Original 774

3036

U. S. S. BAIROKO (CVE-115)
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

IN REPLY REFER TO

RDH:ACL:ss
CVE-115/10/A12
Ser: 003
17 MAR 1952

DECLASSIFIED

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

[redacted]
SECURITY INFORMATION

From: Commanding Officer and Commander Task Element 95.11
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
(2) Commander Task Force NINETY-FIVE
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

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Subj: Action Report 4 March through 14 March 1952

Ref: (a) Article 0705 Navy Regulations
(b) OPNAV INSTRUCTION 3480.1
(c) CINCPACFLT INSTRUCTION 3480.1
(d) CTG 95.1 OpOrder 2-51 (revised)
(e) CTE 95.11 OpOrder 2-51

Encl: (1) Sample Air Schedule

1. In accordance with reference (a), (b), (c) and (d), the action report of Task Element 95.11 for the period four (4) March through fourteen (14) March 1952 is submitted herewith. The Commanding Officer, U.S.S. BAIROKO (CVE-115) was CTE 95.11 during this period.

2. The report is devided into 6 parts, as listed below:

Part I	General Narrative.
Part II	Chronological order of events.
Part III	Remarks on performance of ordnance material and equipment, including ammunition expenditure.
Part IV	Summary of own and enemy battle damage.
Part V	Personnel performance and casualties.
Part VI	Comments and recommendations.

PART I - GENERAL NARRATIVE

1. During the period four (4) March through fourteen (14) March 1952 the U.S.S. BAIROKO (CVE-115), under the Command of Captain R. D. HOGLE 62672/1310, USN, and the Marine Aircraft Squadron, VMF-312 embarked, Lieutenant Colonel J.H. MC GLOTHLIN Jr., 07445/7302, USMC, Commanding Officer operated as a part of the U.S. SEVENTH FLEET in Task Force 95, under the operational control of Commander Task Group 95.1.

cc 48415/4

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2. The Commanding Officer, U.S.S. BAIROKO (CVE-115), was Commander Task Element 95.11 from 2100I four (4) March to 2100I thirteen (13) March 1952 at which time the Command of the Task Element was shifted to the Commanding Officer, HMS GLORY. During the reporting period, TE 95.11 consisted of one escort carrier and a maximum of three (3) DD's acting as screening vessels. The screen was reduced to less than three (3) ships when required by operational demands. The mission of this Task Element was to conduct operations in support of the United Nations Blockade, West Coast of Korea, the United States Eighth Army in Korea (EUSAK) and to render search and rescue assistance as required.

3. The enemy forces were the North Korean People's Army and "Volunteer Chinese Communist Forces" in enemy-held North Korea. No enemy surface or Air Forces were encountered by this Task Element and, therefore, no surface or air action is related. However, enemy small craft operating in the rivers, estuaries, and along the West Coast of Korea were attacked and destroyed by aircraft of this Element when directed or as targets of opportunity.

4. During this operating period VMA-312 aircraft flew armed reconaissance, Target Combat Air Patrol, Combat Air Patrol, pre-briefed strikes, Air Spot for Naval gunfire, and Photo Reconaissance missions as illustrated by schedule, enclosure (1). Flight Operations were carried out for the entire nine (9) days scheduled. However, on the last day, the last two (2) flights were cancelled due to weather. During these nine (9) days VMA-312 aircraft flew 360 combat sorties plus six (6) aborted and five (5) administrative flights. There was a total of 779.2 combat hours flown for an overall average of 86.6 hours and forty (40) sorties per day. The squadron aircraft allowance was twenty four (24), the total average aircraft flyable on board twenty two (22), and the total average aircraft availability eighteen (18).

5. During this operating period ships of Task Element 95.11 operated in the Korean Coastal Area Nan in the vicinity of Latitude 37° 30' N. and 124° 30' E. Several of the destroyers in the screen were replaced on a routine rotational basis. Those that participated in this periods patrol were HMCS CAYUGA (D-218), HMS CONCORD (D-03), U.S.S. SOUTHERLAND (DDR-743), HMAS BATAAN (D-191), and the U.S.S. D.A. MUNRO (DE-422).

