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

CVE116/GRP/rt
A12/OF30
Ser: [illegible]

DECLASSIFIED

17 MAR 1952

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

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

Subj: Action Report 7 January - 16 January 1952 and 25 January - 6 February 1952

Ref: (a) Article 0705 Navy Regulations
(b) OpNav Instruction 3480.4
(c) CinCPacFlt Instruction 3480.1
(d) C.T.G. 95.1 OpOrder 2-51 (Revised)
(e) CTE 95.11 OpOrder 2-51

Encl: (1) Sample Air Schedule p. 17
(2) Chart Showing area of operations p. 18
(3) CTE 95.11 dispatch 010730Z of February 1952 p. 19

1. In accordance with references (a), (b), (c) and (d) the action report of Task Element 95.11 for the periods 7 January - 16 January 1952 and 25 January - 6 February 1952 is submitted herewith. The Commanding Officer, USS BADOENG STRAIT (CVE-116) was CTE 95.11 during these periods and this report therefore does not cover the time between the two subject periods, when the ship was in Sasebo for replenishment and recreation.

2. The report, divided into six parts, as listed below, is appended,

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

SECOND-IN-COMMAND
2 APR 1952
FAR EAST STATION

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Part I General Narrative

a. During the period 7 January 1952 through 6 February 1952, the U.S.S. BADOENG STRAIT under the command of Captain ROY L. JOHNSON, 62606/1310 USN, and with Marine Aircraft Squadron VMF-212, LT. COL JOSEPH A. GRAY 06207/7302 USMC, Commanding, embarked, operated as a part of the U.S. SEVENTH FLEET in Task Force 95, under the operational control of Commander Task Group 95.1.

(1) The Commanding Officer, U.S.S. BADOENG STRAIT, remained Commander Task Element 95.11 from 2140 on 7 January 1952 to 2223 on 16 January 1952 and from 2145 on 25 January to 2100 on 6 February 1952. The Commanding Officer H.M.A.S. SYDNEY (CVL-17) assumed CTE 95.11 from 2223, 16 January until 2145, 25 January and at 2100, 6 February the Commanding Officer U.S.S. BADOENG STRAIT was relieved as CTE 95.11 by the Commanding Officer H.M.S. GLORY (CVL-19). During the periods of this report Task Element 95.11 consisted of one escort carrier and a maximum of three destroyers acting as screening vessels. The screen was reduced to less than three ships at various times due to demands. The mission of this Task Element was to conduct air operations in support of the United Nations blockade, West Coast of Korea, the United States Eighth Army, Korea (Eusak), and to render search and rescue assistance as required.

(2) The enemy forces were the North Korean Peoples Army and "Volunteer" Chinese Comunist Forces in North Korea. No enemy naval forces were encountered by this Task Element and, therefore, no surface action took place. However, enemy small craft operating in the rivers, estuaries, and along the west coast of Korea were attacked and destroyed by aircraft of this Task Element when directed, or as targets of opportunity.

(3) During these operating periods VMF-212 aircraft flew Armed Reconnaissance, Target Combat Air Patrol, Combat Air Patrol, Pre-briefed Strikes, Airspot, and Photo Reconnaissance missions, as illustrated in enclosure (1). During the period 8 January through 16 January there were 9 days in the operating area and flight operations were conducted on all nine days. On two of these days however, flight operations were curtailed due to inclement weather. During this period VMF-212 flew 336 sorties of which 4 aborted. There was a total of 714.1 combat hours flown, for an overall average of 79.34 hours per day and 36.89 missions per day. The squadron aircraft allowance was 24, the total average aircraft on board was 23.6 and the total average aircraft available 22.4. During the period 25 January through 6 February there were 12 days in the operating area with 2 days of flying lost due to inclement weather and 4 other days on which flight operations were reduced by inclement weather. During this period VMF-212 flew 344 sorties of which 4 aborted. There was a total of 662.7 combat hours flown, for an overall average of 66.27 hours per day and 34.4 missions per day. The Squadron aircraft allowance was 24, the total average aircraft on board was 22.92, and the total average aircraft available was 20.92.

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(4) During these periods in the operating area ships of Task Element 95.11 operated in geographical areas Nan and Mike, with the average Point Oboe at 38° - 00N, 124° - 00E. The following ships were assigned to the screen at various times during the two periods of operations:

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(a) H.M.S. CHARITY (D-29)
(b) H.M.N.S. VAN GALEN (DD-803)
(c) U.S.S. HANSON (DDR-832)
(d) H.M.C.S. ATHABASKAN (DDE-219)
(e) U.S.S. MARSHALL (DD-676)
(f) H.M.C.S. CAYUGA (DDE-218)
(g) H.M.S. CONSTANCE (D-71)
(h) U.S.S. RADFORD (DDE-446)
(i) H.M.S. COCKADE (D-34)

Part II Chronological Order of Events

7 January — In accordance with CTE 95.1 Dispatch 060757Z of January 1952, the U.S.S. BADOENG STRAIT (CVE-116), with VMF-212 embarked got underway for the Yellow Sea area in company with H.M.C.S. CAYUGA (DDE-218), and H.M.S. CONSTANCE (D-71).

