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U.S.S. BADOENG STRAIT (CVE-116)
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RECEIVED OPNAV ACTIVITY NAVAL SECTION FEB 3 1953 Reg. No. 2-2 Copy No. Routed to 001179

From: Commanding Officer, U.S.S. BADOENG STRAIT (CVE-116) and Commander Task Element 95.11
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 7 December through 17 December 1952; 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

1. In accordance with references (a), (b), (c), and (d) the action report of the Task Element 95.11 for the period 7 December through 17 December 1952 is submitted herewith. The Commanding Officer, U.S.S. BADOENG STRAIT was Commander Task Element 95.11 from 2100 on 7 December until 2100 on 16 December 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 Dairy for December 1952.

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PART I DECLASSIFIED

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A. During the period of 7 December to 16 December 1952, the U.S.S. BADOENG STRAIT (CVE-116), with VMA-312 embarked, operated as a unit of TE 95.11, Carrier Element, West Coast Blockade and Patrol Group, under the operational control of Commander Task Group 95.1. The Officer in Tactical Command of TE 95.11 was Captain H. L. RAY, 62691/1310, USN, Commanding Officer, U.S.S. BADOENG STRAIT. Ship's assigned CTE 95.11 as screen included the U.S.S. HICKOX (DDE-673), U.S.S. PORTERFIELD (DD-682), H.M.C.S. CRUSADER (DDE-228), and H.M.C.S. ATHABASCAN (DDE-219). Ships assigned the screen varied from two to three as units were transferred temporarily to CTE 95.12 for night patrols along the enemy held coast line.

B. The BADOENG STRAIT sailed from Sasebo on 7 December 1952, with H.M.C.S. ATHABASCAN (DDE-219) in company as directed by CTG 95.1 dispatch 050606Z of December. Both ships conducted anti-aircraft firing exercises in area GEORG while enroute. These ships became units of TE 95.11 at 072100I when the Commanding Officer, BADOENG STRAIT, relieved the Commanding Officer of H.M.S GLORY (CVL-19) as CTE 95.11.

C. The general mission of the United Nations Forces operating off the West Coast of Korea is to blockade the coast line and control the sea approaches thereto. This mission is performed by the ships of TE 95.12, the Island Naval Defense Element; the troops of TE 95.15, the Island Defense Element; and the units of TE 95.11, the Carrier Element. The Island Defense Element is a most important portion of this group since it occupies and defends the islands fringing the enemy held coast line from the HAN River on the South to the Taedong estuary in the North. These islands are extremely helpful to this Task Element in providing services for aircraft early warning, air-sea rescue, intelligence, and guerilla action. The tasks specifically assigned the Carrier Element have been briefed in previous action reports and will not be repeated herein.

D. In performing its assigned tasks, TE 95.11 normally operated in the area southwest of PAENGNYONG-DO, conducting dawn to dusk air operations, and retired southward for the night. Five deck load launches were made daily at intervals of two hours with approximately fifty percent of available aircraf in each launch. In each launch four aircraft were assigned as a TARCAP for CTU 95.12.1 stationed in the vicinity of SOKTO Island, two aircraft were assigned as CAP, and when aircraft availability permitted, a four plane STRIKE or reconnaissance flight was added. It was usually possible to launc three such strikes each day.

E. During this patrol there were numerous requests from the Island Defense Element and from Guerilla activities for STRIKES against troops which threatened the security of friendly islands. Continued attack was made on these targets, particularly those in the vicinity of SUNWI-DO and SOKTO. Little change was made in the employment of aircraft practiced on the previous patrol. Except at dawn and dusk, CAP aircraft were given a full ordnance loading of bombs or napalm and provided support in the PAENGNYON-DO to HAEJU

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area, returning later for defensive purposes. The TARCAP was assigned pre-briefed targets to be attacked when the controlling ship had no targets requiring attention. Armed reconnaissance of the coastline northward to HANCHON was scheduled on alternate days to coincide with the time of Saber jet sweeps in that area.

F. Air operations were marred by two accidents which fortunately ended without serious injury to personnel. The corsair piloted by Captain C. L. MULLINS, USMCR, crashed over the bow into the water following a catapult launch. It appears that either the catapult bridle or the aircraft bridle hook failed during the initial impulse allowing the plane to move without catapult assist and therefore unable to gain sufficient speed to become airborne. The pilot was recovered by helicopter uninjured and returned aboard in six minutes. The Corsair piloted by Major Vernon E. BALL, USMC, was hit by AA fire while attacking an enemy truck and became untenable. Major BALL parachuted from low altitude, landing on a mud flat in the TAEDONG-GANG southwest of CH'INNAMPO. He was covered by his team mates until picked up by the Air Force helicopter from CHODO. Major BALL suffered a punctured thorax when his plane was hit.