PART II - CHRONOLOGICAL ORDER OF EVENTS

040648I The U.S.S. BAIROKO (CVE-115) with VMA-312 embarked was underway for Operating Area Nan, off the West Coast of Korea, with the HMCS CAYUGA (D-218), in company.

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041028I Conducted anti-aircraft gunnery practice in area George.

041201I Recovered three (3) of VMA-312's F4U's from ITAZUKI.

042100I Assumed Task Element designation CTE 95.11.

050215I HMS CONCORD (D-03) joined CTE 95.11.

050700I Commenced launching aircraft.

050755I U.S.S. BAIROKO (CVE-115) fired approximately twelve (12) rounds of 40MM to warn fishing craft in an unauthorized area.

051145I Captain Kenneth L. DODSON 035671/ USMCR while flying an F4U-4 BUNR 96879 failed to return to the ship. Plane is reported to have lost port wing due to enemy anti-aircraft flack and crashed at Latitude 38° 05' N. Longtitude 125° 16' E. Accompanying pilots report that there is little possibility that Captain DODSON is alive. He was therefore reported killed in action.

051215I The U.S.S. SOUTHERLAND (DER-743) joined formation and assumed duties of Screen Commander.

051515I Captain Jack DEITZ, USMC while on a combat mission, flying an F4U-4 BUNR 81706 encountered enemy flack resulting in damage to plane, forcing pilot to bail out at 38° 30' N. and 125° 08' E. Pilot suffered no injuries. The pilot was quickly picked up by rescue Helicopter, Pedro Tare, stationed at Dentist Charley.

051642I Released HMCS CAYUGA (D-218) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 flew a total of fifty (50) flights this date. Twelve (12) of these flights were defensive. Weather good, visibility unrestricted. Wind N.E. ten (10) to twenty (20) knots. Sea moderate.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
4 - 100# GP	12 - CAP
15 - 500# GP	16 - TARCAP
302 - HVAR's	14 - Armed Recco.
18 - Napalm	8 - Strikes
14,575 - rounds .50 cal. ammo.	

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052245I The U.S.S. SOUTHERLAND (DDR-743) was detached to return to Sasebo, Japan. The U.S.S. LOWRO (DE-422) joined formation and assumed station 1# in screen.

6 March - VMA-312 aircraft flew a total of forty eight (48) flights for this date. Twelve (12) of these flights were defensive, two (2) were administrative flights, and two (2) were aborted. Weather good, visibility unrestricted. Wind N. twelve (12) knots. Sea slight.

060705I Commenced launching aircraft.

061115I HMCS CAYUGA (D-218) re-joined formation.

061644I Released HMS CONCORD (D-218) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
30 - 500# GP	12 - CAP
128 - HVAR's	2 - Admin.
144 - 3.5" rockets	10 - TARCAP
4 - Napalm	22 - Armed Recco.
32,965 - .50 cal. ammo.	2 - Aborted flights

7 March - VMA-312 aircraft flew a total of forty three (43) flights for this date. Twelve (12) of these flights were defensive. The weather generally good. Visibility fifteen (15) to twenty (20) miles. Wind twelve (12) knots. Sea slight.

071337I U.S.S. BAIROKO (CVE-115) Helicopter returned Captain DEITZ, USMC from Paengnyong-Do.

071345I HMAS BATAAN (D-191) joined CTF 95.11.

071700I Detached HMAS BATAAN (D-191) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

071707I Detached HMS CONCORD (D-10) to return to Sasebo, Japan.

4

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
27 - 500# GP	12 - CAP
172 - 5" HVAR's	12 - TARCAP
64 - 3.5" rockets	18 - Armed Recco.
3 - Napalm	1 - Photo
29,515 - .50 cal. belted ammo.	

8 March - A total of forty two (42) flights were flown this date. Eight (8) of these flights were defensive. The weather was variable with ceiling 1500 to 5,000 feet. Visibility ten (10) miles. Winds N.W. eleven (11) to twelve (12) knots. Sea slight.