2140/ — Relieved the H.M.A.S. SYDNEY (CVL-17) and assumed CTE 95.11.

8 January 1135/ — H.M.S. CHARITY joined the screen as previously directed.

1351/ — H.M.C.S. CAYUGA and H.M.S. CONSTANCE detached to proceed to CTE 95.1 for duty on coastal blockade force.

1510/ — U.S.S. HANSON (DDR-832) joined the screen as previously directed. The CTE 95.11 turnover notes from the H.M.A.S. SYDNEY were passed to the BADOENG STRAIT at this time.

H.M.N.S. VAN GALEN (DD-803) jointed the screen as previously directed. A total of 32 flights (4 of which were defensive) were flown this date. The weather was generally good.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED	
3	1000# G.P. bombs
26	500# G.P. bombs
117	5" HVAR Rockets
77	3.5" Rockets
31	6.5" ATAR Rockets
25,000	Rounds .50 Cal Ammo

MISSIONS	
4	CAP
20	TarCap
4	Strike
4	Armed Recco

1715/ — H.M.S. CHARITY detached to carry out night patrol assignment in the Paegnyong-Do area. The remainder of the force retired southward for the night.

9 January 1710/ — H.M.S. CHARITY rejoined and resumed screening duties. H.M.N.S. VAN GALEN detached to night patrol assignment in the Paegnyong-Do area.

A total of 41 flights (10 of which were defensive) were flown this date. The weather was generally good throughout the day.

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VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
8	1000# G.P. bombs	10	CAP
21	500# G.P. bombs	19	TarCap
142	5" HVAR Rockets	4	Strike
110	3.5" Rockets	8	Armed Recco
5	Napalm bombs		
20,500	Rounds .50 Cal Ammo		

10 January Refueled H.M.S. CHARITY and U.S.S. HANSON.
Only 8 flights (these being CAP) were flown this day. The weather remained marginal around the ship and bad in the target area all day.
H.M.N.S. VAN GALEN remained in Paegnyong-Do are because CTE 95.11 had retired to the south in order to provide air cover for a troop convoy.

11 January H.M.N.S. VAN GALEN rejoined and resumed screening duties.
A total of 38 flights (9 of which were defensive) were flown this day.
The weather was excellent.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
8	1000# G.P. bombs	9	CAP
17	500# G.P. bombs	14	TarCap
182	5" HVAR Rockets	8	Strike
55	3.5" Rockets	7	Armed Recco
5	Napalm bombs		
24,400	Rounds .50 Cal Ammo		

1715/ U.S.S. HANSON detached to carry out night patrol assignment in Paegnyong-Do area.

12 January U.S.S. HANSON rejoined and resumed screening duties.
1420/ U.S.S. ROCHESTER (CA-124) with U.S.S. COLLETT (DD-730) as escort joined with TE 95.11.
CTE 95.11 confered with Rear Admiral DYER, CTF 95, aboard the U.S.S. ROCHESTER.
1605/ U.S.S. ROCHESTER and U.S.S. COLLETT departed.
1720/ H.M.S. CHARITY detached to carry out night patrol assignment in Paegnyong-Do area.
A total of 39 flights (14 of which were defensive) were flown this day. The number of CAP flights was higher than usual due to the fact that TE 95.11 provided air cover for a troop convoy during the day. The weather was excellent.

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VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
5	1000# G.P. bombs	14	CAP
17	500# G.P. bombs	13	TarCap
179	5" HVAR Rockets	2	Air Spot
16	3.5" Rockets	6	Strike
2	Napalm bombs	4	Armed Recco
47,000	Rounds .50 Cal Ammo		

13 January
1038/ H.M.S. CHARITY rejoined and resumed screening duties.
Received a dispatch from U.S.S. ROCHESTER which stated that F4U-4, side number LD-15 on a Strike Mission, had crashed in the sea. The pilot, Captain C. C. SCHWARTZ, U.S.M.C. bailed out and was recovered by helicopter.
1420/ U.S.S. ROCHESTER informed CTE 95.11 by radio that Captain C. C. SCHWARTZ, U.S.M.C. was dead due to drowing when [illegible] recovered by helicopter.
Refueled H.M.N.S. VAN GALEN and H.M.S. CHARITY.
1714/ H.M.N.S. VAN GALEN detached to night patrol assignment in Paegnyong-Do area.
A total of 46 flights (12 of which were defensive) were flown this day. The weather in general was good.

