

**ORIGINAL**

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

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**DECLASSIFIED INFORMATION**

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  
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Subj: Action Report 17 June through 26 June 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

Encl: (1) Sample Air Schedule  
(2) Weather Summary

1. In accordance with references (a) through (d), the Action Report of Task Unit 95.1.1 for the period 17 June through 26 June 1953 is submitted. The Commanding Officer, U.S.S. BAIROKO (CVE-115), was Commander Task Unit 95.1.1 from 2100 17 June until 2100 26 June 1953.

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

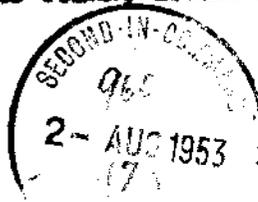
- Part I - General Narrative.
- Part II - Chronological Order of Events.
- Part III - Remarks on performance of ordnance, material and equipment, including ammunition expenditures.
- Part IV - Summary of own and enemy battle damage.
- Part V - Personnel performance and casualties.
- Part VI - Special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

3. Information concerning aircraft performance is contained in greater detail in the Naval Air Warfare reports for June 1953 submitted by VMA-332 in accordance with OPNAV INSTRUCTION 3480.1.

PART I - GENERAL NARRATIVE

(A) During the period 17 June through 26 June 1953, the U.S.S. BAIROKO (CVE-115), under the command of Captain EMMET O'BEIRNE, USN, 63251/1310, with Marine Attack Squadron VMA-332 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 17 June until 2100I 26 June 1953, at which time the Commanding Officer, HMS OCEAN, assumed these duties and the

000240



**ORIGINAL**

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SECURITY INFORMATION

U.S.S. BAIROKO (CVE-115) proceeded independently to Sasebo, Japan for replenishment. During this reporting period, Task Unit 95.1.1 consisted of the U.S.S. BAIROKO (CVE-115) and a daily minimum of three (3) United Nations destroyers. The following ships operated as part of Task Unit 95.1.1 during the period of this patrol:

HMS CONCORD (DD-03)  
HMCS HURON (DD-224)

U.S.S. SOUTHERLAND (DDR-743)  
U.S.S. PRESTON (DD-795)

No more than three (3) of the above screening vessels were in company at one time, while on occasion, the number was reduced to two (2) when a destroyer was detached on special mission or to proceed inshore for mail and fuel. However, when the situation permitted, the destroyers were fueled by the carrier for training purposes and to permit the maximum number of screen ships available at all times.

(B) Mission. To aid in enforcing the blockade of the West Coast of Korea south of Latitude  $39^{\circ} 35'$  N., to prevent ingress or egress, mining and 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 from Sasebo, Japan in company with HMS CONCORD (DD-03), 0500I 17 June, in accordance with instructions contained in CTG 95.1 dispatch 150402Z of June 1953. Due to the necessity for conducting refresher carrier landings enroute to the operating area, window dropping and gunnery exercises were not scheduled. However, due to fog, low ceilings and visibility, air operations were cancelled. At 2100I 17 June, the Commanding Officer of the U.S.S. BAIROKO (CVE-115) assumed the duties of CTU 95.1.1. Task Unit 95.1.1 at this time was composed of the U.S.S. BAIROKO (CVE-115), the U.S.S. SOUTHERLAND (DD-743), the U.S.S. PRESTON (DD-795) and HMS CONCORD (DD-03).

(D) Heavy fog, with ceiling and visibility zero, delayed commencement of air operations until 1800SI. The Task Unit operated in the vicinity of  $37^{\circ} 20'$  N. and  $124^{\circ} 40'$  E. during this patrol, retiring on a southerly course each night. The normal operating schedule provided for seven (7) launches of eight (8) aircraft. In compliance with a directive from the COM7thFLT, maximum effort was provided for close air support along the bomblines. Although coverage of the assigned area was reduced somewhat, TARGAP, the Hanchon Recco and call missions were provided on all occasions when weather permitted. Strikes and recco's were conducted when CAS sorties were not utilized by TACP's and were released to attack pre-briefed targets in West Korea.

(E) Two hundred fifty six (256) scheduled sorties were not launched due to extremely poor flying weather throughout most of this patrol. Several attempts were made to launch strikes when ceiling and visibility in the operating area was acceptable, however, the majority of these were unable to

**SECURITY INFORMATION**

locate or make satisfactory attacks in the target area because of worse conditions prevailing over the land areas. Flying was suspended three days completely, while early morning and late afternoon fog delayed or curtailed all but one day's air operations. A chronological weather summary is included as enclosure (2).

