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U.S.S. BADOENG STRAIT (CVE-116)
c/o Fleet Post Office
San Francisco, California

CVE116/HWP/jd
A16-13/30
Ser: 008

[redacted]

14 MAR 1953

From: Commanding Officer, U.S.S. BADOENG STRAIT (CVE-116) and Commander Task Unit 95.1.1
To: Chief of Naval Operations
Via: (1) Commander Task Group NINETY-FIVE POINT ONE
(2) Commander Task Force NINETY-FIVE
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report 28 January through 6 February 1953; submission of

Ref: (a) Art 0705 Navy Regulations
(b) OpNav Inst 3480.4
(c) CinCPacFlt Inst 3480.1A
(d) CTG 95.1 OpOrder 2-52

Encl: (1) Sample Air Schedule
(2) Aircraft Usage and Availability; Chart of
(3)

1. In accordance with references (a), (b), (c), and (d) the action report of the Task Unit 95.1.1 for the period 28 January through 6 February 1953 is submitted herewith. The Commanding Officer, U.S.S. BADOENG STRAIT was Commander Task Element 95.1.1 from 2100 on 28 January until 2100 on 5 February of this period.

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 expenditure.

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. Greater detail with respect to aircraft performance may be obtained by referring to VMA-312 Type "B" Report Command Diary for January and February 1953.

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PART I

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GENERAL NARRATIVE

A. During the period 28 January through 5 February 1953, the USS BADOENG STRAIT (CVE-116) with VMA-312 embarked, operated as a part of TU 95.1.1, Carrier Unit, West Coast Blockade and Patrol Group, under the operational control of Commander Task Group 95.1. The Officer in Tactical Command was Captain H. L. MAY, 62691/1310, USN, Commanding Officer, USS BADOENG STRAIT, who, for the duration of this patrol, was also OTC, West Coast in accordance with CTG 95.1 Operation Order 2-52. Ships assigned CTU 95.1.1 as screen included the HMS CONSORT (D-76), HMS COMUS (D-20), USS ROOKS (DD-804), USS HANNA (DE-449), USS COLLETT (DD-730), HMAS ANZAC (DD-10) and HMCS ATHABASCAN (DDE-219). Three ships were available for screening purposes as the fourth ship was provided to CTU 95.1.2 in rotation from the screen for twenty-four hour periods for night patrols along the enemy held coast line, replenishing enroute.

B. VMA-312, commanded by Lieutenant Colonel W. E. JEWSON, 07571, USMC, continued aboard for operations during this period. At the beginning of the patrol there were 22 aircraft on board but three additional aircraft were received on the second day of air operations, increasing total to 25 aircraft. The average number of aircraft aboard for the period was 23.5. Average availability was 17.5. Total sorties flown for the eight-day period were 336 for a total of 688.3 hours. A total of 173 hours was over the target time. A single helicopter from Helicopter Squadron ONE was aboard as plane guard and flew 62 sorties for a total of 44.1 hours.

C. The general mission of the United Nations Forces operating off the West Coast of Korea is to blockade the coastline and control the sea approaches thereto. This mission is performed by the ships of TU 95.1.2, the Naval Defense Unit; the troops of TU 95.1.5, the Island Defense Unit; and the ships of TU 95.1.1, the Carrier Unit. The Island Defense Unit is a most important portion of this group since it occupies and defends islands fringing the enemy held coastline from the HAN River on the South to the TAEDONG Estuary in the North. These islands are extremely helpful to this Task Unit in providing services for aircraft early warning, air-sea rescue, intelligence, and guerilla action. The tasks specifically assigned the Carrier Unit have been briefed in previous action reports and will not be repeated herein.

D. The BADOENG STRAIT, with HMS CONSORT (D-76) in company, sailed from Sasebo, Japan, at 0038I, 28 January 1953, as directed by CTG 95.1 dispatch 2606292 of January. Heavy pre-frontal squalls caused cancellation of the gunnery exercises scheduled for area GEORGE. Because of heavy northwest swells the HMS CONSORT was unable to maintain station, dropping behind the BADOENG STRAIT and rejoined the following day. The BADOENG STRAIT became a part of TU 95.1.1 when the Commanding Officer assumed the duties of CTU 95.1.1 and OTC West Coast at 2021001.

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E. In performing its assigned tasks, the Task Unit continued conducting dawn to dusk air operations, operating during daylight in the vicinity of 37° 45' North Latitude, 124° East Longitude, and retiring southward for the night. However, it was sometimes necessary for the carrier to operate as far North as Latitude 38° 20' to find better weather. Normally, five deck load launches were made daily at intervals of two hours, with approximately 50 percent of available aircraft in each launch. A two plane CAP for TU 95.1.1 was assigned in each launch, while a four plane TARCAP was provided each day for the vessels of CTU 95.1.2 stationed in the vicinity of SOKTO Island. All strike groups assigned targets in the CHODO-SOKTO area, however, were briefed to assist CTU 95.1.2 whenever their services were requested.

F. Weather during the entire eight day patrol was good to excellent for flight operations. Temperatures during daylight were somewhat warmer than previously experienced and ranged from 19°F to 37°F with an average of about 27°F. All scheduled flights for the entire eight day period were launched as planned.

G. With a full moon prevailing, two "early early" four plane sorties, launched at 0615, were made during this patrol, one on 31 January and the second on 2 February. These flights divided into two two-plane sections to reconnoiter the road and railroad lines of communication between HAEJU and CH'INNAMPO. The first sorties destroyed eight trucks, damaged two, and reported a convoy of trucks stalled in the area. A later strike group destroyed one of these trucks and damaged the remainder. The armed reconnaissance flight of 2 February was less successful since only three trucks were found and destroyed, however, five buildings were also destroyed near HAEJU, with one secondary explosion observed. The scarcity of road traffic noted on this flight is believed to have resulted from a B-29 attack which occurred in the vicinity immediately before the Corsair flight.

H. Two aircraft were lost during the patrol. On 29 January the Corsair piloted by Captain Alexander WATSON, USMCR, developed engine trouble immediately after catapulting and ditched near the life guard destroyer. The pilot was recovered uninjured by helicopter within two minutes. On 31 January the Corsair piloted by Captain Westrick NORRIS, USMCR, was struck in the engine by AA fire while participating in a successful attack against a rail bridge near CHAERYONG. Captain NORRIS made a wheels-up landing on the emergency beach strip at CHODO and was later returned uninjured to the ship by helicopter. The aircraft received additional minor damage on landing.

I. Unusually good results were attained in strikes against rail bridges on 31 January. In the morning, one four plane strike group dropped a span on a rail bridge near CHAERYONG with one direct hit with a 1,000 lb bomb. A later eight plane strike group destroyed another rail bridge in this vicinity with three direct 1,000 lb. bomb hits.

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J. On 3 February an intensified attack schedule was attempted in order to ascertain the capability of the ship to mount such a schedule and determine organizational weaknesses. It was assumed that a general offensive operation, such as an amphibious attack, was underway, and that an all out offensive by the Carrier Element was required for a short period of time. The object of this exercise was also to advance the training and readiness of the ship and squadron. Some artificialities were introduced by the adoption of the following measures:

(1) Targets were selected the previous day and briefing folders provided.

(2) All targets were in close proximity to the coastline, and the time spent in reconnaissance and observation of attack damage was reduced to a minimum.

(3) To expedite rearmament ordnance loads were standardized, two loadings being used during the day - one type in the morning and a shift made to a second standard in the afternoon. Wing loadings were rockets or 100 lb bombs to facilitate hand loading. Two center line bombs were carried since belly tanks were not required.

