Original

4558

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

In reply refer to:

RDH:ACL:amg
CVE-115/10/A12
Ser: 0015

24 APR 1952

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[redacted]

SECURITY INFORMATION

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

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 95
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

Subj: Action Report 9 April through 18 April 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 9 April through 18 April 1952 is submitted herewith. The Commanding Officer, U.S.S. BAIROKO (CVE-115) was CTE 95.11 during this period.

2. The report is divided into six (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 9 April through 18 April 1952, the U.S.S. BAIROKO (CVE-115), under the Command of Captain R. D. HOGLE, 62672/1310, USN, and the Marine Aircraft Squadron, VMA-312 embarked, Lieutenant Colonel R. E. SMITH Jr., 08172/7302, USMC, Commanding, operated as part of the United States SEVENTH Fleet in Task Force 95, under the operational control of Commander Task Group 95.1.

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2. The Commanding Officer, U.S.S. BAIROKO (CVE-115), was Commander Task Element 95.11 from 2100I nine (9) April to 2100I eighteen (18) April 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 (1) escort carrier and a maximum of three (3) Destroyers 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 Peoples 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 reconnaissance, Target Combat Air Patrol, Combat Air Patrol, pre-briefed strikes, Air Spot for Naval gunfire, and Photo Reconnaissance missions as illustrated by schedule, enclosure (1). Flight Operations were carried out for the entire nine (9) days scheduled. During these nine (9) days, VMA-312 aircraft flew 327 combat sorties plus 6 aborted and 15 administrative flights. There was a total of 660.9 combat hours flown for an overall average of 62.3 hours and 36.3 sorties per day. The squadron aircraft allowance was 20, the total average aircraft flyable on board 18.45, and the total average availability 15.34.

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. The destroyers in the screen were replaced on a routine rotational basis. Those that participated in this periods patrol were U.S.S. MUNRO (DE-422), HMNS PIET HEIN (D-805), HMCS ATHABASKAN (DDE-219) and the HMS CONSTANCE (D-71).

CHRONOLOGICAL ORDER OF EVENTS

9 April

0906321 U.S.S. BAIROKO (CVE-115) and HMNS PIET HEIN (D-805) sortied from Sasebo Harbor, Sasebo, Japan for area Nan off the West Coast of Korea.

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10 April

100135I HMCS ATHABASKAN (DDE-219) joined formation and assumed duties as screen commander.

100616I U.S.S. BAIROKO (CVE-115) commenced launching aircraft for this operating period.

101344I F4U-4 SIDNR 14, pilot Captain MANNING, USMC, hit barriers three (3) and two (2) while making qualification landings. Pilot was not injured.

101440I U.S.S. D.A. MUNRO (DE-422) joined formation from Worthington patrol.

101655I HMNS PIET HEIN (D-805) detached to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew thirty three (33) sorties plus five (5) administrative flights, and one (1) aborted sortie. Fourteen (14) of these sorties were defensive. The U.S.S. BAIROKO (CVE-115) also conducted carrier qualifications during operations this date. The weather was fair, visibility 5 miles, winds Southwest ten (10) knots, sea smooth.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
5 - 1000 lb. bomb GP	14 - CAP
15 - 500 lb. bomb GP	14 - TARCAP
120 - 5" HVAR's	5 - Armed Recco
40 - 3.5" rocket WP	
19,875 - .50 caliber ammunition	

11 April

110616I Commenced launching aircraft.

110925I HMNS PIET HEIN (DD-805) joined formation from Worthington patrol.

111158I F4U-4 side number eleven (11), piloted by Captain TORGENSON, USMC, of VMA-312 came in high for a landing with no flaps, missed arresting wires, and crashed through three (3) barriers causing extensive damage to his own aircraft, and to F4U-4 side number twenty five (25). F4U-4 side number three (3) was also damaged. Captain TORGENSON received no injuries.

111548I HMS CONSTANCE (D-71) joined the formation relieving HMCS ATHABASKAN (D-219) to return to Sasebo.

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VMA-312 aircraft flew twenty (20) sorties plus one (1) aborted sortie. Six (6) of these sorties were defensive. The U.S.S. BAIROKO (CVE-115) also conducted carrier qualifications during operations this date. The weather was generally good in the morning with ceiling and visibility rapidly lowering to 800 ft. and one mile (1) or less with rain. Wind Easterly twelve (12) to twenty five (25) knots, increasing to twenty five (25) to thirty (30) knots. Sea moderate.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
14 - 500 lb. GP	6 - CAP
88 - 5" HVAR's	6 - TARCAP
24 - 3.5" rocket WP	8 - Armed Recco
7,420 - .50 caliber ammunition	