VMF-212 Aircraft accomplished the follwoing:

ORDNANCE EXPENDED		MISSIONS	
12	1000# G.P. bombs	12	CAP
4	500# G. P. bombs	6	TarCap
215	5" HVAR Rockets	6	Air Spot
31	3.5" Rockets	22	Strike
15	Napalm bombs		
23,600	Rounds .50 Cal Ammo		

14 January
0724/ U.S.S. HANSON refueled
H.M.N.S. VAN GALEN rejoined and resumed screening duties.
0755/ H.M.N.S. VAN GALEN came alongside U.S.S. BADOENG STRAIT and with Honors transfered the remains of Captain C. C. SCHWARTZ, USMC.
1520/ U.S.S. HANSON detached to proceed on night patrol assignment in the Paegnyong-Do area.
A total of 36 flights (8 of which were defensive) were flown this day.
The weather which was good in the morning, gradually deteriorated to marginal and below in the afternoon.

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5

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VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
8	1000# G.P. bombs	8	CAP
17	500# G.P. bombs	10	TarCap
189	5" HVAR Rockets	14	Strike
31	3.5" Rockets	4	Armed Recco
5	Napalm bombs		
22,000	Rounds .50 Cal Ammo		

15 January
1711/ U.S.S. HANSON rejoined screen.
U.S.S. HANSON detached to proceed on night patrol assignment in Paegnyong-Do area.
A total of 46 flights (10 of which were defensive) were flown on this day. The weather, in general, was good.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
14	1000# G.P. bombs	10	CAP
20	500# G.P. bombs	10	TarCap
205	5" HVAR Rockets	18	Strike
74	3.5" Rockets	8	Armed Recco
40,200	Rounds .50 Cal Ammo.		

16 January
1210/ H.M.N.S. VAN GALEN and U.S.S. HANSON refueled.
U.S.S. HANSON rejoined screen
A total of 46 flights (10 of which were defensive) were flown this day. The weather was generally good.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
5	1000# G.P. bombs	10	CAP
26	500# G.P. bombs	12	TarCap
280	5" HVAR Rockets	16	Strike
6	Napalm bombs	8	Armed Recco
37,000	Rounds .50 Cal Ammo.		

1607/ U.S.S. HANSON detached to carry out night patrol assignment in the Paegnyong-Do area, and directed to join the H.M.A.S. SYDNEY who was to assume CTE 95.11 on 17 January 1952. The U.S.S. HANSON was further directed to pass to the H.M.A.S. SYDNEY the "turn-over" notes.
1722/ Took course for SASEBO, JAPAN in company with H.M.S. CHARITY and H.M.N.S. VAN GALEN.
2223/ The Commending Officer, H.M.A.S. SYDNEY, assumed command of Task Element 95.11 in area Mike. The U.S.S. BADOENG STRAIT continued course for SASEBO, JAPAN.

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6

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17 January	H.M.S. CHARITY detached to proceed independently to KOBE, JAPAN.
1102/	Commenced AA Gunnery firing drill (towed sleeve) in area "George" enroute to SASEBO.
1545/	Moored to boy #18 Sasebo harbor Japan, to remain through 24 January 1952 for replenishment and recreation.
25 January	Underway for Yellow Sea operating area in company with H.M.C.S. ATHABASKAN.
1110/	H.M.S. CHARITY reported for duty as screening unit.
1203/	Conducted AA gunnery firing drill (towed sleeve) in Area "George".
2145/	Relieved the H.M.A.S. SYDNEY as the Commanding Officer U.S.S. BADOENG STRAIT assumed CTE 95.11.
26 January	On a TarCap mission, Captain J. D. NADELHOFFER, USMCR bailed out of his aircraft over Kirin-Do island.
1137/	Message relayed from Sea Air Rescue helicopter stated that Captain J. D. NADELHOFFER 037971, USMCR was dead when it arrived on scene.
1721/	U.S.S. BADFORD joined the screen as previously directed. This ship had been operating with the H.M.A.S. SYDNEY, and therefore had "trun over" notes, which were passed to U.S.S. BADOENG STRAIT.
1741/	H.M.C.S. ATHABASKAN detached to carry out night patrol assignment in the Paegnyong-Do area.
	A total of 25 flights (6 of which were non-combatt) were flown this day. The weather deteriorated to unsuitable flying conditions in the afternoon.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED	
4	1000# G.P. bombs
15	500# G.P. bombs
126	5" HVAR Rockets
8	3.5" Rockets
6,700	Rounds 150 Cal Ammo

MISSIONS	
6	CAP
8	TarCap
4	Armed Recco
7	Strike

27 January	H.M.C.S. ATHABASKAN rejoined screen
1630/	H.M.S. CHARITY detached to proceed on night patrol in Paegnyong-Do area.
1735/	An unidentified aircraft approached the force, and the report contained in enclosure (3) was made.
	A total of 33 flights (8 of which were defensive) were flown this day. The weather was marginal throughout the day and curtailed flight operations.