(4) The Carrier Element operated as near the beach as the mine hazard permitted.

(5) Launches were scheduled every 1.5 hours for a total of 7 deck launches and 64 sorties. A CAP was scheduled to stay on station for three hours and was catapulted with every other deck launch.

All scheduled sorties departed on time. It was possible to launch a total of 66 sorties instead of the 64 planned. However, it was an unusually fortunate day in that few incidents occurred to interfere with operations. Three aircraft were damaged by small arms fire which in one case caused the tail wheel to collapse on landing aboard. The deck was quickly cleared and no significant delay resulted.

K. A four plane strike group was attacked by four MIG type aircraft near HOKTO on 4 February. Three of the four pilots had been attacked by MIG's before and reported that the tactics used were much improved over those previously observed. Four deliberate, coordinated, flap-down, attacks were made by the MIG's and pressed to close range. The Corsairs were able to fire four brief bursts at the MIG's and one MIG was hit near the tail section, a piece of which was observed to fall free. One Corsair returned to land early because of a rough engine which had developed before the melee.

L. Five newly arrived replacement pilots were given refresher carrier qualification landings on 4 February while acting as CAP. Four of these pilots had made their first carrier landing checkout on the West Coast in January, while the fifth had experience in a carrier squadron in 1950. A total of 20 CARQUAL landings were made. The following day all pilots were given an area checkout and one combat sortie against targets on the coast [redacted]

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M. When circumstances permitted, radars were silenced twice daily for a period of approximately one half hour and Electronic Countermeasures equipment was employed in an effort to pin-point enemy radar stations. Negative results were obtained.

N. On 4 February, two strike groups were loaded with eight "Tiny Tim" 12 inch rockets to attack gun positions. All rockets were fired successfully and only one of the eight failed to detonate. Accuracy of the attacks was good considering the infrequency of use by the pilots of this weapon, with a total of five hits, one near miss, one defective rocket, and one miss. Damage inflicted can not be accurately assessed but visual observations indicate two gun positions destroyed and damage on three other positions unassessable. This large rocket appears to be an excellent weapon for use against coastal gun positions concealed in caves.

O. On 4 February, aircraft reconnoitering in the vicinity noted increased enemy activity on the ONGJIN-HAEJU Peninsula. Twenth-one strike aircraft were sent to attack targets in this area the following day and rocket hits in a large cave caused an explosion which erupted the entire hillside, and caused considerable damage to both wings of the aircraft flying at 800 feet. This information was passed on to the HMS GLORY and to the Task Group Commander, since time did not permit the BADOENG STRAIT to give the area the deserved attention.

P. On termination of flight operations on 5 February, the Task Unit set a course southward for Sasebo, the BADOENG STRAIT having completed its sixth and final patrol. The BADOENG STRAIT was relieved as CTU 95.1.1 and OTC West Coast at 2100I when the HMS GLORY assumed those duties. Shortly thereafter, the screen was detached to join HMS GLORY, and her escort, HMCS ATHABASCAN (DDE-219) and HMAS ANZAC (DD-10), joined as escort for BADOENG STRAIT.

Q. After mooring in Sasebo the following afternoon, Rear Admiral E.G.A. CLIFFORD, C.B., CTG 95.1, came aboard and expressed his appreciation to the assembled crew for the services rendered while in the Task Group.

R. The following complimentary dispatches were received upon departing from Sasebo.

From. CTF 95
To: BADOENG STRAIT

"FROM THE OUTBREAK OF HOSTILITIES IN KOREA THE USS BADOENG STRAIT HAS DISTINGUISHED HERSELF AS A HIGHLY EFFICIENT SUCCESSFUL FIGHTING UNIT X THE DEVOTION TO DUTY OF BADOENG STRAIT WAS REFLECTED IN THE HEAVY DAMAGE INFLICTED ON THE ENEMY BY PILOTS OF VMA 312 X GOOD LUCK AND A SMOOTH VOYAGE HOME X RADM GINGRICH SENDS X THIS MESSAGE MAY BE DECLASSIFIED UPON ARRIVAL PEARL X"

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From: COM7THFLT
TO: BADOENG STRAIT
Info: COMNAVFE

"COMSEVENTHFLT COMMENDS BADOENG STRAIT AND MARINE CHECKERBOARD SQUADRON (VMA-312) FOR OUTSTANDING SERVICES DURING TOUR OF DUTY IN KOREAN WATERS X THE LARGE NUMBER OF SORTIES WHICH YOU HAVE CONSISTENTLY BEEN ABLE TO MOUNT HAS BEEN PARTICULARLY NOTEWORTHY X BY MAINTAINING CONSTANT PRESSURE ON ENEMY POSITIONS IN WESTERN KOREA YOU HAVE MADE MAJOR CONTRIBUTION TO SUCCESS OF UNITED NATIONS CAMPAIGN X WELL DONE X GOOD LUCK AND A PLESANT VOYAGE HOME X VADM CLARK X MAY DECLASSIFY ON ARRIVAL PEARL X"

From: COMNAVFE
To: BADOENG STRAIT / CTF 95/ COM7THFLT / CTG 95.1 / COMAIRPAC / CINCPACFLT / COMCARDIV-15

"TO THE OFFICERS AND MEN OF BADOENG STRAIT A MOST DESERVING WELL DONE X YOUR SUPPORT OF VMA-312 IN PUMMELING THE RED AGGRESOR ON THE WEST COAST OF KOREA WAS OUTSTANDING X MAY YOUR HOMEWARD VOYAGE BE BLESSED WITH FAIR WINDS AND A FOLLOWING SEA X VADM R. D. BRISCOE SENDS X THIS MAY BE DECLASSIFIED ON ARRIVAL PEARL X"

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CHRONOLOGICAL ORDER OF EVENTS

28 January

0638I/ In accordance with CTG 95.1 dispatch 260629Z of January 1952, the USS BADOENG STRAIT (CVE-116), with VMA-312 embarked got underway from Sasebo, Japan for operating area "NAN" off the West Coast of Korea.

0945I/ Gunnery exercises were cancelled because of heavy squalls and low ceilings.

1100I/ HMS CONSORT (D-76) unable to rendezvous because of heavy seas. CONSORT advised to join, when practicable at best safe speed; the BADOENG STRAIT would proceed at 18.5 knots because of heavier weather expected later.

2100I/ Relieved the HMS GLORY (CVL-19). Assumed duty as CTU 95.1.1 and OTC of Naval Blockade Forces off the West Coast of Korea.

29 January

0410I/ USS ROOKS (DD-804) joined the Task Unit from HMS GLORY (CVL-19).

0715I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a gun position near RONGGANG-NI with unassessable damage.

0858I/ Stopped main engine number two and secured boilers numbers three and four. This engineering casualty was caused by the check valve on deaerating tank number two sticking in the closed position causing a loss of feed water. Electrical power was lost monentarily until the emergency diesel generator was placed in operation.

0915I/ Two plane CAP, four plane TARCAP and four plane STRIKE launched. CTU 95.1.2 released TARCAP to attack a troop village near P'UNGSAN. Five buildings were destroyed and eight damaged. A gun position was attacked near CHANGYON with unassessable damage. STRIKE group attacked a troop village near CH'INNAMPO destroying eight buildings

0945I/ Arrived in area "NAN".

0947I/ Recovered 0715I launch.

1119I/ HMS CONSORT (D-76) joined the Task Unit.

1120I/ Commenced launching aircraft.

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1127I/ One aircraft ditched near the plane guard destroyer shortly after being launched due to a complete engine failure. The pilot, Captain Alexander WATSON, USMCR, 032510, was recovered two minutes after ditching and was back aboard the carrier five minutes after ditching. There were no injuries. The aircraft sank.