(F) Many factors played important roles in the conduct of operations during this patrol. The extremely poor flying weather undoubtedly had the greatest effect, however a new squadron, reduced aircraft availability, application of maximum effort to CAS and the mass evacuation of friendly held islands by the Partisan Infantry Regiments, their families and refugees contributed measurably to the shaping of events. Marine Attack Squadron Three Thirty Two (VMA-332) relieved VMA-312 at Kobe, on 10 June, during the replenishment period. The U.S.S. BAIROKO (CVE-115) returned to action on 18 June with the pilots of VMA-332 making their first carrier launch (strikes over enemy territory), since 25 April. A period of indoctrination and familiarization of pilots with the area and with communications and operating procedures ensued. One serious accident occurred involving the loss of a Corsair at sea, when the pilot hit the ramp and careened off the ship on the port side aft. The pilot was recovered by the helicopter and suffered only shock, minor abrasions and contusions. The loss of aircraft as a result of two barrier crashes and hard landings severely reduced the availability. As a result of directives from higher authority to expend maximum effort on CAS along the bomblines, sorties were limited to required TARCAPS, Recco's and call missions, plus strike and reconnaissance along coastal areas of West Korea. The evacuation of the PIR from positions, on friendly held islands along the coast, considerably reduced the source of fresh and accurate target information. This factor coupled with the pilots unfamiliarity with the area and the low ceiling and visibility prevailing during most of this patrol, forced intelligence personnel to rely heavily on CCRAK (Combined Covert Reconnaissance Activities, Korea) reports in order to provide pilots with pre-briefed targets suitable for attack.

(G) No enemy aircraft were encountered by aircraft of this Task Unit during the patrol. Part II of this report contains a flight by flight assessment of damage inflicted on enemy ground targets. The following is a summary of damage based on pilot assessment and reports from Partisan Regiments:

<u>TARGET</u>	<u>DESTROYED</u>	<u>DAMAGED</u>
Large Boat 80' X 15'	1	0
Small Boats	3	0
Buildings (Troop Locations)	39	26
Revettted Buildings	5	2
Trucks	1	0
Gun Positions	4	9
Bridges	1	1
Enemy Casualties	un-assessed	un-assessed

(H) Aircraft of this unit were scheduled for four hundred and ninety four (494) sorties during the patrol. In addition to the two hundred and fifty six (256) sorties cancelled by weather, forty eight (48) were cancelled because of reduced aircraft availability. A summary of hours and sorties flown is included below:

<u>TYPE</u>	<u>NO. OF SORTIES</u>	<u>HOURS</u>
Close Air Support	12 *	31.5
STRIKES	113	229.8
Armed Recce	25	53.6
TARCAP	34	74.2
CAP	6	12.2
Total:	190	406.3

\* - This represents the actual number of sorties utilized by the front line controllers. All other flights assigned to CAS were released to hit pre-briefed targets.

PART II - CHRONOLOGICAL ORDER OF EVENTS

17 June

- 0500I Underway from Sasebo in company with HMS CONCORD in accordance with the directions of CTG 95.1 dispatch 15040ZZ of June.
- 1148I Recovered four (4) squadron F4U's from Itazuka Air Force Base.
- 1200I Refresher landings scheduled for this time were cancelled because of fog.
- 2100I The Commanding Officer of the U.S.S. BAIROKO (CVE-115) assumed the duties of CTU 95.1.1.
- 2158I Rendezvoused with HMS OCEAN and assumed operational control of the U.S.S. SOUTHERLAND (DD-743) and the U.S.S. PRESTON (DD-795).
- 2200I Resumed course for area Nan to commence air operations at 0530I on 18 June.

18 June

- 0530I The air operations were delayed at this time because of wide-spread fog in the operating area.
- 0851I Launched event "A", consisting of eight (8) F4U's. A-1 flight, of four (4) aircraft, was despatched to JOC TADC for CAS along the bomb-line. No targets were supplied and these aircraft hit a pre-briefed target consisting of troops in the village of Yonan. Two (2) buildings were destroyed in the attack. A-2 flight, of four (4) aircraft, attacked a transformer west of Haeju with 1000# bombs and HVAR's. No damage assessment was made because of low ceilings.

4

SECURITY INFORMATION

- 1054I Launched event "B", consisting of eight (8) F4U's. B-3 flight was sent to JOC TADC for CAS, but attacked a pre-briefed target south-east of Yonan when TADC supplied no targets. Hits were made on this target, a gun position, but no damage assessment was made because low ceilings made such action hazardous. B-4 flight, of four (4) aircraft, struck a pre-briefed target of troops in a village south of Kyomip'o. Four (4) buildings were destroyed in the village.
- 1204I Recovered two (2) C.O.D. aircraft from K-18.
- 1300I HMS CONCORD was detached to rendezvous with the HMS TYNE to deliver mail and to refuel inshore.
- 1305I Launched event "C", consisting of six (6) F4U's and (2) C.O.D. TBM's. C-6 flight, of six (6) aircraft, conducted close air support along the bomblines scoring good hits on a hilltop position under Mosquito control.
- 1450I Launched event "D", consisting of four (4) F4U's. This flight conducted a Han River Recco and also attacked a camouflaged landing strip south of Haeju, scoring a direct hit on the strip and damaging an adjacent building.
- 1736I Recovered event "D", and cancelled operations because of fog in the area of carrier operations.
- 1832I HMS CONCORD rejoined the formation from inshore.
- 1900I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0530I the following day.

19 June

- 0530I Fog in the operating area delayed the first launch.
- 0639I Launched event "A", consisting of eight (8) F4U's. A-1 flight, of four (4) aircraft, attacked troops in a village west of Yonan. Seven (7) buildings were destroyed in the attack. A-2 flight, consisting of four (4) aircraft, struck a gas dump north of Haeju. The area was well covered but poor weather prevented accurate assessment of damage.
- 0841I Launched event "B", consisting of eight (8) F4U's. B-2 flight, of four (4) aircraft, reported to TADC as close air support, but no targets were made available. This flight attacked troops south-east of Haeju, destroying one (1) revetted building. B-4 flight, of four (4) aircraft, attacked gun positions and barracks while acting as TARGAP for CTU 95.1.4. Four (4) buildings were destroyed and the gun position was damaged.