12 April

1208201 HMS CONSTANCE (D-71) rejoined the formation having been on the Worthington patrol during the night.

1213141 Commenced launching aircraft for this days operation.

1217051 Detached the U.S.S. D.A. MUNRO (DE-422) for night patrol assignment in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew eighteen (18) sorties plus three (3) administrative flights. Six of these sorties were defensive. The weather was mainly overcast, ceiling 1,500 foot, visibility and ceiling becoming unlimited in the afternoon. Surface winds North to Northwest thirty (30) to thirty five (35) knots, decreasing in the afternoon. Seas six (6) to eight (8) feet. Target had low cloud coverage and poor visibility, throughout the morning.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
12 - 500 lb. GP	6 - CAP
96 - 5" HVAR's	6 - TARCAP
7,950 - .50 caliber ammunition	6 - Armed Recco

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13 April

130556I Launched six (6) aircraft for CAP against possible enemy air attack. This was based on CTE 95.15 dispatch 121300Z of April 1952. No attack materialized.

130910I The U.S.S. D. A. MUNRO (DE-422) rejoined the formation from the Worthington patrol.

131655I Detached HMNS PIET HEIN (D-805) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew forty one (41) sorties, one (1) aborted, and three (3) administrative flights this date. Twelve (12) of these were defensive. The U.S.S. BAIROKO (CVE-115) conducted carrier qualifications during operations this date. The weather was good. Sky clear with visibility unrestricted. Sea moderate, decreasing by afternoon. Wind Northerly.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
7 - 1000 lb. GP	12 - CAP
10 - 500 lb. GP	17 - TARCAP
135 - 5" HVAR's	12 - Armed Recco
56 - 3.5" rocket WP	
7 - Napalm	
29,150 - .50 caliber ammunition	

14 April

140613I Commenced launching aircraft for the days operations.

140635I Commenced refueling HMS CONSTANCE (D-71).

140730I Captain C. S. DETMERING, USMCR, 030608/7302, while carrying out a routine TARCAP mission in an F4U-4 received enemy small arms fire from XC 766573, Kyo Dong area. The damage received by Captain DETMERING'S plane from this small arm fire was of such accuracy, as to necessitate the ditching of the aircraft at XC 720605, just Southeast of the island of Cho Do.

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1407481 Received report from RESCAP that Captain Carl S. DETMERING was picked up by "Dumbo How" and was uninjured.

VMA-312 aircraft flew twenty eight (28) sorties, one (1) aborted, and one (1) administrative flight. Ten (10) of these sorties were defensive. The weather was clear becoming cloudy in the afternoon. Frontal passage in late afternoon from West to East, giving rain and reduced visability. Sea moderate.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
6 - 1000 lb. GP	10 - CAP
96 - 5" HVAR's	10 - TARCAP
48 - 3.5" rockets WP	6 - Armed Recco
13 - Napalm	2 - Spot
30,210 - .50 caliber ammunition	

15 April

1506121 Commenced launching aircraft for the days operations.

1506461 Refueled U.S.S. D. A. MUNRO (DE-422) via close-in method.

1507521 HMS CONSTANCE (D-71) returned from Worthington and joined the formation.

1512051 Captain Carl S. DETMERING, USMCR, 030608/7302, arrived from K-16 in good health and in good spirits.

1517121 Detached the U.S.S. D. A. MUNRO (DE-422) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew a total of forty six (46) sorties this date. Forteen (14) of these were defensive. The weather was good throughout the day with ceiling scattered to broken. Visibility was unrestricted. Sea moderate.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
9 - 1000 lb. GP	14 - CAP
14 - 500 lb. GP	14 - TARCAP
9 - Napalm	18 - Armed Recco
253 - 5" HVAR's	
22,790 - .50 caliber ammunition	

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16 April

160606I Commenced the days operations with a twelve (12) plane Napalm and rocket strike on the Wolsa Ri area.

160725I The U.S.S. D. A. MUNRO (DE-422) returned from the Worthington patrol to rejoin the formation.

161710I Detached HMNS PIET HEIN (D-805) to carry out night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew thirty five (35) sorties plus three (3) administrative hops. Ten (10) of these sorties were defensive. The weather was fair with haze from surface to clouds. Visibility lowering by noon to two (2) to five (5) miles over ship and target area. Wind increasing to twenty five (25) to thirty two (32) knots by mid-afternoon. Sea slight becoming moderate to rough.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
4 - 1000 lb. GP	10 - CAP
8 - 500 lb. GP	10 - TARCAP
22 - Napalm	7 - Armed Recco
239 - 5" HVAR's	8 - Strike
28,090 - .50 caliber ammunition	

17 April

171201I HMNS PIET HEIN (D-805) returned to the formation from the Worthington patrol.

171313I Commenced launching aircraft for the days operations.