1128I/ Completed launching two plane CAP and four plane STRIKE. STRIKE was reduced to three planes due to aircraft ditching after take-off. CAP attacked a troop village near SONGCH'ON-NI destroying eight buildings. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked a troop village near SINWON-NI destroying eight buildings and damaging six.

1146I/ Recovered 0915I launch.

1215I/ CONSORT detached to CTU 95.1.2 for WHITBREAD patrol.

1220I/ HMS COMUS (D-20) joined the Task Unit.

1319I/ Main engine number two with boilers number three and four returned to operating condition, the check valve having been repaired.

1320I/ DICKERSON, George E., TN, 572-12-41, suffered a compound comminuted fracture of the left maxillary bone while manning his General Quarters Station on 40MM mount number nine. The mount was in automatic control when the accident occurred. DICKERSON was pinned between the gun barrel and a general announcing system speaker as the mount was being trained.

1330I/ Two plane CAP and four plane STRIKE launched. CAP attacked a troop village near SONGCH'ON-NI with unassessable damage then returned to the ship to act as defensive CAP. STRIKE group attacked a troop village near CH'INNAMPO destroying eighteen buildings and damaging fifteen.

1355I/ Recovered remainder of 1120I launch.

1530I/ Two plane CAP and four plane STRIKE Launched. CAP was joined by three VMA-312 planes from K-6. STRIKE group attacked a troop village near ULLYUL destroying five buildings and damaging three. Three rail cars were damaged near CHANGYON.

1550I/ Recovered 1330I launch plus one "COD" TBM from K-6.

1743I/ Recovered 1530I launch plus three planes from K-6.

2022I/ USS HOOKS reported her sonar gear inoperative and estimated repairs completed 3 February.

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2307I/ CTU 95.1.4 advised CTU 95.1.1 that an LST would be beached at SOKTO Island 30 January and requested TARCAP cover if available. If TARCAP not available planes are requested to provide assistance should enemy shore artillery open fire on the LST.

Westher Summary:
The operating area had low broken clouds with a ceiling of 2500 feet and unlimited visibility. The target area was clear with unlimited visibility. Winds were from the northwest at fourteen to twenty knots. Maximum and minimum temperatures were 28°F and 30°F. Flying conditions were good.

Mission Summary:
Thirteen CAP, four TARCAP, and nineteen STRIKE for a total of thirty-six sorties.

30 January

0142I/ CTU 95.1.1 advised CTU 95.1.4 that one division of planes from each flight would remain in the SOKTO Island area as TARCAP until necessary for them to attack pre-briefed targets.

0600I/ U.S.S. HANNA (DE-449) joined the Task Unit.

0715I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a troop village near T'AE'TAN destroying ten buildings and damaging four.

0915I/ Launched two plane CAP and eight plane STRIKE. One plane of the STRIKE group jettisoned ordnance and returned to the ship due to plane canopy being jammed in the open position. CAP attacked a troop village near SONGCH'ON-NI destroying two buildings and damaging two. One plane of the flight jettisoned ordnance due to faulty electrical wiring. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked a rail marshalling yard at HAEJU. Flight damaged a railroad bridge, repair shed, and made seven rail cuts. Two road bridges were cut near SONGHWA.

0943I/ Recovered 0715I Launch plus one plane with a jammed canopy from 0915I launch.

1115I/ Two plane CAP and four plane STRIKE launched. TBM "COD" launched for K-6 via K-18 with two passengers. CAP attacked a troop village near SONGCH'ON-NI destroying one warehouse and damaging two buildings. Flight then returned to the ship to act as defensive CAP. STRIKE group attacked a troop village near SINWON-NI destroying two buildings, and damaging three. One plane developed a rough running engine and was escorted back to the ship by a second plane. This section destroyed four buildings and damaged one near MONGGUMP'O-RI.

9

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1144I/ Recovered remainder of 0915I launch.

1207I/ Recovered one plane from 1115I launch due to a rough running engine.

1212I/ USS ROOKS (DD-804) detached to CTU 95.1.2 for WHITBREAD patrol.

1250I/ HMS CONSORT (D-76) rejoined from CTU 95.1.2, WHITBREAD patrol.

1315I/ Four plane TARCAP and four plane armed reconnaissance launched. CTU 95.1.2 released TARCAP to attack a troop village near ULLYUL. Flight destroyed five buildings and damaged four. RECCO group scouted North to HANCH'ON attacking targets of opportunity. Eight troops were killed and eight wounded near HANCH'ON. Two buildings were destroyed and two damaged near CH'INNAMPO. Light AA fire was encountered during this attack. Three rail cars were damaged near CH'INNAMPO.

1354I/ Recovered remainder of 1115I launch.

1530I/ Two plane CAP and six plane STRIKE launched. STRIKE group attacked a troop village near SINCH'ON destroying ten buildings and damaging eight.

1555I/ Recovered 1315I launch.

1722I/ Recovered six planes of 1530I launch.

1751I/ Recovered remainder of 1530I launch.

1752I/ Task Unit retired southward for the night.

1810I/ Observed complete radar silence in the Unit and conducted intercept search for enemy radar signals for thirty minutes. Nearest enemy held territory is twenty miles away. No signals were obtained.

1835I/ CTU 95.1.4 requested CTU 95.1.1 provide TARCAP on 31 January for an LST beached on CH'O-DO Island in range of enemy guns.

2000I/ Main engine number 2 and boilers 3 & 4 placed out of commission for repairs to leaky condenser.

Weather Summary:
Operating and target area mostly clear with unlimited visibility throughout the day. Surface winds were North to northwest at twelve to eighteen knots. Maximum and minimum temperatures were 32.5°F and 24°F. Flying conditions were excellent.

Mission Summary:
Eight CAP, four TARCAP, twenty-one STRIKE, and four Armed Reconnaissance for a total of thirty-seven sorties.

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10

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31 January

0108I/ Main engine number two and boilers three and four were returned to operating condition, having completed repairs to leaky condenser.

0615I/ A pre-dawn four plane STRIKE launched. Flight split into two sections and attacked targets of opportunity. One truck was destroyed near MONGCHUNP'O-RI. One truck was destroyed near CHANGYON. Five trucks were destroyed near TALCH'ON-NI. One truck was destroyed and two damaged near SINCH'ON. Flight informed the ship, by voice radio, of a convoy of trucks now stalled near TALCH'ON-NI and requested the next STRIKE group attack them.

0620I/ CTU 95.1.4 was advised that TARCAP would be provided until the LST was retracted from the beach on CHOLO. STRIKE leaders were instructed to check in with CTU 95.1.4 and orbit until necessary to proceed to pre-briefed target.

0715I/ Two plane CAP and four plane STRIKE launched. STRIKE group destroyed a railroad bridge near CHAERYONG. Flight then attacked a truck convoy near TALCH'ON-NI as requested by 0615I STRIKE group. One truck was destroyed and remaining trucks damaged.

0819I/ Recovered 0615I launch.

0920I/ Two plane CAP and four plane STRIKE launched. CAP attacked a troop village near SONGCH'ON-NI destroying ten buildings. Flight then returned to act as defensive CAP. STRIKE group attacked a railroad marshalling yard near NAEJU destroying a maintenance shed and making one rail cut. A gun position and command post was damaged near CHANGNYON. A bridge was damaged near ONCH'ON-RI. Two rail cars were destroyed and a rail cut made near SINCH'ON.

0940I/ Recovered 0730I launch.