G. A considerable amount of difficulty with bombs failing to release from wing racks was experienced as on previous patrols. Since landing fields are available, it has been doctrine to send aircraft with bombs larger than 100 lb to land at K-6 airfield for removal, although the absence of those planes reduces the offensive effort which is possible for the day. Squadron maintenance is concentrating on finding a solution.

H. A number of Japanese fishing vessels began to appear in the operating area North of 36° North Latitude during this operation. Such vessels, most of which appear to be equipped with radio and direction finders, could prove dangerous to the security of allied ships operating in the Yellow Sea. This opinion was reported to CTE 95.12 with information to the Commander West Coast Blockade and Patrol Group on 8 December 1952.

I. The interchanging of officers with the H.M.S. GLORY and screening ships for familiarization and training has been continued. The Air Operations Officer of CTG 95.1, Commander PERCY, RN, was aboard during the early portion of the cruise to observe air operations. Two officers from H.M.S. GLORY and three from H.M.C.S. CRUSADER were aboard at various times during the period for the same purpose. The BADOENG STRAIT sent two officers to the GLORY to observe carrier air operations, and four to the CRUSADER to observe night inshore patrol and bombardment. One officer was sent on a visit to the Island Defense Element for liaison purposes. Unfortunately, the interchange of officers on the part of the BADOENG STRAIT was necessarily restricted to junior officers, since the ship's allowance is such that others cannot be spared at sea.

J. A highlight of the patrol was the visit of the Task Group Commander, Rear Admiral E. G. A. CLIFFORD, RN. The Admiral arrived aboard by high-line from H.M.S. NEWCASTLE and hoisted his flag on the BADOENG STRAIT. It is possible that this is the first time in history that an admiral of the Royal Navy has hoisted his flag on a U.S. Navy vessel. The Admiral returned to the NEWCASTLE two days later.

K. VMA-312, commanded by Lieutenant Colonel Robert E. CAMERON, 07027, USMC, was aboard during this period. Planes assigned this squadron consisted of F4U-4 and F4U-4B type. The average number of aircraft aboard per day for the period was nineteen. Average availability per day was seventeen. Total number of sorties flown during the nine day period was 345 for a total of 823 hours. A total of 69.2 hours of this was "over the target time." A single helicopter from Helicopter Squadron One was aboard as plane guard. The helicopter flew forty-six sorties for a total of twenty-six hours. One rescue was made by the helicopter when a plane entered the water after an aborted catapult shot.

PART II

CHRONOLOGICAL ORDER OF EVENTS

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7 December

0630I/ In accordance with CTG 95.1 dispatch 050606Z of December 1952, the U.S.S. BADOENG STRAIT (CVE-116) with VMA-312 and HU-1 detachment embarked, got underway from Sasebo, Japan for operating areas, "NAN" and "MIKE," off the West Coast of Korea.

1050I/ H.M.C.S. ATHABASCAN (DDE-219) joined as previously directed.

1105I/ Commenced 40MM AA firing at towed sleeve.

1135I/ Completed AA firing. Two tow sleeves knocked down by 40MM fire. A total of 1290 rounds of 40MM ammunition expended in this training exercise.

2000I/ CTE 95.11 (H.M.S. GLORY) advised BADOENG STRAIT that U.S.S. HICKOX (DD-673) had been directed to investigate vessels in position 36-32N 124-48E and if Japanese to escort them westward to 124-00E, from there southward until ordered to rendezvous with BADOENG STRAIT.

2100I/ Relieved H.M.S. GLORY (CVL-19) and assumed duty as CTE 95.11.

2210I/ U.S.S. HICKOX advised CTE 95.11 she was escorting two Japanese fishing vessels westward.

2347I/ U.S.S. HICKOX reported two additional vessels being escorted westward, identified as same vessels ordered out of area on previous night.

8 December

0050I/ Received message from CTE 95.11 (Presumably sent by H.M.S. GLORY) action CTE 95.12, information BADOENG STRAIT. Message stated sixteen fishing vessels located 36-16N 124-50E investigation not practicable.