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VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
4	1000# G.P. bombs	8	CAP
19	500# G. P. bombs	8	TarCap
168	5" HVAR Rockets	4	Armed Recco
23	3.5" Rockets	14	Strike
3	Napalm bombs		
15,600	Rounds .50 Cal Ammo		

28 January H.M.S. CHARITY rejoined the screen

1625/ U.S.S. RADFORD detached to proceed on night patrol assignment in the Paegnyong-Do area.

A total of 26 flights (6 of which were defensive) were flown this day. Poor weather again curtailed flight operations.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
4	1000# G.P. bombs	6	CAP
14	500# G.P. bombs	10	TarCap
32	3.5" Rockets	4	Armed Recco
125	5" HVAR Rockets	6	Strike
2	Napalm bombs		
12,800	Rounds .50 Cal Ammo		

29 January U.S.S. RADFORD rejoined screen

1623/ H.M.C.S. ATHABASKAN detached to carry out night patrol assignment in Paegnyong-Do area.

1628/ U.S.S. RADFORD refueled from U.S.S. BADOENG STRAIT. A total of 47 flights (12 of which were defensive) were flown this date. The weather was excellent.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPANDED		MISSIONS	
7	1000# G.P. bombs	12	CAP
15	500# G.P. bombs	24	TarCap
32	3.5" Rockets	11	Strike
247	5" HVAR Rockets		
14	Napalm bombs		
23,200	Rounds 150 Cal Ammo		

30 January U.S.S. MARSHAL (DD-676) and U.S.S. PORTERFIELD (DD-682) joined the formation. The U.S.S. PORTERFIELD transfered 2 medical patients to U.S.S. BADOENG STRAIT for treatment, and departed to the coastal blockade area. The U.S.S. MARSHAL remained as part of the screen to relieve the U.S.S. RADFORD.

0847/ U.S.S. RADFORD detached to duty previously assigned with TF 95.1 in the coastal blockade group.

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1115/ H.M.C.S. ATHABASKAN rejoined screen.
1611/ U.S.S. MARSHAL detached to night patrol assignment in Paegnyong-Do area.
A total of 43 flights (12 of which were defensive) were flown this day. The weather was excellent.

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VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
8	1000# G.P. bombs	12	CAP
15	500# G.P. bombs	20	TarCap
250	5" HVAR Rockets	4	Armed Recco
9	Napalm bombs	7	Strike
27,200	Rounds .50 Cal Ammo		

31 January 1615/ U.S.S. MARSHALL rejoined the screen
H.M.S. CHARITY detached to night patrol assignment in Paegnyong-Do area.
A total of 48 flights (12 of which were defensive) were flown this day. The weather in general was good.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
7	1000# G.P. bombs	12	CAP
29	500# G.P. bombs	24	TarCap
30	3.5" Rockets	8	Armed Recco
257	5" HVAR Rockets	4	Strike
28,000	Rounds .50 Cal Ammo		

1 February 1227/ U.S.S. PORTERFIELD, and U.S.S. CHARITY joined formation.
U.S.S. PORTERFIELD, departed, having transfered a medical patient to U.S.S. BADOENG STRAIT to operate on coastal blockade.
1608/ H.M.C.S. ATHABASKAN detached to night patrol assignment in the Paegnyong-Do area to remain with Task Element 95.12 until the morning of 2 February as Task Element 95.11 was proceeding southward to provide air cover for a troop convoy on 2 February.
A total of 16 flights (4 of which were defensive) were flown this day. The weather was marginal and curtailed flight operations.

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VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED	
3	1000# G.P. bombs
4	500# G.P. bombs
32	3.5" Rockets
55	5" HVAR Rockets
4	Napalm bombs
5,400	Rounds .50 Cal Ammo

MISSIONS	
4	CAP
6	TarCap
3	Armed Recco
2	Air Spot

2 February — The weather remained unsuitable for air operations throughout the entire day.

3 February 1625/ — H.M.C.S. ATHABASKAN joined the screen.
U.S.S. MARSHAL detached to night patrol assignment in the Paegnyong-Do area.
A total of 38 flights (12 of which were defensive) were flown this day. The weather was good until late afternoon when it became marginal to below.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED	
6	1000# G.P. bombs
15	500# G.P. bombs
117	3.5" Rockets
56	5" HVAR Rockets
1	Napalm bomb
28,000	Rounds .50 Cal Ammo

MISSIONS	
12	CAP
19	TarCap
7	Armed Recco

4 February 1526/ — U.S.S. MARSHAL rejoined the screen.
H.M.S. CHARITY detached to night patrol assignment in Paegnyong-Do area.
There were no flight operations this day due to continous snow throughout the day.