1125I/ Two plane CAP and eight plane STRIKE launched. CAP attacked a troop village near SONGCH'ON-NI destroying ten buildings and damaging four. Flight then returned to ship and one aircraft landed due to oil leak and fluctuating oil pressure. Remaining plane acted as defensive CAP. STRIKE group attacked a rail bridge and railroad junction near CHAERYONG destroying one rail bridge and making three rail cuts. A plane flown by Captain Westrick NORRIS, 031381, USMCR, was hit in the engine by AA fire during the attack. The plane was landed wheels up on CH'O-DO Island with Class "B" damage resulting. The pilot was uninjured and returned to the ship by helicopter later in the day. The remainder of the flight destroyed a gun position near P'UNGSAN.

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1130I/ USS ROOKS (DD-804) rejoined from CTU 95.1.2, WHITBREAD patrol.

1145I/ Recovered 0920I launch.

1200I/ USS HANNA (DE-449) detached to CTU 95.1.2 for WHITBREAD patrol.

1246I/ Recovered one plane from 1125I launch due to fluctuating oil pressure.

1330I/ Four plane STRIKE launched. STRIKE attacked a shipyard near HAEJU, destroying six buildings.

1342I/ Recovered remainder of 1125I launch.

1535I/ Two plane CAP and two four plane STRIKE groups launched. First STRIKE group attacked a troop village near ULLYUL destroying eleven buildings. Two reveted buildings were destroyed near T'AET'AN. Second STRIKE group attacked a troop village near ULLYUL destroying three buildings. Two rail cars were destroyed and two damaged near CH'INNAMPO.

1548I/ Recovered 1330I launch.

1745I/ Recovered 1535I launch.

1748I/ Task Unit retired southward for the night.

1755I/ Secured all radars in the Task Unit and conducted ECM Intercept Search for enemy radar signals for one hour. Nearest enemy held territory was thirty miles away. Results were negative.

Weather Summary:
Operating and target area mostly clear with unlimited visibility throughout the day. Surface winds were North to northwest at twelve to eighteen knots. Maximum and minimum temperatures were 27°F and 23°F. Flying conditions were excellent.

Mission Summary:
Eight CAP and thirty-two STRIKE for a total of forty sorties.

1 February

0555I/ Silenced all Task Unit radars for one hour and conducted ECM Intercept Search for enemy radar signals. Results were negative.

0715I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a troop village near ONGJIN destroying seven buildings and making one road cut. Two planes of the flight diverted to K-14 and K-16 to obtain target area photographs.

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0920I/ Two plane CAP and six plane STRIKE launched. CAP attacked a troop village near SONGCH'ON-NI destroying five buildings. Flight then returned to act as defensive CAP. One plane of the flight landed early due to low fuel supply. STRIKE group attacked road bridges near CHAERYONG destroying two bridges and making one road cut. One plane was hit in the external fuel tank by AA fire. The plane later landed aboard safely.

0931I/ Commenced recovery of 0715I launch.

0932I/ One plane suffered class "C" damage as a result of catching number seven wire and engaging barrier number two.

1000I/ Completed recovering remainder of 0715I launch.

1035I/ The Chaplain from the BADOENG STRAIT was transferred by highline to HMS CONSORT (D-76) to conduct religious services.

1116I/ Recovered one plane from 0920I launch due to low fuel supply.

1125I/ Four plane TARCAP launched. Two planes that diverted to K-16 from 0715I launch returned to act as defensive CAP. CTU 95.1.4 released TARCAP to attack a battalion headquarters near SONGCH'ON-NI. The headquarters was destroyed.

1156I/ Recovered remainder of 0920I launch.

1200I/ HMS COMUS (D-20) detached to CTU 95.1.2 for WHITBREAD patrol.

1230I/ USS HANNA (DE-449) rejoined from CTU 95.1.2, WHITBREAD patrol.

1255I/ The BADOENG STRAIT Chaplain returned aboard from the COMUS.

1330I/ Two plane CAP and seven plane STRIKE launched. STRIKE group attacked a troop village near SINCH'ON. Ten buildings were destroyed and seven damaged with one secondary explosion observed. Light AA fire was encountered.

1348I/ Recovered 1125I launch plus two planes from K-16.

1535I/ Two plane CAP and eight plane STRIKE launched. STRIKE group attacked a troop village near CHANGNYON destroying twelve buildings and damaging six.

1559I/ Recovered 1330I launch.

1725I/ Recovered eight planes of 1535I launch.

1753I/ Recovered remainder of 1535I launch.

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1755I/ Task Unit retired southward for the night.

1756I/ Silenced all Task Unit Radars and conducted ECM Intercept Search for enemy radar signals. Nearest enemy land was thirty miles away. Results were negative.

Weather Summary:
Operating and target area mostly clear with unlimited visibility throughout the day. Winds northeast to North at ten to eighteen knots. Maximum and minimum temperatures were 22°F and 19°F. Flying conditions were excellent.

Mission Summary:
Ten CAP, four TARCAP, and twenty-five STRIKE for a total of thirty-nine sorties.

2 February

0525I/ All Task Unit radars silenced for forty minutes and ECM Intercept Seardh conducted for enemy radar signals. Results were negative.

0600I/ Four plane Armed Reconnaissance launched. The flight split into two sections and attacked targets of opportunity. Five buildings were destroyed near HAEJU and a secondary explosion was observed. One truck was destroyed near ANAK. Two trucks were destroyed near CH'INNAMPO. Moderate AA fire was encountered at CHAERYONG.

0715I/ Two plane CAP and four plane STRIKE launched. CAP attacked a troop village near ONGJIN destroying five buildings and damaging eleven. One AA gun position was destroyed and a secondary explosion was observed.

0822I/ Recovered 0600I launch.

0920I/ Two plane CAP and four plane Armed Reconnaissance launched. CAP attacked a troop village near SONGCH'ON-NI destroying seven buildings and damaging three. An estimated ten troops were wounded. One plane of this flight suffered damage consisting of holes in the wings, fuselage, and tail section as a result of own bomb blast when dropped from a low altitude. The pilot was uninjured, however, the plane was recovered early due to an oil leak. Remaining plane acted as defensive CAP. RECCO group attacked and destroyed a gun position in a cave near ONGJIN. CTU 95.1.2 requested the flight to attack two gun positions firing on friendly junks near HONGGANG-NI. One gun position was destroyed and one damaged. Two ox-carts were destroyed near YONAN.

0935I/ Recovered 0715I launch.

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1056I/ Recovered one plane from 0920I launch due to an oil leak.

1125I/ Two plane CAP and eight plane STRIKE launched. CAP attacked a troop village near SONGCH'ON-NI destroying eight buildings and damaging a gun position. Flight then returned to act as defensive CAP. STRIKE group attacked a troop village near HAEJU destroying five buildings and damaging two. Two planes of this flight diverted to K-6 to remove hung ordnance.

1159I/ Recovered remainder of 0920I launch.

1208I/ HMS COMUS (D-20) rejoined from CTU 95.1.2, WHITBREAD patrol.

1221I/ Recovered two TBM "COD" planes from Itazuke, Japan with five replacement pilots for VMA-312.

1330I/ Four plane Armed Reconnaissance launched. Two planes diverted to K-6 from 1125I launch, returned to act as defensive CAP. RECCO group attacked and destroyed a radar station near ONCH'ON-NI.

1344I/ Launched two TBM "COD" planes with mail and passengers for Itazuke, Japan via K-6.

1354I/ Recovered remainder of 1125I launch.

1535I/ Four plane TARCAP and four plane STRIKE launched. CTU 95.1.2 released TARCAP to attack a troop village near ONGJIN. Three buildings were destroyed. STRIKE group attacked a troop village near ONGJIN, destroying six buildings and damaging six. One plane of this flight returned early due to a rough running engine.