081647I Detached HMCS CAYUGA (D-218) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
32 - 500# GP	12 - CAP
215 - 5" HVAR's	11 - TARCAP
40 - 3.5" WP rockets	18 - Armed Recco.
27,000 - rounds .50 ca. ammo.	

9 March - A total of forty one (41) flights were flown this date. Twelve (12) of these flights were defensive. The weather was excellent. Visibility unlimited. Wind sixteen (16) to twenty (20) knots. Sea moderate.

091600I Detached the U.S.S. LUNRO (DE-422) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
29 - 500# GP	12 - CAP
216 - 5" HVAR's	12 - TARCAP
16 - 3.5" rockets	17 - Recco.
28,825 - rounds .50 cal. ammo.	

10 March - A total of thirty six (36) flights were flown this date. Twelve (12) of these flights were defensive. The weather was variable with ocassional low cloudiness. Visibility unlimited. Wind N.E. seventeen (17) to twenty (20) knots. Sea moderate to rough.

101615I F4U BUNR 96973, pilot C. W. TUXBURY Captain USMC serial number 024940 encountered heavy machine gun fire, Latitude 38° 50' N. Longtitude 125° 10' E. causing the pilot to parachute into the water at Latitude 38° 47' N. Longtitude 125° 06' E. TUXBURY was picked up by the helicopter based at Dentist Charley. Pilot was taken to the island of Cho Do suffering from slight exposure.

101631I Detached HMCS CAYUGA (D-218) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
20 - 500# GP	12 - CAP
167 - 5" HVAR's	13 - TARCAP
4 - Napalms	6 - Recco.
32 - 6.5" ATAR's	4 - Strikes
25,885 - rounds .50 cal. ammo.	1 - Photo

11 March - A total of forty one (41) flights were flown this date. Twelve (12) of these flights were defensive. The weather was good with visibility unrestricted. Wind was seventeen (17) to twenty (20) knots. Sea rough to moderate.

111642I HMAS BATAAN (D-191) was detached to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
7 - 1000# GP	12 - CAP
17 - 500# GP	12 - TARCAP
232 - 5" HVAR's	14 - Armed Recco.
8 - 3.5" WP rockets	2 - NGF Spot
31,530 - rounds .50 cal. ammo.	1 - Photo
6 - Napalm	

111642I HMAS BATAAN (D-191) was detached to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

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VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
7 - 1000# GP	12 - CAP
17 - 500# GP	12 - TARCAP
232 - 5" HVAR's	14 - Armed Recco.
8 - 3.5" WP rockets	2 - NGF Spot
6 - Napalm	1 - Photo
31,530 - rounds .50 cal. ammo.	

12 March - A total of thirty eight (38) sorties were flown this date. Twelve (12) of these were defensive. The weather was excellent with ceiling unlimited and visibility unrestricted.

121431I CODFISH (TBM) delivered Captain C. W. TUXBURY, USMC to the U.S.S. BAIROKO (CVE-115) from K-16.

121640I Detached HMCS CAYUGA (D-218) to carry out night patrol assignments, in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
22 - 500# GP	12 - CAP
192 - 5" HVAR's	14 - TARCAP
2 - Napalm	10 - Armed Recco.
24,380 - rounds .50 cal. ammo.	2 - NGF Spot

13 March - A total of twenty three (23) flights were flown this date. Eight (8) of these were defensive. The weather was generally poor with increased snow showers and lowering ceiling by mid-day.

131400I Cancelled this flight due to weather.

131500I Detached the U.S.S. MUNRO (DE-422) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area and cancelled the 1620I flight.

132100I In accordance with CTG 95.1 dispatch 110155Z the Commanding Officer, U.S.S. BAIROKO (CVE-115) was relieved of his duties as OTC West Coast Korea by Commanding Officer, HMS GLORY.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
3 - 1000# GP	8 - CAP
9 - 500# GP	9 - TARCAP
109 - 5" HVAR's	5 - Armed Recco.
4 - Napalm	1 - Photo

14 March - HMCS CAYUGA (D-218), HMAS BATAAN (D-191) in company with U.S.S. BAIROKO (CVE-115) in transit from operating area West Coast Korea to Sasebo, Japan.