5 February 1545/ — H.M.S. CHARITY rejoined the screen.
H.M.C.S. ATHABASKAN detached to night patrol assignment in the Paegnyong-Do area.
VMF-212 completed their 2000th consecutive barrier-free carrier landing.
A total of 32 flights (12 of which were defensive) were flown this day. The weather in general, was good.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED	
17	500# G.P. bombs
48	3.5" Rockets
93	5" HVAR Rockets
15,700	Rounds .50 Cal Ammo

MISSIONS	
12	CAP
18	TarCap
2	Air Spot

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6 February	U.S.S. MARSHAL detached to report to CTF 95.1 for duty in the coastal blockade group.
1500/	H.M.C.S. ATHABASKAN rejoined.
1517/	H.M.S. CHARITY detached to rendevous with H.M.S. COCKADE, then proceeded on previously assigned mission in Paegnyong-Do area. This ship also carried the turn-over notes to be passed to the H.M.S. GLORY.
1541/	Took course for SASEBO, JAPAN in company with H.M.C.S. ATHABASKAN.
2010/	H.M.S. COCKADE joined screen.
2100/	The Commanding Officer H.M.S. GLORY, assumed CTE 95.11. A total of 32 flights (12 of which were defensive) were flown this day. The weather was generally good.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
18	1000# G.P. bombs	12	CAP
141	3.5" Rockets	18	TarCap
2	Napalm bombs	2	Air Spot
16,5000	Rounds .50 Cal Ammo		

7 February	H.M.S. COCKADE detached to proceed independently to Kure, Japan.
1336/	Rendevoused with U.S.S. CHARA (KA-58) for test of Alderman-Rig for replenishment at sea.
1833/	Moored to bouy #18 Sasebo, Japan.
8 February	Underway for Kobe, Japan in company with H.M.C.S. ATHABASKAN in accordance with ComServRon Three dispatch 071109Z of February 1952.
1118/	Chopped to CTF 95 from CTG 95.1.
1125/	Completed launching all remaining VMF-212 aircraft for fly-away to ITAMI Air Force Base, Japan.
1130/	H.M.C.S. ATHABASKAN was detached to return to Sasebo.
1206/	Conducted AA gunnery firing drill (towed sleeve) in area Fox.
9 February	Moored starboard side to, pier 4, Kobe, Japan for transfer of aviation spare parts, material, and turn over notes and information to U.S.S. BAIROKO (CVE-115), who was releiving the U.S.S. BADOENG STRAIT in TG 95.1.
1750/	All remaining personnel of VMF-212 were disembarked to proceed to ITAMI Air Force Base, Japan.
11 February	Transfer of material and information to U.S.S. BAIROKO completed this day.

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12 February Underway for YOKOSUKA, JAPAN.

13 February Chopped to ComNavFe for Operational Control.

14 February Underway for Pearl Harbor, T.H. in accordance with ComNavFe 110708Z of February 1952.

Part III Performance of Ordnance Material and Equipment Including Ammunition Expenditures.

1. The MK 77 Mod 0 Fire Bomb is still considered to be unsatisfactory due to time consumed in assembly, and the tendency of the tie-rod threads to strip, both during assembly, and after assembled, and when hung on the aircraft. Several leaked as a result of the forces exerted on them by the catapult launch, and some separated completely. This was especially true during low wind condition launches.

2. Hung rockets on returning aircraft continued, but the percentage involved was less than on the previous operation. A very effective rocket catcher (described as the "Fredericks Barrier" in Commander Task Element 95.11's Action Report serial 005 dtd 5 February 1952 by CO, U.S.S. BADOENG STRAIT) is in use by this vessel, but it is still felt that the best solution to this problem would be the installation of a device for jettisioning rockets from aircraft when firing fails to release them.

3. The ASW allowance of MK 24 mines that is required to be carried at all times consumes valuable storage space that could otherwise be used to store armament more in line with the primary mission of close air support or interdiction.