1543I/ Recovered 1330I launch.

1628I/ One plane of 1535I launch landed aboard due to rough running eigine. The plane caught number seven wire and engaged barriers number two and three, however, the aircraft was not damaged.

1705I/ Recovered remainder of 1535I launch.

1739I/ Recovered two planes diverted to K-6 from 1125I launch.

1745I/ Task Unit retired southward for the night.

Weather Summary:
Operating and target area mostly clear with unlimited visibility throughout the day. Winds northwest to North at ten to eighteen knots. Maximum and minimum temperatures were 26°F and 21°F. Flying conditions were excellent.

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15

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Mission Summary:
Eight CAP, four TARCAP, twelve Armed Reconnaissance and sixteen STRIKE for a total of forty sorties.

3 February

0100I/ HMS CONUS (D-20) departed to investigate a group of fishing boats at 37-28N, 124-21E.

0330I/ CONUS returned from investigation of fishing boats.

0442I/ CTU 95.1.1 reported the presence of approximately twenty-five fishing vessels at 37-28N, 124-21E to CTU 95.1.2. The vessels identified were South Korean and were flying proper identification signals. CTU 95.1.1 advised that present intentions were to detach one unit at 031900I to patrol this area dnd requested assistance from transient vessels as practicable.

0715I/ Two plane CAP and eight plane STRIKE launched. STRIKE group attacked a troop village near HAEJU destroying twelve buildings.

0845I/ Eight plane STRIKE launched. STRIKE group attacked two troop villages near ONGJIN destroying thirty-five buildings.

0902I/ Recovered STRIKE group of 0715I launch.

0947I/ CTU 95.1.6 requested CTU 95.1.1 provide air STRIKES against gun positions near RONGGANG-NI which were bringing accurate fire on friendly movements.

1015I/ Two plane CAP and eight plane STRIKE launched. STRIKE group attacked a troop village near ONCH'ON-NI destroying nineteen buildings.

1042I/ Recovered 0845I launch plus CAP from 0715I launch.

1145I/ Eight plane STRIKE launched. STRIKE group attacked and destroyed a command post near CH'INNAMPO.

1146I/ HMS CONSORT (D-76) rejoined from CTU 95.1.2, WHITBREAD patrol.

1155I/ Recovered STRIKE group of 1015I launch.

1200I/ USS ROOKS (DD-804) detached to CTU 95.1.2 for WHITBREAD patrol.

1315I/ Launched two plane CAP and eight plane STRIKE. STRIKE group split into two divisions. The first division attacked gun position near SONGHWA which had been firing on CH'O-DO Island. One gun position was damaged. The second division attacked gun positions and caves near CHAERYONG. Two gun positions were destroyed and two caves damaged.

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16

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1324I/ Recovered 1145I launch plus CAP from 1015I launch.

1445I/ Eight plane STRIKE launched. STRIKE group attacked a troop billeting area near ONGJIN destroying ten buildings and damaging five. One plane of this flight was hit in the wing by small arms fire. A second plane was hit in the tail section by AA fire.

1454I/ Recovered STRIKE group of 1315I launch.

1615I/ Two plane CAP and ten plane STRIKE launched. STRIKE group divided into one eight plane flight and a two plane section. Eight plane flight attacked gun positions near RONGGANG-NI as requested by CTU 95.1.6. An observation post was damaged and gun positions, caves, and ammo storage dumps were attacked with unassessable damage. The two plane section damaged a command post near RONGGANG-NI.

1626I/ Commenced recovery of 1445I launch.

1628I/ One plane suffered Class "B" damage when a tail wheel collapsed during a landing. This plane had been hit in the tail section by AA fire.

1635I/ Completed recovery of 1405I launch plus CAP from 1315I launch.

1800I/ Recovered 1615I launch.

1801I/ Task Unit retired southward for the night.

1845I/ All Task Unit radars silenced for thirty minutes and ECM Intercept Search for enemy radar signals conducted. Nearest enemy held land was twenty-five miles away. Results were negative.

1942I/ USS HANNA (DE-449) departed to investigate a group of fishing boats.

2055I/ DDRUS reports a sonar contact at 37-25N, 124-40E. The contact was evaluated as non-submarine.

2110I/ HANNA detached and directed to patrol prohibited fishing area described in Annex "DOG" of CTF 95 Operation Order 2-52 and to comply with CTG 95.1 OPSIG Number 525. The HANNA was directed to rendezvous with TU 95.1.1 at 030700I/

Weather Summary:
Operating and target area overcast with a ceiling of 6500 feet during the morning. Ceiling lowered to 1500 feet by late afternoon. Visibility was ten miles, lowering to two miles in light

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snow showers. Surface winds were northeast in the morning veering to southeast in the afternoon. Maximum and minimum temperatures were 31°F and 25°F. Flying conditions were average becoming marginal after 1500I.

Mission Summary:
Eight CAP and fifty-eight STRIKE for a total of sixty-six sorties.

4 February

0625I/ All Task Unit radars silenced for thirty minutes and ECM Intercept Search conducted for enemy radar signals. Results were negative.

0630I/ USS HANNA (DE-449) informed CTU 95.1.1 that one South Korean fishing vessel, the YANG BOCK, M 10717 from KYEONG-KI-DO, had been sighted at 37-01N, 124-35E, in the prohibited area, during the night patrol. This was in addition to fishing vessels sighted at 032050I which had later cleared the area.

0711I/ HANNA rejoined from night patrol of prohibited area.

0745I/ Two plane CAP and four plane STRIKE launched. STRIKE group attacked a troop village near SONGHWA destroying four buildings. One aircraft developed a rough running engine and was being escorted down the TAEDONG-GANG Estuary near CH'INNAMPO when the flight was attacked by four MIG type aircraft. CH'O-DO radar station had reported bogeys over P'YONGYANG but did not have this group on their radar. The enemy attacked in two plane sections at 2000 feet using coordinated tactics and pressing home the attacks. The battle lasted for eight minutes with each MIG making four firing runs on the Corsairs. The Corsairs fired four brief bursts at the enemy planes and one MIG was hit in the tail section by 50 cal fire. A piece of the fuselage was seen to fall free and the plane was listed as damaged. The Corsairs suffered no damage, however, one plane made an emergency landing aboard due to a rough running engine. It was observed that the MIG type planes appeared to have been piloted by highly experienced personnel.

0910I/ One plane from 0745I launch landed aboard due to a rough running engine.

0945I/ Two four-plane Armed Reconnaissance groups and four plane carrier re-qualification group launched. The first RECCO group scouted North to HANCHON. One reveted building was destroyed North of CH'INNAMPO. Three rail cars and a warehouse were damaged near CH'INNAMPO. The second group attacked a troop village near P'UNGSAN destroying six buildings. Flight then scouted along the main supply route.

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18

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1005I/ Recovered remainder of 0745I launch.

1026I/ Commenced qualification landings with four aircraft.

1102I/ Recovered four qualification planes. Three pilots requalified with a total of fourteen landings.

1145I/ Two plane CAP and four plane TARCAP launched. CTU 95.1.4 released TARCAP to attack pre-briefed gun positions near CH'INNAMPO. This flight was loaded with "TINY TIM" Rockets to evaluate the effectiveness of this weapon against coastal gun positions. Two aircraft scored hits and completely destroyed two well fortified gun positions. A third plane missed the target and the fourth rocket failed to detonate when it struck the target. All rocket motors fired properly and proved effective on this type target. One plane with an escort returned early due to an oil leak.

1211I/ Recovered remainder of 0945I launch.