0304I/ CTE 95.11 directed U.S.S. HICKOX to take only such action with respect to Japanese fishing boats as is authorized in paragraphs six through eight, Appendix BAKER to CTG 95.1 Operation Order 2-52

0352I/ CTE 95.11 advised CTE 95.12 that presence of Japanese fishing boats (about two hundred miles North of their prescribed area) presented a security threat to CTE 95.11 operations and requested establishment of a special patrol as provided by CTG 95.1 Operation Order 2-52.

0730I/ Two CAP, four TARCAP, and four plane STRIKE launched. CTU 95.12.1 directed TARCAP to attack troops in village of KANSONCH'ON. Twelve buildings in the village were destroyed. Flight then flew reconnaissance of TAEDONG River to CH'INNAMPO. STRIKE group attacked pre-briefed target consisting of railroad bridge in

SONGHWA area. Flight damaged bridge and made two rail cuts. Two aircraft from this flight diverted to K-7 to remove hund ordnance.

0830I/ Arrived in operating area "NAN".

0850I/ U.S.S. HICKOX (DD-673) joined as previously directed.

0900I/ Two CAP and four TARCAP launched. CAP released to attack stowage dump in CH'INNAMPO area. Target area completely covered by rockets and napalm destroying an estimated 2400 bags of rice. Flight returned to ship as defensive CAP. CTU 95.12.1 released TARCAP to attack pre-briefed targets consisting of buildings, bunkers, and trenches in the CHANGYON area. One gun position and two buildings were destroyed. Light small arms fire was encountered.

0908I/ U.S.S. HICKOX reported four Japanese fishing vessels had been left at 36-24N 123-55E proceeding on course 180°T at 9 knots.

0915I/ Recovered 0730I launch.

1008I/ CTE 95.12 advised CTG 95.1 that ship availability would not permit special fishing patrol until second U.S. Destroyer made available.

1014I/ RADM E. G. A. CLIFFORD, RN, CTG 95.1, (CTE 95.19), plus two members of his staff came aboard by highline from H.M.S. NEWCASTLE to observe Task Element 95.11 operations and hoisted his flag.

1027I/ CTE 95.19 concurred with CTE 95.12 with respect to fishing patrol and requested CTF 95.1 discuss matter with CTF 95 to clarify classification of fishing areas and proceedures and consider possibility of providing patrol from sources other than TG 95.1.

1100I/ Two CAP and four plane TARCAP launched. CAP released to attack supply dump in the ONGJIN area. Dump area was hit with full ordnance load. Flight returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack pre-briefed target, villages containing troops in CHANGNYON area. Flight destroyed seven buildings and damaged a railroad bridge.

1119I/ Landed two replacement aircraft plus two aircraft previously diverted to K-6.

1129I/ Recovered 0900I launch.

1245I/ Two CAP and four plane TARCAP launched. CAP released to attack supply dump in ONGJIN area and made two road cuts and building housing a truck was damaged. Flight returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack pre-briefed targets, troops in CHANGNYON area. Flight dropped fifteen frags in troop area with no estimate of damage. Seven buildings were destroyed and two buildings damaged in neighboring villages.

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Light AA fire was encountered.

1302I/ Recovered 1100I launch.

1315I/ H.M.C.S. CRUSADER (DDE-221) joined screen from CTE 95.12, WHITBRE patrol.

1445I/ Two CAP, three TARCAP, and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack pre-briefed target, troops and supplies in CH'INNAMPO area. One building damaged one destroyed in CH'INNAMPO area. Four buildings destroyed in village of KONCH'OW and caves in ULLYUL area attacked. Two planes diverted to K-6 to remove hung ordnance. STRIKE group destroyed one railroad overpass and damaged another in SONGHWA area. Four buildings destroyed and two damaged in ONGJIN area. Photos were taken of areas containing possible future targets.

1450I/ Recovered 1245I launch.

1640I/ Recovered 1445I launch.

1700I/ Task Element retired southward for the night.

2010I/ CTG 95.1 advised CTE 95.19 and CTE 95.11 that (a) additional ships were not available for fishing patrol, (b) that the only restrictions placed on Japanese fishing boats by Japanese government were for them to stay South of latitude 36-00N, and that (c) A representative of CTF 95 would discuss the problem with COMNAVFE.

2155I/ CTE 95.11 requested to investigate possible attack on friendly island of SONWI-DO by 700 North Korean troops dressed in civilian clothes and living in civilian houses at HAEGWAN.