4. Ammunition expenditures.

a. During the operating periods covered by this report the following ordnance was expended:

1. 7 January through 24 January 1952

By VMF-212 Aircraft

63	1000# G.P. bombs
148	500# G.P. bombs
1,509	5" HVAR Rockets
394	3.5" Rockets
31	6.5" ATAR Rockets
41	Napalm bombs
239,700	Rounds .50 Cal Ammo

By USS BADOENG STRAIT

1,680 Rounds of 40MM

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2. 25 January through 31 Januray 1952

By VMF-212 Aircraft

34	1000# G.P. bombs
107	500# G.P. bombs
125	3.5" Rockets
1,173	5" HVAR Rockets
28	Napalm bombs
113,500	Rounds .50 Cal Ammo

By USS BADOENG STRAIT
1,742 Rounds 40 MM

3. 1 February through 8 February 1952

By VMF-212 Aircraft

28	1000# G.P. bombs
36	500# G.P. bombs
338	3.5" Rockets
212	5" HVAR Rockets
7	Napalm bombs
65,600	Rounds .50 Cal Ammo

By USS BADOENG STRAIT
3,170 Rounds 40MM

Part IV Summary of Own and Enemy Battle Damage.

1. Own Battle damage.

a. None of the ships of the task element sustained battle damage.

b. For damage sustained by aircraft see Naval Air Warfare reports. (OpNav 3480.5 revised 4-51) submitted for this operating period.

2. Battle damage inflicted on the enemy.

a. The ships of this task element inflicted no damage on the enemy while operating as a member of this task element during the period covered by this report.

b. For battle damage inflicted on the enemy by aircraft of the task element see Naval Air Warfare reports (OpNav 3480.3 revised 3-51) submitted for this operating period.

Part V Personnel Performance and Casulties.

1. Personnel performance was considered to be excellent and in keeping with the high standards of the Navy and Marine Corps. It is considered worthy of special mention that during the subject operations, VMF-212 completed their 2000th barrier-free carrier landing.

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2. Casualties.

a. On 13 January 1952, Captain Charles Clinton SCHWARTZ 021191/7302/0110, USMC was forced to bail out over water after his aircraft was hit by enemy ground fire from enemy held territory in North Korea. Captain SCHWARTZ was picked up by helicopter and taken to the U.S.S. ROCHESTER (CA-124) where at 1315 he was pronounced dead of drowning and internal injuries.

b. On 26 January 1952, Captain John D. NADELHOFFER, 037971/7302 USMCR, was forced to bail out over the friendly island of Kirin-Do after his aircraft was hit by enemy ground fire from enemy held territory in North Korea. Captain NADELHOFFER's aircraft was trailing smoke and was at an altitude of 2000 feet when he abandoned it. His parachute was not seen to open by his wingman. The aircraft crashed on the island and Captain NADELHOFFER was observed by his wingman to be lying 100 yards from it. The SAR helicopter arrived within 15 minutes of the bail out, and the crew reported that Captain NADELHOFFER was dead when they arrived. It is believed that the pilot hit the horizantal sta bilizer of his aircraft during the bail out attempt and was either killed or rendered unconscious at that time. Captain NADELHOFFER's remains were wrapped in his parachute and buried on Kirin-Do island.

Part VI Comments and Recommendations

1. The comments and recommendations submitted as part six of Commander Task Element 95.11's Action Report for the period 17 December 1951 through 6 January 1952 apply also to the operating periods covered by this report.

2. A break down of the carriers air search radar, when all the other ships operating with her are allied destroyers, would seriously effect the defensive capabilities of the force, since the destroyer's radar are in many ways inadequate. This is particularly true for the Common Wealth destroyers.
Recommendation: That care be exercised to insure that screening vessels are assigned that have capable airsearch radar installed.

3. The failure of the high voltage generator for the TCZ transmitter caused serious difficulties.
Recommendation: That the spares allowance for radio transmitter be reviewed.

4. The A.B. Dick mimeograph machine is a very important piece of equipment. It was new when this vessel left the United States in September 1951. Due to it's high usage however, numerous small easily replaced parts have worn out.
Recommendation: That spare parts for the mimeograph machine be authorized and carried in stock by vessels having such machines on board. The parts can easily be installed by ship board personnel.

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5. Visual signals with Allied Ships in the screen was impossible at night thereby causing delay and possible error by the necessity of sending coded radio signals.
Recommendation: The Allied ships operating with U. S. ships be supplied with "NANCY" gear in order to minimize the delay in sending night messages.

6. Small arms ground fire resulted in the ditching of two aircraft and the necessity of the pilots to bail-out. Both pilots were killed as a result of their bailing out.
Recommendation: That additional emphasis be placed on bail-out procedures, prior to deployment of a squadron, and the survival techniques for the area of employment be stressed.