1213I/ HANNA detached to CTU 95.1.2 for WHITBREAD patrol.

1216I/ USS ROOKS (DD-804) rejoined from CTU 95.1.2, WHITBREAD patrol.

1250I/ Recovered one plane from 1145I launch due to an oil leak.

1317I/ Captain R. F. LEONARD, RN, Chief of Staff of TG 95.1, came aboard by highline from the ROOKS.

1330I/ Two plane CAP, four plane STRIKE and a two plane Carrier Qualification group launched. This STRIKE group was loaded with the 11:75 inch rocket to determine its effectiveness against gun positions located in caves. The target assigned was near P'UNGSAN. Three of the planes scored hits while the fourth jettisoned its "TIM" after receiving a large hole in its port wing root caused by flying debris from the hit made by the preceeding plane. The pilot was making a camera run for assesment purposes. Damage to the cave positions could not be assessed. All "TIMS" fired, operated, and detonated properly. The damaged aircraft was escorted to the carrier and landed aboard safely.

1351I/ A helicopter and crew from PAENGNYONG-DO landed aboard for transportation to Yokosuka, Japan.

1415I/ Commenced qualification landings with two planes.

1420I/ Recovered two qualification planes. Two pilots requalified with a total of six landings.

19

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1451I/ Landed one plane from 1330I launch due to damaged wing root.

1600I/ Two plane CAP and eight plane STRIKE launched. Flight split into two divisions and attacked troop villages near CH'ON-NI destroying eighteen buildings and damaging eight.

1610I/ Recovered remainder of 1330I launch.

1751I/ Recovered 1600I launch.

1752I/ Task Unit retired southward for the night.

2122I/ ROOKS departed to investigate a fishing vessel. The vessel was identified as South Korean, KF 3295.

2226I/ HMS CONSORT (D-76) departed to investigate a fishing vessel at 37-OON, 124-03.5E. The vessel was identified as South Korean, M-10097.

Weather Summary:
Operating area had an overcast at 1500 feet during the morning with visibility of ten miles. Ceiling increased to 5000 feet by mid morning. The target area had a ceiling of 1000 feet in the southern area during the morning. Ceiling in target area increased to 5000 feet by mid morning. Winds were northeast at twelve to seventeen knots. Maximum and minimum temperatures were 31°F and 28°F. Flying conditions were marginal becoming average at 0900I.

Mission Summary:
Eight CAP, four TARCAP, sixteen STRIKE, eight Armed Reconnaissance and five Qualification for a total of 41 sorties.

5 February

0230I/ USS COLLETT (DD-730) joined the Task Unit.

0715I/ Two plane CAP and four plane STRIKE launched. CAP diverted to K-6 at conclusion of the mission for urgent administrative purposes. CTU 95.1.4 requested the STRIKE to fly RESCAP near CH'O-DO. The flight searched the CH'O-DO area for an hour with negative results. Group then attacked a gun position near CHANG-YON with unassessable damage.

0845I/ USS ROOKS (DD-804) chopped to COMDESRON-20.

0920I/ Three plane CAP and seven plane STRIKE launched. CAP attacked a troop village near SONGCH'ON-NI destroying six buildings. Flight then returned to act as defensive CAP. STRIKE group attacked bunkers, caves, and gun positions near RONGGANG-NI with unassessable damage.

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0937I/ Recovered remainder of 0715I launch plus one TBM "COD" and one replacement plane from K-6.

1125I/ Four plane TARCAP launched. CTU 95.1.4 released the TARCAP and flight split into two sections for attacks. The first section destroyed five buildings near SONGHWA. The second section destroyed a gun position near SONGHWA.

1152I/ Recovered 0920I launch.

1327I/ Recovered one plane from 1125I launch due to a rough running engine.

1350I/ USS HANNA (DE-449) rejoined from CTU 95.1.2, WHITEBREAD patrol.

1330I/ Two plane CAP, two plane Armed Reconnaissance and four plane STRIKE launched. CAP attacked a troop village near SONGCH'ON-NI destroying three buildings and damaging four. Flight then returned to act as defensive CAP. RECCO group scouted the southern ONGJIN Peninsula area and attacked a troop village near SONGCH'ON-NI destroying ten buildings. STRIKE group attacked a road bridge near UPCH'O-RI. The bridge was damaged and two road cuts made. Two planes from this flight diverted to K-6 to remove hung ordnance.

1359I/ Launched one TBM "COD" to K-6. TBM was escorted by 1330I RECCO group.

1405I/ Recovered remainder of 1125I launch.

1429I/ Captain R. F. LEONARD, RN, Chief of Staff of TG 95.1 was transferred by highline to HMS COMUS (D-20).

1535I/ Four plane STRIKE launched. Two planes diverted to K-6 from 0715I launch, returned to act as defensive CAP, STRIKE group attacked caves and gun positions near SUNWI-DO with unassessable damage. One plane suffered damage consisting of large holes in both wings and fuselage as a result of striking debris caused by a large secondary explosion in a cave. The plane later landed aboard safely.

1604I/ Recovered remainder of 1330I launch.

1610I/ CTU 95.1.1 reported the location of numerous gun positions, storage caves, observation posts and troops in trenches along the ONGJIN-HAEJU Peninsula to CTG 95.1 and HMS GLORY (CVL-19). Attacking pilots reported troops along the peninsula to be very active during this patrol as they are apparently building new defenses.

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1620I/ Commenced recovery of two planes diverted to K-6 from 1330I launch. One plane suffered Class "B" damage as a result of landing with the tail hook in the up position and engaging the barriers.

1645I/ Recovered remaining plane from 1330I launch.

1740I/ Recovered 1736I launch, plus two planes from 0715I launch.

1741I/ Set a course southward for Sasebo, Japan.

2100I/ Relieved as CTU 95.1.1 and OTC of West Coast Blockade and Patrol Group by HMS GLORY (CVL-19).

2315I/ Chopped HMS CONSORT (D-76), HANNA, and COLLETT to CTU 95.1.1.

Weather Summary:
Operating and target areas had scattered clouds in the early morning increasing to an overcast condition with a ceiling of 8000 feet by noon. Visibility was eight to ten miles. Winds were northeast to North at eight to fourteen knots. Maximum and minimum temperatures were 37°F and 33°F. Flying conditions were good.

Mission Summary:
Nine CAP, four TARCAP, two armed reconnaissance and nineteen STRIKE for a total of thirty-four sorties.

6 February

0011I/ HMCS ATHABASCAN (DDE-219) and HMAS ANZAC (DD-10) joined from HMS GLORY (CVL-19).

1742I/ Moored to buoy number twenty in Sasebo Harbor.

1815I/ Rear Admiral E. G. A. CLIFFORD, RN, CTG 95.1, Commander West Coast Blockade and Escort Group, came aboard officially to make a farewell address to the ships company.

1844I/ Rear Admiral E. G. A. CLIFFORD, RN, departed.

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PART III

REMARKS ON PERFORMANCE OF ORDNANCE, MATERIAL, AND EQUIPMENT, INCLUDING AMMUNITION EXPENDITURES

A. There was no expenditure of ships ordnance this patrol.

B. Performance of ships ordnance:

1. The MK-34 radar of the MK-63 fire control system sustained the following casualities during the patrol:

4 February: The antenna of radar number seven rotated into limit stops. Antenna would not synchronize with radar signal. The casualty was due to a sheared coupling pin in the antenna response mechanism. The pin was replaced.

2. The other casualties sustained during the period were:

28 January: The motor on the cease firing circuit of mount three failed to operate due to a ground in the motor field caused by salt water. The motor field was rewound.

