4	8	1389
2	6	965
3	1	1163
4	6	1790
4	13	2709
3	10	1290
4	15	1713
4	11	1054
3	9	2003
3	4	1109
4	1	2091
3	0	1537
3	3	1254
4	10	1507
2	15	1072
4	16	1919
3	1	1404
2	12	1621

[redacted]

[redacted]

DECLASSIFIED

[redacted]:PDM:ss
CVE-115/10/A12
Ser: 0113
30 June 1953

(B) Operations Department.

1. ECM: Passive ECM Training was conducted daily. Intercepts from enemy radars were unlikely in view of the location of the operating area. However, considerable training of operators was accomplished by intercepting our own force radars. Comparison of these interceptions with known own force radars, enabled instructor and ECM Officer to criticize trainees constructively in their determination of the characteristics of friendly radar.

2. CIC: Due to the demand for VHF frequency guards and the shortage of TDQ transmitters (4), air control of the CAP was maintained via AN/ARC-1. Though this is a good standby, it is considered that air control communications should be conducted using the standard TDQ-RCK transmitter/receiver to afford increased control range. Radar reception was handicapped due to atmospheric conditions and the close proximity of land. Use of STC, increased antenna rotation rate and short pulse width improved the reception. False echoes were frequently encountered. On one occasion, an aircraft flying over the Chinese mainland was picked up at 107 miles on the SPS-6B. Tracking via IFF at distances greater than 100 miles was common.

3. Air Operations: The Marine Attack Squadron VMA-312 embarked with only twenty six (26) pilots. This number, reduced to twenty three (23) by rotation at the end of the patrol, limited the number of daily sorties. Although targets and aircraft were available, fatigue considerations normally limited assignment of pilots to two (2) combat sorties ($4\frac{1}{2}$-5 hours) per day.

Recommendation: In order to meet operational committments, it is recommended that squadrons engaged in active combat operations be maintained at full allowance until relieved.

(C) Supply Department.

1. There was an unusually high usage of fuel tanks, droppable, stock number R-82-T-70075 during this patrol. The quantity of tanks carried was based on the usage experienced during line operations in 1952. The number of tanks proved to be ample, but the "N" Kits containing the necessary attachments were incomplete. The lug, part number NAF-312351-1 or R82-L-682500, was missing and it was impossible to equip all aircraft with replacement tanks. This necessitated continued switching of tanks and attachment fittings to all aircraft requiring the additional fuel load.

L. T. MORSE
Captain, USN
Commanding Officer

[redacted]

16

[redacted]

AIR OPERATIONS SCHEDULE
16 May 1953

SUNRISE - 0532 SUNSET - 1945

EVENT	LAUNCH	LAND	A/C	MISSION	AMMO	REMARKS
A1	0530	0720	2	CAP	NOTE A	
A2	0530	0720	4	TARCAP	NOTE B (2 A/C)	
					NOTE C (2 A/C)	NOTE 3
B3	0715	0905	2	CAP	NOTE A	
B4	0715	0905	4	STRIKE	NOTE D	NOTE 4
C5	0900	1050	2	CAP	NOTE A	
C6	0900	1050	4	HANCHON-RECCO	NOTE E (2 A/C)	
					NOTE C (2 A/C)	NOTE 5
D7	1045	1235	2	CAP	NOTE A	
D8	1045	1235	4	STRIKE	NOTE F (2 A/C)	
					NOTE C (2 A/C)	NOTE 6
D85	1045	1235	2	AIRSPOT	NOTE A	
E9	1230	1420	2	CAP	NOTE A	
E10	1230	1420	4	HAN-RECCO	NOTE E (2 A/C)	
					NOTE C (2 A/C)	NOTE 7
F11	1415	1605	2	CAP	NOTE A	
F12	1415	1605	4	STRIKE	NOTE G	NOTE 8
G13	1600	1750	2	CAP	NOTE A	
G14	1600	1750	4	STRIKE	NOTE F	NOTE 9
H15	1745	1915	2	CAP	NOTE A	
H16	1745	1915	4	STRIKE	NOTE D (2 A/C)	
					NOTE C (2 A/C)	NOTE 10

NOTES: 1. Fuel all A/C full internal plus 100 gal. in belly tank.
2. Rescue Kit - all CAP A/C.