171601I Detached the HMS CONSTANCE (D-71) for night patrol assignments in the Paengnyong-Do and Kirin-Do area.

VMA-312 aircraft flew a total of twenty six (26) sorties this date. Six (6) of these were defensive. The weather fair. Visibility was reduced to two (2) miles, due to dust, improving to over ten (10) miles in the afternoon, with unlimited ceiling. Wing Northwest, twenty (20) to thirty (30) knots, deminishing to fifteen (15) to twenty (20) knots. Seas diminishing from twelve (12) to five (5) feet by noon.

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VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
14 - 1000 lb. GP	6 - CAP
6 - Napalm	6 - TARCAP
134 - 5" HVAR's	14 - Armed Recco
19,875 - .50 caliber ammunition	

18 April

180545I Commenced launching aircraft to start the days operations, hoping to establish record for the number of combat sorties flown from CVE type carriers.

180636I Commenced refueling U.S.S. D. A. MUNRO (DE-422).

180915I HMS CONSTANCE (D-71) returned to the formation from the Worthington patrol.

181200I Commenced retiring to the South, Pt. Oboe moving 173°T at six (6) knots.

181911I The U.S.S. BAIROKO (CVE-115) with the U.S.S. D. A. MUNRO (DE-422), HMS CONSTANCE (D-71) and HMNS PIET HEIN (D-805) in company, retired from the area at 18.5 knots on course 173°T.

182100I Shifted command TE 95.11 to HMS GLORY.

182205I Detached the U.S.S. D. A. MUNRO (DE-422) to carry out mission assigned.

VMA-312 aircraft flew eighty (80) sorties plus two (2) aborted flights for this days operations. Eighteen (18) of these flights were defensive. The weather was good with unlimited ceiling. Slight haze holding visibility to six (6) to ten (10) miles. CAVU over target area. Winds Northwest backing to Southwest fourteen (14) to five (5) knots. Seas slight.

VMA-312 aircraft accomplished the following:

ORDNANCE EXPENDITURE	MISSIONS
14 - 1000 lb. GP	18 - CAP
73 - 500 lb. GP	22 - TARCAP
8 - 100 lb. GP	19 - Armed Recco
3 - M83 (Butterfly bomb)	19 - Strike
23 - Napalm	2 - Spot
435 - 5" HVAR's	
40 - 3.5" rocket WP	
62,200 - .50 caliber ammunition	

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19 April

191222I Detached HMS CONSTANCE (D-71) and HMNS PIET HEIN (D-805) to return to Sasebo. The U.S.S. BAIROKO (CVE-115) maintaining course and speed for Kobe to transfer VMA-312 to U.S.S. BATAAN (CVL-29).

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

(A) Performance of Ordnance Material and Equipment.

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

2. A total of seventy-eight (78) HVAR and sixteen (16) WP rockets failed to fire.

3. Nine (9) 500 lb. GP duds were reported, four (4) of these bombs were armed with tail arming only using AN-M101A2 fuzes. Five (5) bombs were armed with AN-M139A1 nose fuze and AN-M101A2 tail fuze. All planes except one (1) returned with arming wires. Three (3) 1000 GP duds were reported. Two (2) were fuzed with AN-M139A1 fuzes, and AN-M102A2 tail fuzes. One (1) was armed with AN-MK 219 nose fuze with Daisy Cutter extension and AN-M102A2 tail fuze. Two (2) early air bursts were reported with T-91 fuzes. Bombs were released at approximately three thousand (3000) feet and functioned around one thousand (1000) feet.

4. Seven (7) type F-51 Napalm tanks and one (1) MK-77 bomb failed to ignite. Two (2) planes dropping type F-51 tanks failed to return arming wires. All arming solenoids checked out satisfactorily.

5. One (1) 500 lb. GP bomb was released between the catapult and forward end of the flight deck. The bomb tail struck the underneath side of the aircraft, tumbled forward and landed in water forward of the forecastle. The plane continued in flight and landed at a land base. As a consequence, the aircraft has not been examined to determine cause of release.

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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

5" HVAR	1,602
3."25WP	200
100 lb. GP	8
500 lb. GP	146
1000 lb. GP	59
Napalm, MK-77 bombs	28
Napalm, Type F-51 tanks	52
500 lb. Frag. Clusters (Butterfly)	3
.50 caliber ammunition	227,550

FUZE EXPENDITURES

AN-MK219	47
T-91	51
AN-M103A1	15
AN-M139A1	53
AN-M140A1	35
AN-M146	3
AN-M100A2	8
AN-M101A2	138
AN-M102A2	55
M-116A1	8
M-117A1	4

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

20MM	0
40MM	0

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.