7. In communications there were two ever present problems (1) A tendency by all commands to over classify traffic and (2) the use of too high precedence attached to traffic. The combination of the two tended to bog down traffic and place an excessive burden on the communication personnel.
Recommendation: That judicious screening of all traffic for over classification be instituted. The promlgation of the recent dirictive whereby encyrpted traffic, under some conditions, may be referred to without classifying a reply will undoubtable help alleviate this situation. There should be a concerted effort by every one concerned to lower the precedence assigned to traffic. The efforts of one unit to lower the precedence attached to his traffic would not help the overall situation.

8. The Section Baker Allowance for spare parts as modified by increased quantities of reported high usage items was in itself adequate for support of maintenance and repairs. However, there were too many critical items which, if it had not been for Carrier-on-Board delivery of overdue shipments, could have seriously reduced the availability of aircraft. Even so, one AOG for seven (7) days and another for three (3) days were caused by delay in receipt of original outfitting quantities. One was due to a port wing assembly that was 42 days overdue on delivery. The other was due to magnetos 37 days overdue. The fact that many critical items of spare parts, when requisitioned from the U.S.S. JUPITER (AVS-8), had to be passed to as many as three (3) supply activities in CONUS before availabe stocks of them could be obtained caused an increase in communications traffic that was unacceptable as a combat condition.
Recommendation: Accordingly, it is recommended that increased levels of high usage items, especially surfaces, magnetos, generators, and instruments, be maintained by aviation supply activities supporting the forward areas. Further, it is recommended that the Carrier-on-Board delivery system be adopted as a permanent facility in aviation supply support, augmented by a vigorous follow-through on delivery overland to the point from which deliveries leave.

9. Finally it is felt that no action report would be complete, especially when it involves Allied units, unless some mention were made of the benifits, lessons learned, difficulties, if any, derived from operating with Allied units.

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a. It is interesting to note that the Allied units operating with this unit were woefully lacking in a good gun laying fire control system for shore bombardment attested to by the air spotters and subsequent questioning.

b. The non use of white phosphorus shells by shore bombardment ships to mark the initial fall of shot. This was confirmed by questioning.

c. On the positive side of the ledger it was heartening to see and experience the progress which has been made in the almost universal knowledge and adoptation of joint maneuvering, screening, communication and replenishment, evolutions by all units.

Roy L. Johnson

ROY L. JOHNSON

Copy to: (ADVANCE)
CNO
COM MAR CORPS
CICINCPACFLT
COMNAVFE
COM7thFLT
CTF-95
CTG-95.1
COMAIRPAC
COMCARDIV 17
CGAIRFMFPAC
CGFMFPAC
CG1stMAW
USS BAIROKO (CVE-115)
USS BATAAN (CVL-29)
USS SICILY (CVE-118)
USS RENDOVA (CVE-114)
CO MAG-12
CO VMF-212

AUTHENTICATED

G. R. PALUS
CDR, USN

[redacted]

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

SECRET
SECURITY INFORMATION

Date

FLIGHT SCHEDULE FOR

SUNRISE Date SUNSET

Event	Comp.	Mission	Launch	Land	Ammo.	Fuel
A-1	2	CAP	0730	0925	Note 1	380 gals.
A-2	4	TARCAP	0730	0925	Note 6	" "
A-3	4	COAST RECCO	0730	0925	Note 4	" "
B-4	2	CAP	0910	1100	Note 1	" "
B-5	4	TARCAP	0910	1100	Note 6	" "
C-6	2	CAP	1045	1235	Note 1	" "
C-7	4	TARCAP	1045	1235	Note 6	" "
C-8	4	STRIKE	1045	1235	Note 3	" "
D-9	2	CAP	1220	1415	Note 1	" "
D-10	4	TARCAP	1220	1415	Note 6	" "
E-11	2	CAP	1400	1530	Note 1	" "
E-12	4	TARCAP	1400	1530	Note 6	" "
F-13	2	CAP	1515	1730	Note 1	" "
F-14	4	TARCAP	1515	1730	Note 6	" "
F-15	4	RIVER RECCO	1515	1730	Note 4	" "

NOTER:

1. All A/C full load .50 Cal.
2. Maintain 2 A/C on Condition 11 after each launch from one-half hour before sunrise until sunset.
3. 500# 4/5 delay, 8-HVAR
4. 1000# 4/5 delay, 8-HVAR
5. 2 A/C - 500# GP/DC, 8-WP
   2 A/C - NAPALM, 8-WP
6. 2 A/C - 500# GP/DC, 8-HVAR
   2 A/C - NAPALM, 8-HVAR

Approved:

G. R. PALUS
CDR, USN
Operations Officer

Submitted:

A. S. IRISH
LCDR, USN
Air Oper. Officer

[redacted]

ENCLOSURE (1)