- 1040I Launched event "C", consisting of eight (8) F4U's. C-5 flight, of four (4) aircraft, reported to TADC as CAS, but no targets were made available. This flight struck troops in a village east of Yonan. The area was well covered. C-6 flight, of four (4) aircraft, conducted a Hanchon Recco. This flight made attacks on gun positions, road bridges and troops in a village northwest of Chinnamp'o. No damage assessment was made because weather conditions made such action hazardous.
- 1200I The U.S.S. PRESTON was detached to fuel inshore and rejoin the formation.
- 1315I Recovered one (1) F4U and one C.O.D. from K-6.
- 1320I Weather conditions in the target area dictated a delay in flight operations.
- 1427I Launched one (1) C.O.D. aircraft and two (2) F4U escorts for K-6.
- 1503I Launched flight D-7, consisting of four (4) F4U's. The flight reported to TADC for CAS but attacked troops and trenches south of Yonan when released by TADC for lack of targets. One (1) building was damaged in this attack.
- 1553I Launched flight E-9, consisting of four (4) F4U's. This flight also reported for CAS, but was released to attack its pre-briefed target located west of Yonan. A village housing troops was attacked and the area was well covered, but no damage assessment was made because of low ceilings in the target area.
- 1655I Launched flight F-11, consisting of five (5) F4U's. This flight was unable to work as close air support because of weather. A village west of Changyon was attacked and seven (7) buildings were damaged, while three (3) were destroyed.
- 1841I Recovered all airborne aircraft and suspended flight operations for the day.
- 1900I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0530I the following day.

20 June

- 0200I The U.S.S. PRESTON rejoined the Task Unit from fueling inshore.
- 0530I Air operations were delayed due to fog, low ceilings and drizzle in the target and operating area.
- 1400I Launched Thumbtack One (1) flight, of four (4) F4U's, as CAP and weather recco.

- 1410I The U.S.S. SOUTHERLAND came alongside for refueling.
- 1435I The ships doctor was transferred by helicopter to the U.S.S. PRESTON.
- 1600I The CAP flight was recovered and the ship's doctor returned by helicopter from the U.S.S. PRESTON.
- 1700I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0530I the following day.

21 June

- 0530I Air operations were delayed due to fog in the operating area.
- 0810I Launched event "B", consisting of eight (8) F4U's. B-3 flight, of four (4) aircraft, attacked a gun position and a village housing troops while acting as TARCAP for CTU 95.1.4. The gun position was well covered, three (3) houses in the village were destroyed and two (2) were damaged. B-4 flight, of four (4) aircraft, attacked the same village destroying one building and damaging three (3) more.
- 1010I Launched event "C", consisting of ten (10) F4U's. C-5 flight, of four (4) aircraft, also TARCAP, attacked troops in a village west of Anak. Anti-aircraft fire prevented damage assessment. C-6 flight, of four (4) aircraft, operating in the TARCAP area, hit at troops in a village southwest of Chinnampo. The village was well covered and three (3) buildings were destroyed in the attack.
- 1015I The U.S.S. PRESTON came alongside the U.S.S. BAIROKO (CVE-115) for refueling.
- 1205I Launched event "D", consisting of seven (7) F4U's. D-7 flight, of four (4) aircraft, attacked gun positions and villages west of Anak. Two (2) gun positions were well covered and one (1) building was destroyed in the village. D-8 flight, of three (3) aircraft, acted as TARCAP for CTU 95.1.4. One gun position was damaged in attacks made on shore batteries in the Taedong Estuary.
- 1406I Launched event "E", consisting of five (5) F4U's. E-9 flight, of five (5) aircraft, conducted an armed reconnaissance in the Changyon area. Two (2) villages were attacked; seven (7) buildings (including two (2) revetted) were destroyed and three (3) were damaged. This flight originally reported for close air support, but no targets were assigned.
- 1605I Launched event "F", consisting of six (6) F4U's. F-12 flight, of six (6) aircraft, reported to Norseman Control along the bomblines for radar control bombing. Twelve (12) runs were made above the overcast and therefore no assessment of the damage was possible.

- 1620I Captain KUHN, USMCR, was severely shaken, when his aircraft flew into the ramp, while making a carrier landing. The landing gear was wiped out and the aircraft slid off the flight deck on the port side and into the water. Captain KUHN was rescued by the helicopter. He suffered no serious injuries but was in a mild state of shock.
- 1747I Launched event "G", consisting of four (4) F4U's. G-13 flight, of four (4) aircraft, attacked a gun position southwest of Yonan after being released from close air support. No damage assessment was made of the attack because of anti-aircraft fire. Lieutenant Colonel BERTELING, Commanding Officer of VMA-332, received 37MM hit in vertical stabilizer of his aircraft and he and his wingman proceeded to K-6 for landing.
- 1917I Recovered event "G" and Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0530I the following day.
- 2000I Task Unit 95.1.1 conducted exercise "Saint Barbara."