TARGETS:
3. Troops in village. XC 9973
4. Road Bridge. XC 8635
5. Supplies and Troops. XC 8995
6. Gun Position and Troops in village. XC 6921
7. Supplies and troops in village. BS 5393
8. Transformer. YC 0822
9. C.P. and gun position. XC 6319
10. Troops in village. YB 3799

Ammo:		A/C WEIGHT
A.	All A/C full MG Ammo.	13,800#
B.	1 500# DC/ND - 4 260# frag. DC/ND	15,365#
C.	1 Napalm - 8 WP.	14,916#
D.	1 500# GP inst/.01 - 6 100# GP inst/.01	15,015#
E.	1 500# GP inst/.01 - 4 250# GP inst/.01	15,300#
F.	1 500# GP 0/4-5 - 6 100# GP inst/.1	15,015#
G.	1 500# GP inst/.025 - 4 250# GP inst/.025	15,300#

[redacted]

Enclosure (1)

17

DECLASSIFIED

U.S.S. BAIROKO (CVE-115)
c/o Fleet Post Office
San Francisco, California

AEROLOGY

WEATHER SUMMARY
YELLOW SEA

14-21 May, 1953

During the first two days operations, the weather was exceptionally good, except for haze. The pressure rose steadily the first four days as a high pressure cell moved southeastward from Siberia. The high lingered over the Japanese Islands pushing a wedge of extremely stable air over Korea, causing heavy fog on the entire operating area commencing about 1000I 17 May. By morning of the 18th, fog had become patchy, but low stratus overcast and poor visibility, resulted in cancellation of all strikes from the ship that day. Pressure remained nearly steady at 1018 mbs. from early morning of the 18th until the afternoon of the 20th. Wind was southeasterly, averaging 12 knots. By mid-afternoon 20 May, the pressure began to fall slowly and the wind increased in velocity from the southeast. About 1400 21 May, rain began and wind increased to 30 knots.

The average sky cover was six tenths. Forty three hours of the first 3 days were clear. Advection fog covered the operating area for 16 hours 17 May and 6 hours 18 May. Except in fog, and low stratus 18 May, the ceiling was 5000 feet or better. Visibility averaged 8 miles except during fog; haze being the primary restriction. The maximum wind was southeast 30 knots; minimum wind southwest 2 knots, and average velocity 12 knots southeast predominate. There were no surface frontal passages. Relative humidity averaged 90%. Maximum temperature was 62 degrees F., minimum 49 degrees F., and average sea temperature was 55 degrees F. The state of the sea was slight with no swell.

Enclosure (2)

[redacted]

DECLASSIFIED

[redacted]

LTM:PDM:ss
CVE-115/10/A12
Ser: 0113
10 June 1953

DISTRIBUTION LIST:

CNO	2	Advance
CTG 95.1	8	
CTF 95	2	
CINCPACFLT	2	Advance
CINCPACFLT EVALUATION GROUP	1	
COMNAVFE	1	Advance
COMNAVFE EVALUATION GROUP	1	
COMSEVENTHFLT	1	Advance
CTF 77	1	Advance
COMAIRPAC	5	
COMSERVPAC	1	
COMFAIRJAPAN	1	
NAVAL WAR COLLEGE	1	
COMCARDIV-15	1	
COMCARDIV-17	1	
CO, FAIRBETUPAC	2	
COMMARCORPS	1	
CG AIRFMFPAC	1	Advance
CG FMFPAC	1	Advance
CG 1st MARAIRWING	1	
CO, VMA-312	1	
CO, U.S.S. RENDOVA (CVE-114)	1	
CO, U.S.S. BADOENG STRAIT (CVE-116)	1	
CO, U.S.S. SICILY (CVE-118)	1	
CO, U.S.S. POINT CRUZ (CVE-119)	1	
CO, U.S.S. BATAAN (CVL-29)	1	
COMNOTS INYOKERN	1	

[redacted]

9