141150I Launched four (4) VMA-312 aircraft for ITAMI.

141330I Exercised crew at General Quarters and conducted anti-aircraft gunnery exercises.

141810I Entered the harbor of Sasebo, Japan.

PART III - PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT INCLUDING AMMUNITION EXPENDITURES

(A) Performance of Ordnance Material and Equipment

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

2. Fifteen (15) 500 lb. general purpose bombs failed to explode on impact. Four (4) of the fifteen (15) aircraft carrying these bombs failed to return arming wires. One (1) 500 lb. bomb was dropped safe by pilot. It was definitely established that one dud was caused by electrical trouble. Three (3) 1000 lb. G.P. bomb duds were reported. All arming wires of these three (3) bombs were returned except one tail arming wire. The arming solenoids of the a/c carrying these three (3) bombs checked out satisfactorily. The above reported duds used the following fuzes with the delay timing as indicated: AN-M101A2 (.01 sec. delay)-1; AN-M101A2 (.25 sec. delay)-14; AN-M103A1 (inst.)-3; AN-M139 (inst.)-12; AN-M139 (.01 sec. delay)-3; AN-M102A2 (1025)-2.

3. Five (5) Napalm duds were reported. Three (3) of these duds were the MK-77 tanks. Failure of the three (3) MK-77 fire bombs was attributed to the following: double arming wires being secured to the after arming solenoid and the arming solenoid pin being sprung allowing the arming wire to pass under the pin when the switch was on Armed. The two other bombs were the Japanese manufactured tanks. The reason for their failure to ignite is undetermined.

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(B) Ammunition Expenditure

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

BY VMA-312 AIRCRAFT

1000 lb. G.P. bombs	14
500 lb. G.P. bombs	201
5" HVAR's rockets	1,733
6.5" ATAR's rockets	32
3.5" W.P. rockets	272
Napalm	41
.50 calliber belted ammunition	241,415

PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

(A) Own Battle Damage.

1. None of the ships of the Task Element sustained battle damage.

2. For damage sustained by aircraft see Naval Air Warfare Report (OPNAV 338.5 revised 4-51) submitted for this operating period.

(B) Battle Damage Inflicted on the Enemy.

1. Ships of this Task Element inflicted no damage on the enemy while operating as part of screen during the period covered by this element.

2. For battle damage inflicted on the enemy by aircraft of the Task Element see Naval Air Warfare Report (OPNAV 338.5 revised 3-51) submitted for this operating period.

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

(A) Personnel performance was considered to be excellent.

(B) Casualties.

1. On five (5) March 1952 Captain K. L. DODSON 035671 USMCR while flying an F4U-4 BUNR 96879 failed to return to the ship. The plane is reported to have lost its port wing due to enemy anti-aircraft flack.

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The plane upon losing its wing rolled over and crashed into the ground scattering parts of the aircraft over a large area. The approximate position of the plane crash is Latitude 38° 05' N. and Longtitude 125° 16' E. Accompanying pilots report that there is little possibility that Captain DODSON survived. He was therefore reported killed in action.

2. In the afternoon of five (5) March 1952 Captain Jack DEITZ USMC while on a combat mission and flying F4U-4 BUNR 81706 encountered enemy flack resulting in damage to the plane, forcing the pilot to bail out at Latitude 38° 40' N. Longtitude 125° 08' E. Pilot suffered no injuries. The pilot was picked up by a rescue helicopter, Pedro Tare, stationed at Dentist Charley and delivered to Paengnyong-Do where, on seven (7) March 1952 DEITZ was picked up by the U.S.S. BAIROKO (CVE-115) helicopter and returned to the ship.

3. In the afternoon of 10 March 1952 Captain C. W. TUXBURY USMC 024940 encountered heavy machine gun fire Latitude 38° 50' Longtitude 125° 10' while flying an F4U-4 on a combat mission. The pilot was forced to bail out at Latitude 38° 47' N. and Longtitude 125° 06' E. The helicopter based at Dentist Charley again picked up pilot and delivered the pilot to the island of Cho Do where he was flown to K-16 to be picked up by CODFISH and returned to the U.S.S. BAIROKO (CVE-115).