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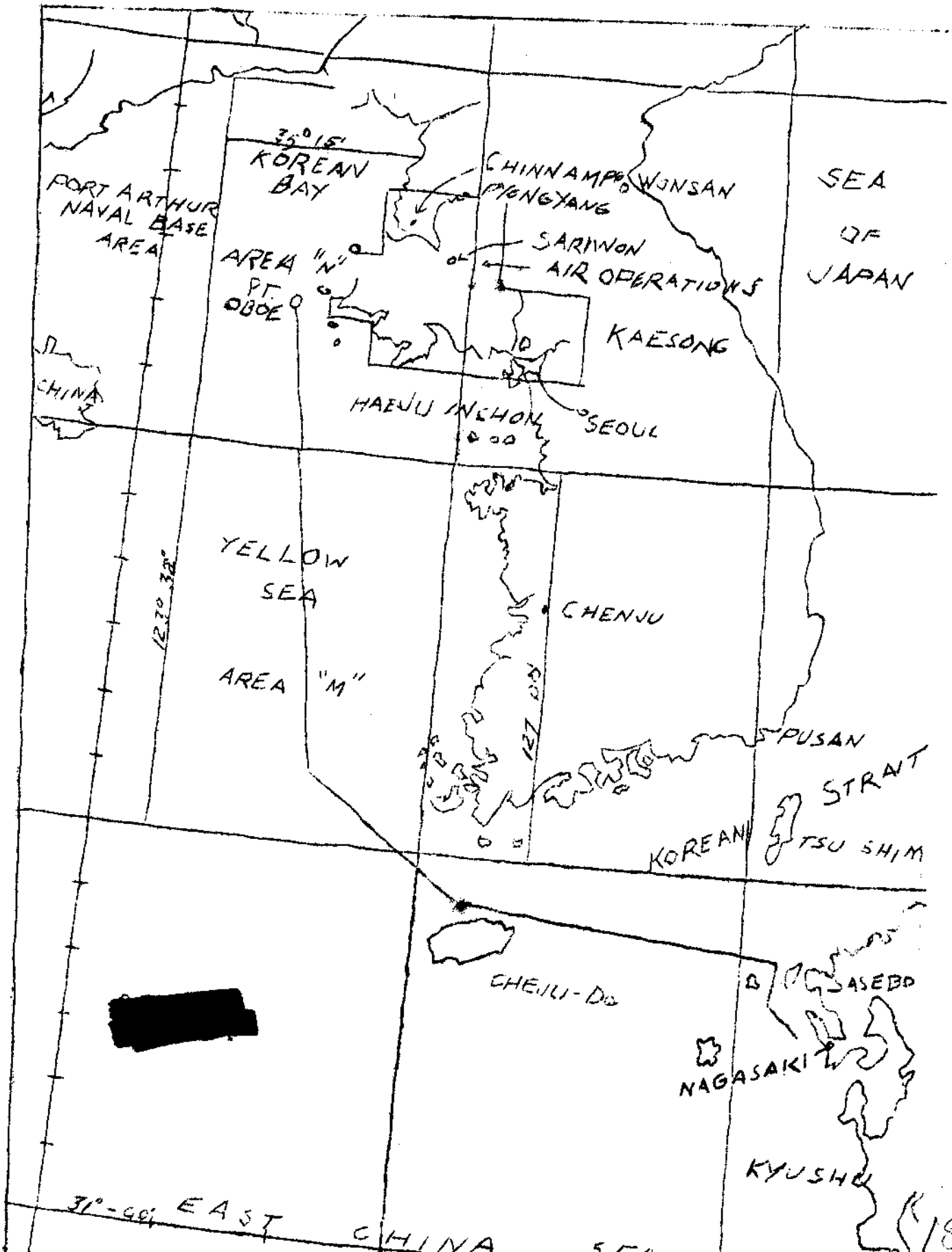

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[redacted]

From: CTE 95.11
Action: ComNavFe
Info: CTF95/CTG 95.1/CTE 95.19

0107302

AT 2717351 AND 2718001 A SINGLE AIRCRAFT B-29 TYPE MADE TWO APPROACHES OVER THIS FORCE IN POSIT LAT 37-32N LONG 124-18E X NEGATIVE MK THREE IFF X UNABLE TO ESTABLISH COMMUNICATIONS X ALTITUDE ABOUT 2500 FT X SIGHTED VISUALLY FROM THE SHIP THROUGH BREAKS IN OVERCAST AND HAZE X DISAPPEARED OFF RADAR SCOPE TO THE NORTHWEST X UNABLE TO ESTABLISH IDENTIFICATION THROUGH KNOWN AIRCRAFT MOVEMENTS IN AREA NOR AFTER INQUIRY THROUGH JOC OF FEAF BOMCOM MOVEMENTS.