22 June

- 0527I Launched event "A", consisting of seven (7) F4U's. A-1 flight, of three (3) aircraft, struck at troops in a village south of Yonan after being released from CAS. Three (3) buildings were destroyed in the village. A-2 flight, of four (4) aircraft, reported to Watchcase for CAS but no targets were assigned. A gun position southeast of Yonan was damaged by this flight.
- 0722I Launched event "B", consisting of five (5) F4U's. B-4 flight, of five (5) aircraft, hit a trench area east of Haeju when weather prevented CAS along the bomblines. The trench area was well covered, but no damage assessment was made because of the lack of time and fuel.
- 0741I HMS CONCORD was detached to fuel inshore.
- 0905I Two (2) aircraft of event "B" were diverted to K-6 because of hung ordnance.
- 0924I Launched event "C", consisting of six (6) F4U's. Event "C" struck pre-briefed targets east of Haeju when weather prevented CAS along the bomblines. No damage assessment was made. An arresting gear casualty forced diversion of this flight to K-6.
- 0934I The casualty to the arresting gear assembly, (a frozen sheave on number one arresting gear engine) necessitated cancellation of further air operations until such time as repairs could be effected.
- 1405I HMS CONCORD rejoined the formation.
- 1830I Cancelled all air operations for the day. Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0530I the following day.

SECURITY INFORMATION

23 June

- 0627I Launched event "B", consisting of eight (8) F4U's. B-3 flight, of eight (8) aircraft, were unable to reach target because of bad weather and returned to the ship.
- 1127I Launched event "D", consisting of seven (7) F4U's. D-7 flight, of three (3) aircraft, reported to CTU 95.1.4 as TARCAP. One gun position was damaged while another was well covered. D-8 flight, of four (4) aircraft, also hit two (2) gun positions in the TARCAP area. A direct hit was scored on one position while no damage assessment was made on the other.
- 1400I The U.S.S. SOUTHERLAND came alongside for fueling.
- 1442I Launched event "E", consisting of seven (7) F4U's. E-9 flight, of four (4) aircraft, attacked a group of small boats west of Anak. Three (3) small boats were destroyed and one gun position in the same area was hit with the remaining ordnance. E-10 flight, of three (3) aircraft, attacked a gun position in the same area; the position was well covered and considered to be badly damaged.
- 1456I Recovered ten (10) F4U's from K-6.
- 1621I Launched event "F", consisting of eight (8) F4U's. F-11 flight, of eight (8) aircraft, attacked four (4) 76MM gun positions on Chemi-do which were menacing friendly islands in the Haeju Bay area. Four (4) of the gun positions were destroyed and a trench area was well covered with Napalm and HVAR's. CTU 95.1.6 assessed the attack and reported all objectives destroyed.
- 1714I HMCS HURON joined the formation from CTG 95.1.
- 1725I HMS CONCORD was detached to the operational control of CTG 95.1.
- 1729I Launched event "E", consisting of eight (8) F4U's. G-13 flight, of four (4) aircraft, attacked primary target of troops in villages southwest of Changyon. No damage assessment was made of this attack because of low ceilings. This flight discovered a boat, length eighty (80) feet, beam fifteen (15) feet, in an inlet north of Choppeki point. The boat was destroyed with five hundred (500) and one hundred (100) pound bombs. A secondary explosion occurred. G-14 flight, of four (4) aircraft, destroyed three (3) revetted buildings in the same area southwest of Changyon.
- 2000I Recovered "G" flight. Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0530I the following day.

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SECURITY INFORMATION

24 June

- 0515I Weather along the MIR prevented CAS Operations.
- 0523I Launched event "A", consisting of eight (8) F4U's. One aircraft aborted because of a rough running engine. A-1 flight, of four (4) aircraft, attacked a road bridge southwest of Changyon. The road bridge area was well covered and one truck which was hidden in the area was damaged. A-2 flight, of three (3) aircraft, was unable to reach its target area because of weather and returned after jettisoning its ordnance load.
- 0725I Launched event "B", consisting of eight (8) F4U's. B-3 flight, of four (4) aircraft, attacked troops in a village northwest of Sinchon. Two (2) buildings were destroyed. B-4 flight, of four (4) aircraft, damaged a gun position south of Yonan.
- 0939I Launched event "C", consisting of four (4) F4U's. C-6 flight, of four (4) aircraft, conducted a Hanchon Recco. A road bridge northwest of Chinnampo was damaged.
- 1025I Launched event "D", consisting of four (4) F4U's. D-8 flight, of four (4) aircraft, attacked a gun position southeast of Haeju. Anti-aircraft fire prevented assessment of damage.
- 1300I Launched event "E", consisting of four (4) F4U's. E-9 flight, of four (4) aircraft, attacked troops in a village southwest of Chinnampo damaging eight (8) buildings.
- ✓ 1305I Launched two (2) fly-away duds for K-6. Fog in the operating area prevented further air operations for the day.
- 1330I The PRESTON came alongside for fueling.
- 1700I The U.S.S. SOUTHERLAND was detached to proceed on a special ECM mission.
- 1800I Task Unit 95.1.1 retired on a southerly course for the night, returning to conduct day air operations at 0530I the following day.

25 June

- 0315I U.S.S. SOUTHERLAND rejoined from special mission.
- 0400I HMCS HURON was detached to fuel inshore.
- 1102I HMCS HURON rejoined the unit from inshore. The weather in the target and operating area prevented air operations. Fog, drizzle and low ceilings prevailed throughout the day.