C. AA firing exercises were cancelled due to unfavorable weather.

D. Excellent results were obtained during target acquisition drills. The Mount No. 63 system was acquiring targets designated at near maximum range.

E. The second loader of mount nine suffered a compound fracture of comminuted left maxillary on 29 January when his head was pressed between the rotating mount and a loudspeaker on the bulhead. The mount was in automatic control position.

F. Summary of aviation ordnance expended.

TYPE	AMOUNT
1000# GP Bombs	24
500# GP Bombs	152
500# SAP Bombs	5
260# FRAG Bombs	52
250# GP Bombs	130
100# GP Bombs	509
Napalm Bombs	135
11.75" Rockets	8
5" HVAR Rockets	721
Rounds 20MM Ammo	31,600
Rounds 50 Cal Ammo	64,400

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PART IV

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SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

A. The ship sustained no battle damage.

B. Damage inflicted on the enemy by ships aircraft

TARGETS	DAMAGED	DESTROYED
Battalion Headquarters		1
Buildings	145	340
Bunkers		1
Caves	4	
Command Posts	3	
Gun Positions	5	9
Observation Posts	1	
MIG-15	1	
Ox-Carts	1	1
Radar Stations	1	
Railroad Bridges	2	2
Rail Cars	12	
Rail Cuts	12	
Railroad Repair Sheds	1	
Road Bridges	4	2
Road Cuts	4	
Troops	18	14
Trucks	1	13
Warehouses	1	1

C. Damage suffered by ships aircraft

1. Operational Damage

a. One plane was ditched at sea due to a complete engine failure on 29 January.
b. One plane suffered Class "C" damage as a result of engaging the barriers on 1 February.
c. One plane suffered Class "B" damage when the hook sheared off and the tail wheel caught a wire on 3 February.
d. One plane suffered Class "B" damage as a result of landing with the tail hook in the up position and engaging the barriers on 5 February.

2. Damage resulting from enemy action

a. On 31 January one plane was hit in the engine by AA fire and subsequently landed wheels up on a friendly island resulting in class "B" damage.
b. One plane suffered minor damage to an external fuel tank from small arms fire on 1 February.

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c. One plane suffered damage consisting of holes in wings and fuselage as a result of flying through debris from own bomb blast on 2 February. Class "C" damage resulted.
d. Two planes suffered minor damage consisting of holes in wings and tail section from small arms fire on 3 February.
e. One plane suffered Class "C" damage as a result of flying through debris from a secondary explosion of a target on 5 February.

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PART VI

PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Personnel

The number of personnel assigned to the ship during the patrol included 801 enlisted navy, 71 Naval Officers, 164 Marine enlisted and 41 Marine Officers for a total of 1077. Five Marine replacement pilots came aboard while the ship was at sea.

2. Education

Department training officers began preparing training schedules to coincide with the anticipated return to the United States. Training during the cruise centered around preparations for advancement in rating examinations. An additional twenty-four course books were issued and twelve personnel applied for correspondence courses. On the job training continued as a valuable source of education.

3. Divine Services

Services conducted aboard during this patrol included, two protestant services with Holy Communion, daily Rosary services, one Latter Day Saints service and two bible classes. The Chaplain conducted protestant services aboard the HMS CONSORT (D-76) at sea.

4. Welfare and Recreation

Aircraft maintenance requirements reduced movie showings to three during the patrol. The ship's library continued to rate high as a source of recreation. A summary of local and world news was presented over the ship's announcing system at noon each day by the Chaplain. A daily newspaper was printed and distributed to all ships in company.

B. Casualties

1. There were no casualties during this patrol.

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PART VI

SPECIAL COMMENTS ON DOCTRINE AND OPERATIONAL PROCEDURES

A. Air Department

Comment

When a crash occurs on the flight deck all Air Department stations and several Engineering divisions must be immediately alerted in order that action can be taken to prevent spread of fire, should it develope. Of primary interest is the requirement that the foam generators be manned immediately. This last factor cannot be accomplished immediately as the flight deck crash signal is not heard below the flight deck level. The crash bill for this type carrier does not require operation of a total ships force fire bill in that fires do not always follow crash landings. However, it does require that certain Engineering details be alerted. At the present time this can only be accomplished through the MC circuits.

Recommendation

The crash alarm should be tied in directly with the General announcing system. A letter in this regard is being submitted to Commander Air Force, Pacific Fleet.

Comment

On one occasion where the outside temperature was between 20°F and 14°F the number three (3) catwalk fire station valve was found to be frozen. It's apparent that this is a dangerous situation in view of a possible deck crash during cold weather operations.

Recommendation

Salt water and foam valves should be insulated and/or suitable heating elements should be provided. The number three (3) catwalk fire station should be lagged inside the skin of the ship.

Comment

Whenever heavy weather or heavy rains are encountered, an excessive amount of water leaks into the elevator pits. Investigation showed that drainage was not adequate during heavy rainfall.

Recommendation

The drainage outlets from the elevator combing at the flight deck level should be increased in number.

Comment

A slight warpage of the H-4C shuttle track was discovered after investigating pilots complaints of a tugging sensation experienced at approximately halfway through the power run. Inspection of the track at this point revealed a slight misalignment in one four foot section. The shuttle was reassembled with new shoes installed and launchings were

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continued. As the shoes began to wear in, the tugging sensation became negligible.

Recommendation
None

Hung Ordnance Summary

ITEM	RACK	REASON
HVARS		
16	MK-55	Electrical failure
8	Aero 14A	
24 Total Rockets		
Bombs		
100#		
6	MK-55	Electrical failure
250#		
1	Aero 14A	Undetermined
260#		
1	MK-55	Faulty solenoid
8 Total Bombs		

Marked improvement was attained in reducing hung ordnance during this period, relative to previous periods.

LAND - LAUNCH DATA

Launches	H-2-1 Catapult	H-4C Catapult
Number	126	201
Average Weight Pounds	14,900	14,800
Average Wind Knots	29	28
Average Pressure psi	2,850	2,000
No. Bridles Expended	6	8

Landings

Number - 343
Average Wind Knots - 28
CPV psi - 750
Average Runout feet - 110
Wires Caught - #1 - 72, #2 - 145, #3 - 77, #4 - 40, #5 - 5, #6 - 0, #7 - 2, #8 - 0, #9 - 0.
Barrier Crashes - 3
Barriers engaged - #2, #3, and #4.

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28

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B. Engineering Department

While underway from Sasebo to the Yellow Sea operating area on 28 January 1953, excessive salinity of the condensate from # 2 Main condenser was encountered. After eliminating all other possible sources of salt water contamination, the only remaining possibility was leaking condenser tubes. Operating conditions of the ship made it impossible to reduce speed to sufficiently low rate to open the condenser until the night of 30 January 1953. At this time, the port shaft was allowed to idle with no power applied. The #2 Main condenser was opened and tested as per article 46-42 (2) BuShips Manual. Six tubes were found to be leaking and were plugged.