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(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 this 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

1. Personnel performance was considered to be excellent.

(B) Casualties

1. No casualties were received.

(C) Personnel requirements

1. Previous comments made in Action Report dated 3 March, serial 003 are considered to be still valid.

PART VI - COMMENTS AND RECOMMENDATIONS

(A) Comments

1. It is believed that the Ground Control Intercept net in this area is adequate to give sufficient warning in time to permit the Combat Air Patrol to be employed in many auxilary capacities such as RESCAP, Weather Reconnaissance, TBM CAP, Helicopter CAP, Crippled Plane CAP, Gun Tracking Drills, CIC Intercept Drills, and etc. The employment of the CAP in this manner greatly facilitates the overcoming of the daily operational problems and keeps up the crews battle efficiency.

2. It was noted during all four (4) combat cruises off the West Coast of Korea, that on several occasions, when one of the ships aircraft was placed in an emergency status, all other aircraft within the immediate area came up on the guard frequency, transmitting advice and asking questions at such a rate as to impede rescue operations and the dissemination of information to the ships controler, the bridge and JOC Korea.

3. It is felt that the primary mission of TE 95.11, that of maintaining a coastwise and seaward blockade of the West Korean, in conjunction with TE 95.12 is most efficiently realized by employing the aircraft available in the accomplishment of CAP, TARCAP, Reconnaissance, and Spotting missions as set forth in CTF 95.1 OpSig 284.

Log in

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(B) Recommendations

1. It is recommended that a squadron policy be established that during such emergencies (refer PART VI, para. (A), subpara. 2), the flight leader or, in his absence, his wingman make all transmissions. All other aircraft remain silent unless called. If distances are far enough to necessitate a relay station, the flight leader or, in his absence, his wingman will designate the plane to act in this capacity or the Combat Air Patrol may be vectored in close to the scene upon request of the Officer in Charge at the scene through ships controler.

2. It is strongly recommended that over enthusiasm be guarded against in the employment of aircraft on strike missions for the purpose of neutralizing reported invasion preparations against secondary islands off the West Coast of Korea. Intelligence to date pertaining to invasion threats has proved to be meager and inaccurate. While these reported threats must not be ignored, an all out concentrated effort should be based on current positive intelligence preferably from own reconnaissance. This is meant in no manner to belittle the efforts on the part of Western Korean Intelligence organizations. On the contrary, a feeling of gratitude and respect is felt for these agencies engaged in this work in this theater. However, it should be realized that the elapsed time necessary for the dissemination of intelligence information, and the mobility of enemy troops and equipment are major factors and must be given appropriate consideration.

R. D. Hogle
R. D. HOGLE
Captain, USN
Commanding Officer

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FLIGHT SCHEDULE FOR
14 APRIL 1952

SUNRISE 0608

SUNSET 1917

EVENT	COMP	MISSION	LAUNCH	LAND	AMMO	FUEL
A1	2	CAP	0615	0815	Note 1	380 Gals
A2	2	TARCAP	0615	0815	Note 4	380 Gals
A3	4	COAST RECCO (SE)	0615	0815	Note 5	380 Gals
B4	2	CAP	0800	1000	Note 1	380 Gals
B5	2	TARCAP	0800	1000	Note 1	380 Gals
C6	2	CAP	0945	1145	Note 1	380 Gals
C7	2	TARCAP	0945	1145	Note 4	380 Gals
C8	2	SPOT	0945	1145	Note 1	380 Gals
D9	2	CAP	1130	1330	Note 1	380 Gals
D10	2	TARCAP	1130	1330	Note 4	380 Gals
B11	4	RIVER RECCO	1130	1330	Note 5	380 Gals
E12	2	CAP	1315	1515	Note 1	380 Gals
E13	2	TARCAP	1315	1515	Note 4	380 Gals
E14	2	ROAD RECCO	1315	1515	Note 5	380 Gals
F15	2	CAP	1500	1700	Note 1	380 Gals
F16	2	TARCAP	1500	1700	Note 4	380 Gals
G17	2	CAP	1645	1845	Note 1	380 Gals
G18	2	TARCAP	1645	1845	Note 4	380 Gals
G19	4	COAST RECCO (SC)	1645	1845	Note 5	380 Gals

NOTE 1 - All A/C full load .50 cal. ammo.
2 - 500# GP D/C - 1/100 tail - 8 HVAR
3 - 500# GP - VT nose - Inst. tail - 8 HVAR
4 - Napalm - 8 HVAR
5 - 1000# GP VT nose - Inst. tail - 8 WP
6 - Maintain 2 A/C condition 11 after each launch from one half hour before sunrise until sunset. One A/C each CAP flight with ADSKL mounted.

APPROVED:

R. M. ALLISON, CDR, USN
OPERATIONS OFFICER

SUBMITTED

J. C. COULTHARD, LCDR, USN
AIR OPERATIONS OFFICER