26 June

- 0500I Fog in the operating area delayed air operations.
- 1220I The U.S.S. PRESTON came alongside for fueling and personnel transfer.
- 1440I The U.S.S. SOUTHERLAND came alongside for fueling and personnel transfer.
- 1500I Air operations were cancelled because of the inclement weather (fog and drizzle) and the Task Unit departed the operating area.
- 2100I The Commanding Officer, HMS OCEAN, assumed the duties of CTU 95.1.1.
- 2301I Rendezvoused with HMS OCEAN and detached the U.S.S. SOUTHERLAND and U.S.S. PRESTON to HMS OCEAN.
- 2315I The U.S.S. BAIROKO (CVE-115) proceeded enroute Sasebo via area George with HMCS HURON in company.

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. Wing Guns.

(1) Broken Sear	-	1
(2) Failure to charge	-	7
(3) Link jams	-	4
(4) Feeder troubles	-	4
(5) Failure to feed	-	1
(6) Failures to extract	-	5
(7) Faulty Timing and Headspacing	-	3
(8) Electrical Wiring trouble	-	2

b. Rockets - Failure to fire.

(1) Pigtailed blown out	-	12
(2) Broken Pigtailed	-	4
(3) Electrical troubles	-	2

c. Bomb Malfunctions.

- (1) 1000# GP released manually - 1  
 (Sway braces too tight)
- (2) 500# GP torn off at end of cata-  
 pult, when the bridle caught the  
 sway braces and tore off a pylon - 1
- (3) Outer panel loads hung - 6  
 (4 Electrical trouble - 2 Pilot error)

d. Dud Ordnance.

- (1) 5" HVAR's (Cause unknown) - 8

(B) Ammunition Expenditures.

1. During the period covered by this report, the following ord-  
 nance was expended:

BY VMA-332 AIRCRAFT

1000# GP - - - - -	8
500# GP- - - - -	151
250# GP- - - - -	192
100# GP- - - - -	479
Napalm - - - - -	6
5" HVAR- - - - -	364
3.25" WP - - - - -	30
20MM Rds.- - - - -	20,020
50 Cal. Rds. - - - - -	20,575

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage.

1. None to vessel.

2. One aircraft received a hit in vertical stabilizer as a re-  
 sult of 37MM anti-aircraft fire. One aircraft received a hit 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:

<u>TARGET</u>	<u>DESTROYED</u>	<u>DAMAGED</u>
Large Boat 80' X 15'	1	0
Small Boats	3	0
Buildings (Troop Locations)	39	26
Revettted Buildings	5	2
Trucks	1	0
Gun Positions	4	9
Bridges	1	1
Enemy Casualties	un-assessed	un-assessed

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

(A) Personnel.

1. Morale was high during this patrol on the line.
2. The personnel strength of squadron and ship's company was as listed below:

	<u>VMA-332</u>	<u>BAIROKO</u>
Officers:	48	68
Enlisted Men:	190	798

(B) Recreation.

1. The following activities for Welfare and Recreation were available during this period:

- a. A daily newspaper, the BAIROKO News, was distributed to ships in the screen with the Guard Mail trips.
- b. The crew's library was open each evening until taps.
- c. Movies were held nightly on the Mess Deck and in the Wardroom.

(C) Divine Services.

1. Protestant Morning Devotions were held each morning at 0740. Catholic Rosary was said each day at 1605 in the library and Bible Classes met three (3) times a week at 1900.
2. On Sunday 21 June, Protestant Divine Service was held in the crew's library at 0900, followed by Catholic Rosary. Latter Day Saints service was held at 1400 in the library.

SECURITY INFORMATION

(D) Casualties - Personnel.

1. There were no personnel casualties due to enemy action.

2. The pilot whose plane struck the after end of the flight deck and continued over the port side of the ship suffered the only injury of this patrol. Injuries consisted of multiple abrasions, contusions and minor lacerations. The pilot suffered no ill effects from being under water for approximately one-half minute, but was grounded for the remainder of the patrol.

(E) Casualties - Material.

1. Engineering.

a. Main Propulsion, Auxiliaries and Electrical Equipment.

(1) Leaks developed in three handhole plugs on the economizer header of No. three (3) boiler. Temporary repairs were effected underway, using sheet asbestos gasket material which proved satisfactory.

(2) No. 1 and 2 Turbo-generators were limited to 300 KW load to limit the temperature rise to 700 C. due to exhaust blower bearing trouble. Exhaust blower 2-76-1 was limited to low speed operation to reduce the possibility of a bearing failure. The electrical load was shifted to No. 3 and 4 Turbo-generators on completion of this patrol and blower repairs were made.

b. Damage Control.

(1) No damage or failures occurred.

c. Electronics.

(1) AN/SPS-6B Air Search Radar - During a period of four (4) days, five (5) crystals and three (3) TR tubes were replaced in the AN/SPS-6B Radar. The reason for the rapid burning out of these units has not yet been determined. However, the operation of the Radar is satisfactory at the present time, having been in operation over two (2) days since the last TR tube was replaced.