C. Medical Department

1. There were no personnel casualties during this patrol.

2. Medical statistical summary for the patrol:
   a. Admitted to sick list - 35
   b. Total sick days out of 10,770 possible working days - 167
   c. Officers admitted to sick list - 2
   d. Total patients visits to sick call - 754
   e. Total medical treatments - 1938
   f. Patients received from other ships - 0
   g. Patients transferred to hospital - 2
   h. Number of minor injuries treated - 26
   i. Number of major injuries treated - 2
   j. Number of shipboard injuries resulting in death - 0
   k. Minor surgical procedures - 26
   l. Major surgical procedures - 0
   m. Veneral desease cases and non-specific Urethritis - Total - 12
      (1) Gonorrhea - 1
      (2) Chancroid - 1
      (3) Non-specific Urethritis following exposure - 10
   n. Penicillin tablets issued last port period - 154

3. Squadron flight personnel statistical summary:
   a. Pilots temporarily grounded for medical reasons - 4
   b. Pilots permanently grounded pending medical evaluation - 0
   c. Average number of days pilots grounded - 3
   d. Crew grounded for medical reasons - 0
   e. Number of pilots KIA - 0
   f. Number of pilots WIA - 0

H. L. RAY

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Copy to:

CNO (2) Advance
CINCPACFLT (2) Advance
CINCPACFLT EVALUATION GROUP
COMNAVFE (1) Advance
COMNAVFE EVALUATION GROUP
COMSEVENTHFLT (1) Advance
CTF 77 (1) Advance
COMAIRPAC (5)
COMSERVPAC
COMFAIRJAPAN
NAVAL WAR COLLEGE
COMCARDIV-15
COMCARDIV-17
CO, FAIRBETUPAC (2)
CG, AIRFMFPAC (1) Advance
CG, FMFPAC (1) Advance
CG, 1st MARAIRWING
CO, MAG-12
CO, VMA-312
CO, USS BATAAN (CVL-29)
CO, USS RANDOVA (CVE-114)
CO, USS BAIROKO (CVE-115)
CO, USS SICILY (CVE-118)
CO, USS POINT CRUZ (CVE-119)

AUTHENTICATED:

S. O. COLE
CDR, USN
Operations Officer

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U.S.S. BADOENG STRAIT (CVE-116)
c/o Fleet Post Office
San Francisco, California

[redacted]

4 February 1953

FLIGHT SCHEDULE FOR 5 FEBRUARY 1953

Sunrise 0744
Sunset 1811

Moonrise 2422
Moonset 1018
Phase Last Qtr.

EVENT	NO. A/C	MISSION	LAUNCH	LAND	AMMO	NOTES
A-1	2	CAP	0715	0930	A	To K-6 at 0930 1 A/C SAR
A-2	4	STRIKE	0715	0930	A,C	
B-3	3	CAP	0920	1135	A,B	1 A/C SAR
B-4	8	STRIKE	0920	1135	A,D	
C-5	3	CAP	1125	1340	A,B	1 A/C SAR
C-6	4	TARCAP	1125	1340	A,B	
D-7	2	CAP	1330	1545	A,B	1 A/C SAR
D-8	4	STRIKE	1330	1545	A,E	
D-9	4	RECCO	1330	1545	A,B	
E-10	2	CAP	1535	1745	A	A/C from K-6 1 A/C SAR
E-11	4	STRIKE	1535	1745	A,F	

HELICOPTER

GUARD MAIL 0900 — All Ships
GUARD MAIL 1145 — WHITBREAD Ships

NOTES:

1. All A/C 100 gallons in belly tanks except Event ABLE ONE (A-1).
2. Event ABLE ONE (A-1) full belly tanks.

AMMO LOAD:

A - All A/C full gun loads.
B - All A/C Napalm and 6-HVAR.
C - Half A/C 500# GP / 5 sec. and 4-250# / 5 sec.
Half A/C 500# SAP / 5 sec. and 4-250# / 5 sec.
D - Half A/C Napalm and 6-HVAR.
Half A/C 500# SAP / .1 and 4-250# .1 / .1.
E - All A/C 1000# .1 / .1 and 2-250# .1 / .1.
F - Half A/C Napalm and 6-HVAR.
Half A/C 1000# inst. / ND and 2-250# inst./ ND.

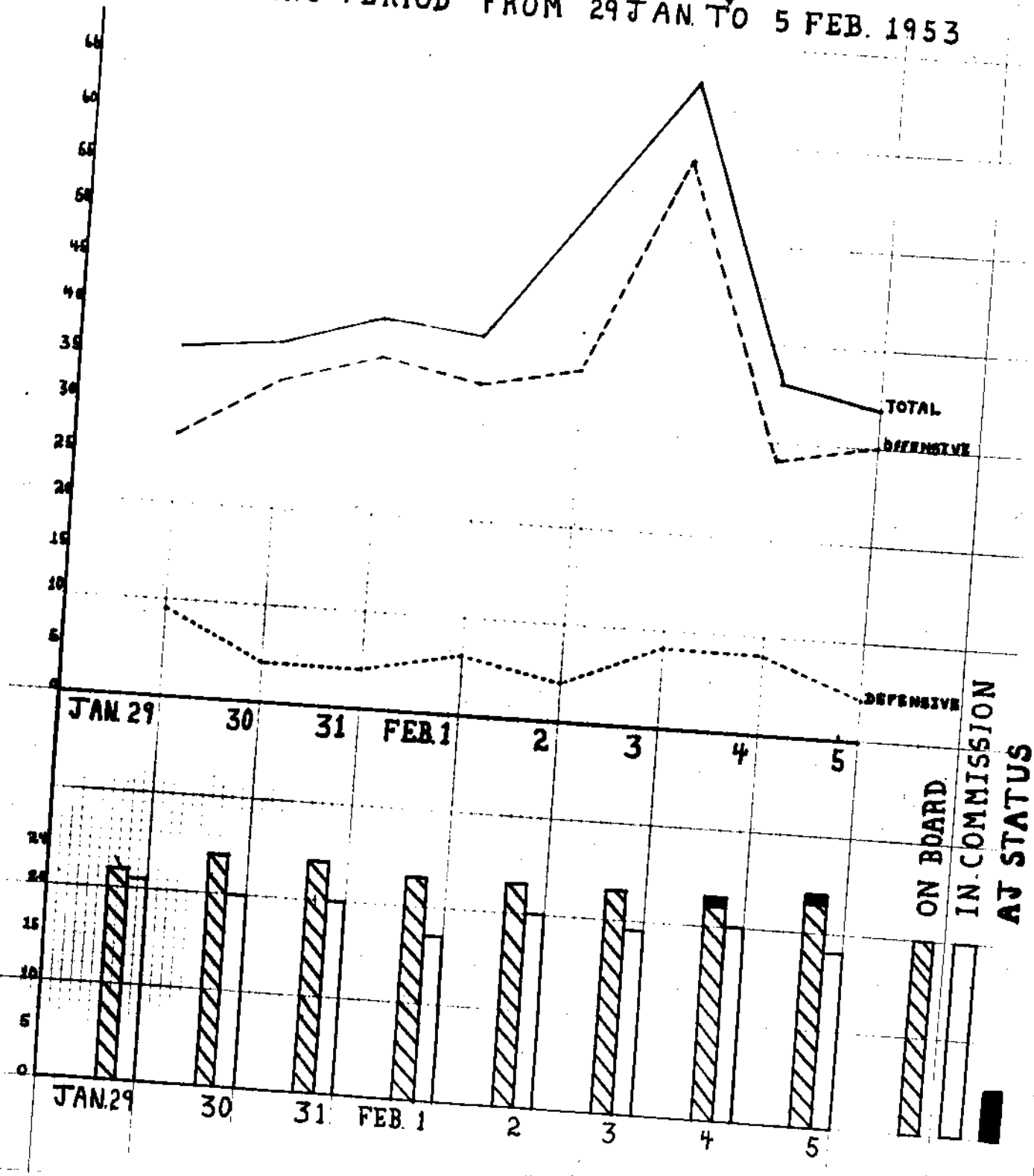
B. E. COLKITT JR.
LCDR, USN
Air Operations Officer

[redacted]

ENCLOSURE (1)

3

OPERATING PERIOD FROM 29 JAN. TO 5 FEB. 1953



ENCLOSURE (2)