(C) Personnel Requirements and Individual Department Comments.

1. Previous comments made in Action Report for period 15 February through 26 February dated 3 March are considered to be still valid. The following additional personnel requirements are submitted:

a. Medical Department

At the present time the number of personnel in the department is too low to properly perform all functions and to fill General quarters station billets. Recommend bringing personnel compliment up to allowance by adding 1 HM2, 1 HM3, and 1 SN.

b. Operations Department

In view of the increase in communication traffic while operating in this area it is recommended that the following rates be added to allow the communication division to function properly: 1 RM1, 3 RM2, 1 RM3, 1 RMSN, 4 RMSA.

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PART VI - COMMENTS AND RECOMMENDATIONS

1. From an overall viewpoint it is considered that the operations of the U.S.S. BAIROKO (CVE-115) with VMA-312 embarked, as part of T.E. 95.11 for the period 4 March through 14 March 1952, were conducted in a satisfactory manner. It is felt that the primary mission of the Task Element, that of providing the necessary air cover in the enforcement of a seaward and coastwise blockade of the West Coast of Red held Korea, was effectively accomplished.

2. Due to pilots in-experience in aerial photography, and antiquated, jury rigged equipment a considerable amound of precious time and effort was wasted in attempting to get suitable aerial photographs of areas containing suspected troop build ups, and well camouflaged gun emplacements. It is recommended that an aerial photographic unit be attached to CVE type Aircraft Carriers operating in this theater of operations.

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20 MAR 1952

R. D. Hogle
R. D. HOGLE
Captain, U.S.N.
Commanding Officer

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FLIGHT SCHEDULE FOR
5 March 1952

SUNRISE 0709 SUNSET 1841

EVENT	COMP	MISSION	LAUNCH	LAND	AMMO	FUEL
A1	2	CAP	0700	0905	Note 1	380 Gals
A2	3	TARCAP	0700	0905	Note 6	380 Gals
A3	4	Coast Recco (N)	0700	0905	Note 2	380 Gals
B4	2	CAP	0850	1055	Note 1	380 Gals
B5	3	TARCAP	0850	1055	Note 6	380 Gals
B6	4	Coast Recco (S)	0850	1055	Note 3	380 Gals
		See Note 4			Note 6	
C7	2	CAP	1040	1245	Note 1	380 Gals
C8	2	TARCAP	1040	1245	Note 6	380 Gals
C9	4	Strike	1040	1245	Note 3	380 Gals
D10	2	CAP	1230	1435	Note 1	380 Gals
D11	3	TARCAP	1230	1435	Note 6	380 Gals
D12	4	Strike	1230	1435	Note 7	380 Gals
E13	2	CAP	1420	1625	Note 1	380 Gals
E14	3	TARCAP	1420	1625	Note 6	380 Gals
E15	4	Coast Recco (N)	1420	1625	Note 3	380 Gals
F16	2	CAP	1610	1815	Note 1	380 Gals
F17	3	TARCAP	1610	1815	Note 6	380 Gals
F18	4	Coast Recco (S)	1610	1815	Note 3	380 Gals

NOTE 1 - All A/C full lead .50 cal.
2 - 1000 GP/ 4 to 5 sec. delay - 8 HVAR
3 - 500# GP 1/100 sec delay nose - 4 to 5 sec. delay tail - 8 HVAR
4 - 2 A/C for K-16 to contact JOC. To be recovered with Fox flight.
5 - Maintain 2 A/C condition #1 after each launch from one half hour before sunrise until sunset. 1 A/C each CAP flight with ADSK1 mounted
6 - Napalm - 8 HVAR
7 - 500# GP 1/100 sec. delay - 8 HVAR

APPROVED

R.M. ALLISON
CDR, U.S.N.
OPERATIONS OFFICER

SUBMITTED

J. C. COULTHARD
LCDR, U.S.N.
AIR OPERATIONS OFFICER

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ENCLOSURE (1)