(2) TCK Radio Transmitter - One TCK Transmitter was inoperative this cruise due to a defective field coil in the motor generator set. Immediately prior to departure for the operating area, a field coil was received aboard from supply channels, but was not the right coil, although the stock number on the requisition and invoice were correct.

(3) The SP Altitude Determining Radar continued to be inoperative throughout the patrol.

PART VI - COMMENTS AND RECOMMENDATIONS

(A) Operations Department.

1. Air Operations.

a. A daily flight schedule consisting of fifty six (56) sorties was standard for this patrol. All sorties, other than those assigned CTU 95.1.4 for daily TARCAP and the Hanchon Recco, were assigned for close air support missions along the Eighth Army front. However, only twelve (12) of these CAS sorties were utilized by the front line controllers. The maximum effort provided by shore based units as well as TF 77 evidently taxed the control facilities necessitating the release, to hit pre-briefed targets, of all flights they were unable to control. Inclement weather throughout most of this patrol was also considered to have considerably limited complete utilization of sorties available. Consequently, a total of seventy six (76) sorties reported for CAS during the patrol and sixty four (64) were released by the TACPs to strike pre-briefed targets in northwest Korea.

b. The aircraft and pilot complement, twenty four (24) and forty (40) respectively, at the beginning of the patrol was assumed to be ample to support a daily schedule of fifty six (56) sorties. The loss, however, of one aircraft over the side, two (2) more by barrier crashes and the rendering of three (3) aircraft unfit for carrier operations due to structural damage caused by hard landings and/or metal fatigue soon reduced the number of aircraft available for combat to eighteen (18). The percent availability of these remaining aircraft coupled with unsuitable weather necessitated a great amount of re-scheduling and cancellation of scheduled missions in order to effectively employ the aircraft. As a result of this reduced availability, plus the unusually poor weather conditions, five (5) TARCAP missions (20 sorties), fifty five (55) CAS missions (217 sorties) and three (3) Hanchon Recco missions (12 sorties) were not launched. Included below is a daily breakdown of air operations for this patrol.

<u>SORTIES</u>	<u>SCHEDULED</u>	<u>FLOWN</u>	<u>WEATHER CANCELLED</u>	<u>AVAILABILITY CANCELLED</u>
18 June	56	26	24	6
19 June	56	37	8	11
20 June	56	4	52	0
21 June	58	40	8	10
22 June	56	18	32	6
23 June	58	38	18	2
24 June	56	27	16	13
25 June	56	0	56	0
26 June	42	0	42	0
<b>TOTALS:</b>	<b>494</b>	<b>190</b>	<b>256</b>	<b>48</b>

Percentage of scheduled sorties cancelled due to weather - 51.8%  
 Percentage of scheduled sorties cancelled due to availability - 9.7%  
 Percentage of scheduled sorties permitted by the weather that were cancelled because of low availability of aircraft - 20.1%

SECURITY INFORMATION

2. Electronics Counter-measures (Passive).

a. As in the past, considerable effort was expended to increase the training of personnel and gain experience in all aspects of passive electronics countermeasures. Daily EMCQN orders, and intermittent (time sharing) plans were placed in effect to familiarize personnel of all ships in the Task Unit with the procedures and problems involved and to permit ECM intercepts of enemy coastal radar installations. Much value was received from this program and several contacts of enemy radars were reported. An error in the tabulated characteristic for PRF of a British early warning radar was discovered only after considerable effort was expended to positively establish a particular contact as a new enemy installation. Several bearings were obtained and verified by ships in the Task Unit after which a destroyer was detached on special mission to obtain cross bearings. These were obtained leading to the conviction a new installation had been discovered, however, it was learned later that a British Cruiser operating in the near vicinity of the point of interception was operating a radar with a PRF not as listed, but instead its characteristics were similar to those obtained by intercept. This error has been reported and should cause no difficulties in the future.

RECOMMENDATION: A careful study be made of the characteristics of friendly radars listed in all pertinent instructions and reports, to eliminate the possibility of future occurrences of this nature.

(B) Air Department.

1. General.

a. This period on the line was a shakedown period for Marine Attack Squadron VMA-332, and it marked the first time that a majority of the officers and men had lived aboard ship in other than a transient or training status. None of the pilots had made a carrier landing for approximately one and one half (1½) months and weather accompanying Typhoon "Judy" had permitted only the minimum number of field carrier landing practices during the squadron's week at Itani prior to their coming aboard. The squadron had relieved Marine Attack Squadron VMA-312, of all aircraft, tools, records, etc., the previous in-port period and with the whole-hearted cooperation and earnestness on their part rapidly adjusted themselves to the ship's routine on the line. Two (2) major difficulties demanded the attention of all concerned.

2. Maintenance.

a. The aircraft received were a disappointment to the squadron. As reported in the BAIROKO's first Action Report, this tour forward, these aircraft have had many flight hours, considerable service tours and their age makes satisfactory availability difficult. There were two (2) barrier crashes, four (4) aircraft were damaged due to hard landings and one (1) aircraft hit the ramp and went over the side. One of the barrier crashes and one of the hard landings resulted in major overhauls. Five replacement aircraft, for the two (2) needing major overhaul, two (2) flown to K-6 and one lost at sea, were requested from the First Marine Air Wing. On 25 June

**SECURITY INFORMATION**

squadron and Marine Air Group Twelve (12) pilots were to fly the aircraft aboard from K-6, but extremely unfavorable weather prevented their delivery until 27 June enroute to Sasebo. These conditions, together with the fact that squadron maintenance personnel were inexperienced with and not organized for shipboard maintenance, resulted in low aircraft availability.

3. Ordnance.

a. Almost every flight had aircraft returning with hung one hundred (100) pound bombs or rockets. Four (4) aircraft were sent to K-6 as a result of hung 250# bombs. One 500# bomb was dropped during a catapult launch on the H-4 catapult, apparently as a result of the bridle striking the Mark-C bomb shackle, tearing it loose from the aircraft and causing the bomb to drop. The bomb hit the ramp and was deflected into the water. A number of the hung rockets, particularly in the first days of the tour, were attributed to personnel inexperience since insertion of the rocket pigtails was faulty. Contributing to this is the poor design of the pigtail on the old type HVAR Rocket and the difficulty of properly inserting the pigtail into the wing on the F4U-4B aircraft.

4. Material.

a. On 22 June 1953, after the sixth landing of the day on the number one arresting unit, the first small sheave on the after side of the movable crosshead failed. The lubrication by the automatic lubricator appeared to be normal both before and after the failure. It was determined necessary at this time to replace all small sheaves and shafts and approximately ten and one half hours were required to remove the movable crosshead and effect the repair. As a preventive measure, a new automatic lubricator was installed. The small sheaves on this unit had been replaced on 3 April 1952 and had a total of 1211 landings before failure. No direct cause for failure was found, but an indirect cause is the exceedingly hard usage given the Mark-IV arresting units by AF Aircraft operated by this ship in the previous months in the forward area.

b. It is recommended that CVE's operating AF aircraft be given priority on the installation of the Mark-V arresting gear.

(C) Supply Department.

1. The Supply Department continued to function at a pace required by the demands of operations on the line.

2. The following were ACOG at the dates indicated:

<u>Date</u>	<u>Aircraft</u>	<u>Bureau No.</u>	<u>Quantity</u>	<u>Stock No.</u>	<u>Nomenclature</u>
6-17	F4U-4	69870	2 Ea.	VS-43667	Clamp Assy.
6-17	F4U-4	69870	6 Ea.	VS-43558	Clamp Assy.
6-21	F4U-4B	62985	1 Ea.	R85-PW-151871	Cylinder Assy.

All the above aircraft were removed from the ACOG list prior to 24 June 1953.

EO:PDM:ss  
CVE-115/10/A12  
Ser: 0126

**SECURITY INFORMATION**

3. Aviation spares in many cases reached a zero balance or were below the low limit. As stated in the previous action report, this was to be expected because of the long period between replenishments from the aviation supply ship U.S.S. JUPITER (AVS-8). Only a small amount of material was brought aboard by the C.O.D. aircraft due to limitations of the carrying ability, material available at K-6, and cancellations of C.O.D. flights due to adverse weather conditions.

4. Recommendations for increased aviation supply availability have been made in the previous action report.

(D) Medical Department.

1. Sick call attendance during this patrol was higher than usual, with over forty (40) attending daily, however, only thirteen (13) patients were admitted to sick bay. As usual, the majority of cases are concerned with diseases of the upper respiratory tract.

2. Six cases of venereal disease developed during this period, four were urethritis due to gonococcus, and two were chancroid.

3. One pilot was grounded because of minor injuries received as a result of his aircraft going over the side of the ship.

4. The health and morale of the crew is excellent.



EMMET O'BEIRNE

WEATHER SUMMARY

RESTRICTED

18-26 June 1953

The predominate feature of the weather was the dramatic role played by the quasi-stationary front oscillating north and south across the Yellow Sea as rhythmic open waves formed along the front, presumably around Shanghai and further to the southwest.

On two occasions, 20 and 24 June, the cyclones deepened considerably and occluded moving very slowly east-northeastward into the Japan Sea. The centers of these systems all passed to the southward of the Oboe area, but left the target area well covered with multi-layer clouds, extremely low ceilings, rain, drizzle, fog and poor visibility, for twelve to twenty four hours after passing Oboe. The generally poor flying conditions can be attributed, and were accentuated, by high index conditions at the 500 millibar level.

The average sky cover was nine-tenths. Ceiling and visibility were unlimited from 1300I, 23rd June until 1400I, 24th June. The ceiling at all other times was variable from zero to 5000 feet or more and changed rapidly. There were fog patches: 4 hours 18th, 12 hours 19th, 2 hours 20th, 6 hours 24th, and all day 25th and 26th.

It rained intermittently 12 hours 19th, 2 hours 20th, 11 hours 22nd and sprinkled the forenoon of the 23rd and the afternoon of the 25th. The average relative humidity was 93%. The highest daily average was 99% on 25 and 26 June, and the lowest was 85% on 21 June. The highest wind velocity observed was from the East at 30 knots, 19 June, during the passage, to the southward, of an intensifying low pressure system. The average wind velocity was 12 knots, and the lowest, 2 knots from the south. The maximum temperature 73 degrees F; the minimum 63 degrees F., and the sea temperature averaged 65.5 F. The general state of the sea was slight to moderate.

Enclosure (2)

RESTRICTED

22

TIME18 JUNECEILING AND REMARKSVISIBILITY

TIME	CEILING AND REMARKS	VISIBILITY
0500I	Zero, heavy fog.	1/8 mi.
0600I	800' - overcast.	10 mi.
0700I	100' - overcast.	1/8 mi.
0800I	Thin obscuration, 20,000' - scattered.	1/4 mi.
0900I	Thin obscuration, 20,000' - scattered.	6 mi.
1600I	200' - overcast.	1/8 mi.
1700I	20,000' - scattered.	8 mi.
1800I	200' - overcast.	1/2 mi.
1900I	10,000' - overcast.	7 mi.

19 June

0500I	3,000' - overcast. Very hazy.	4 mi.
0600I	3,000' - overcast. Hazy.	7 mi.
1200I	3,000' - overcast. Rain showers.	7 mi.
1300I	3,000' - overcast. Rain showers.	7 mi.

20 June

0500I	500' - overcast. Drizzle.	1/2 mi.
0600I	500' - overcast. Rain.	1/2 mi.
0700I	800' - overcast. Rain.	1 mi.
0800I	500' - overcast. Drizzle.	1 mi.
0900I	800' - overcast.	7 mi.
1000I	500' - overcast. Fog.	1 1/2 mi.
1100I	400' - overcast. Drizzle.	2 mi.
1200I	200' - overcast. Drizzle.	1 mi.
1300I	200' - obscured. Fog.	1/8 mi.
1400I	800' - overcast.	8 mi.
1430I	400' - obscured. Fog and Drizzle.	1/2 mi.
1500I	800' - overcast.	7 mi.
1600I	200' - overcast.	8 mi.
1700I	800' - overcast.	10 mi.

21 June

0500I	1500' - scattered. 5000' overcast. Rain.	6 mi.
0600I	1500' - scattered. 5000' overcast. Rain.	10 mi.
0700I	1500' - scattered. 5000' overcast. Rain N.E.	7 mi.
0800I	1500' - scattered. 2000' overcast.	7 mi.
0900I	1000' - overcast.	10 mi.
1000I	1000' - overcast.	10 mi.
1100I	1000' - Broken.	10 mi.
1200I	800' - Broken. Balloon.	10 mi.
1300I	800' - Broken.	10 mi.
1400I	1500' - Broken.	10 mi.
1500I	1500' - scattered.	10 mi.
1600I	2000' - Broken. 20,000' Broken	10 mi.
1700I	2000' - scattered. 20,000' Broken.	10 mi.
1800I	1500' - scattered. 20,000' scattered.	10 mi.
1900I	1500' - scattered. 20,000' scattered.	10 mi.

Very low ceilings over target area all day.

23

TIMECEILING AND REMARKSVISIBILITY22 June

0530I	9000' - overcast. Ceiling lowered throughout the morning.	10 mi.
1400I	2000' - overcast.	7 mi.
1600I	1000' - light rain.	7 mi.
1700I	1000' - light rain.	7 mi.
1800I	1000' -	8 mi.
1900I	1000' - Drizzle.	8 mi.

23 June

0600I	1000' - broken. 6,000' - broken. 20,000' scattered.	10 mi.
0700I	1000' - broken. 6,000' - obscured - overcast.	10 mi.
0800I	1000' - scattered. 6,000' - obscured. overcast.	10 mi.
0900I	1000' - scattered. 3000' - obscured.	10 mi.
1000I	1000' - scattered. 2500' - obscured.	10 mi.
1100I	1000' - scattered. 2500' - obscured.	10 mi.
1200I	1000' - scattered. 2500' - obscured.	10 mi.
1300I	CAVU -	

24 June

0530I	CAVU until -	
1400I	E. 2500' - obscured.	7 mi.
1500I	1500' - obscured.	6 mi.
1600I	400' - obscured.	6 mi.
1700I	300' - obscured. -Fog.	3 mi.
1800I	200' - obscured - Fog.	2 mi.
1900I	Fog.	1/8 mi.

25 June

0500I	500' - overcast.	7 mi.
0600I	500' - balloon. ceiling.	7 mi.
0700I	Fog.	1/8 mi.
0800I	800' - scattered. 7,000' - scattered.	10 mi.
0900I	2000' - overcast.	8 mi.
1000I	Fog.	1/4 mi.
1100I	Fog.	1/8 mi.
1200I	Fog.	1 mi.
1300I	Fog.	1/8 mi.
1400I	Fog.	1/4 mi.
1500I	Balloon - ceiling 500'.	7 mi.
1600I	Balloon - ceiling 500'.	7 mi.
1700I	Estimated 500'. Rain.	7 mi.
1800I	Estimated 500'. Rain.	7 mi.

29

TIMECEILING AND REMARKSVISIBILITY26 June

0400I	Ceiling and visibility zero.	
0500I	E. 7,000' - scattered. Fog.	1/2 mi.
0600I	Ceiling and visibility zero.	
0700I	Ceiling and visibility zero.	
0800I	Ceiling and visibility zero.	
0900I	Fog.	1/4 mi.
1000I	Ceiling 200' - Fog.	1/8 mi.
1100I	Ceiling 400' - Fog.	4 mi.
1200I	Ceiling 400' - Fog.	4 mi.
1300I	Ceiling 500' - Haze.	5 mi.

4  
Enclosure (2)  
25