Weather Summary:
Variable low clouds, scattered to broken with bases at 1500 to 2000 feet, high overcast at 10,000 to 14,000 feet in ship area. Target area had no low clouds and remained CAVU throughout the day. Winds northerly 10 to 20 knots.

Mission Summary:
CAP ten, TARCAP seventeen and STRIKE ten for a total of thirty-seven sorties.

9 December
0715I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. TARCAP destroyed gun position in P'UNGSAN area and a small boat in the CHANGYON area. Automatic weapons fire observed in this area. STRIKE group damaged a railroad bypass in the SINCH'ON area.

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0900I/ Two plane CAP, four plane TARCAP launched. In response to the request of friendly troops in SUNWI-DO island CAP attacked troop village in SUNWI-DO area, destroying ten buildings and returned to act as defensive CAP. TARCAP attacked village containing 400 troops in CHANGYON area destroying three buildings. Flight destroyed two buildings in ONGJIN area and damaged one in T'AET'AN area.

0920I/ Recovered 0715I launch.

1100I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CAP attacked troop village in SUNWI-DO area destroying five buildings and damaging four. Planes returned to act as defensive CAP. TARCAP attacked caves and troop villages in CHANGYON area damaging caves and destroying five buildings. One plane of this flight hit by 30 cal AA fire with minor damage. Two planes diverted to K-6 to remove hung ordnance. STRIKE attacked railroad tunnel and sheds in CHAERYONG area. Tunnel was closed, shed and road bridge damaged. Two planes diverted to K-6 to remove hung ordnance.

1102I/ H.M.S. ROITOITI directed by CTE 95.12 to patrol for fishing vessels in the vicinity of 36 OON for a period of twenty-four hours.

1122I/ Recovered 0900I launch.

1200I/ U.S.S. HICKOX (DD-673) detached to CTE 95.12 for WHITBREAD patrol.

1315I/ H.M.C.S. ATHABASCAN (DDE-219) rejoined from CTE 95.12, WHITBREAD patrol.

1315I/ Two plane CAP, four plane TARCAP launched. CAP attacked troop village in SUNWI-DO area destroying one building and damaging another. Planes returned to act as defensive CAP. TARCAP was joined by two aircraft from K-6. Flight attacked caves containing troops in UILYUL area killing an estimated ten troops and wounding ten. Three buildings and a boat destroyed plus three boats damaged in CHANGNYON area. Two aircraft from this flight diverted to K-6 to remove hung ordnance. Light AA fire was observed.

1331I/ Recovered 1100I launch.

1515I/ Two plane CAP, two plane TARCAP launched. TARCAP attacked troop and storage area in vicinity of CHANGNYON with unassessable damag

1537I/ Recovered 1315I launch plus two planes previously diverted to K-6

1701I/ Recovered two aircraft diverted to K-6 on previous day.

1706I/ Recovered 1515I launch.

1714I/ Force retired southward for the night.

2030I/ CTE 95.15 advised there was a motor junk, sail junks and 150 rubber boats assembled in SOK-TO Island area presumably for invasion of friendly SOK-TO Island. A plane from Air Force was requested to illuminate area at night.

Weather Summary:
Low broken clouds with ceiling of 2,500 feet until 1400I. High broken clouds throughout the day. No low clouds in TARCAP area during day. Visibility was unlimited and wind was 12 to 18 knots from the North.

Mission Summary:
Ten CAP, twenty TARCAP, and ten STRIKE for a total of thirty-eight sorties.

10 December

0700I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. TARCAP released by CTU 95.12.1 to attack a village containing troops in the SOK-TO Island area. Twelve houses were destroyed in the village. CTU 95.12.1 directed TARCAP to attack trenches reported to contain 150 rubber boats in the same area. Trench area was damaged. Remaining ordnance was expended on island of UNG-DO, reported by CTE 95.15 as probable supply base for suspected invasion of SOK-TO Island. STRIKE group attacked enemy positions on island of UNG-DO. Damage was unassessable.

0905I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack pre-briefed targets consisting of troops and supplies in CHANGNYON area. Two villages attacked and eleven buildings destroyed. Troop and gun positions attacked with hits being made on two gun positions. One plane of this flight hit in each wing by small caliber AA fire. One plane of this flight lost napalm bomb during take-off. However, bomb fell in water resulting in no damage.

CAP was released to attack pre-briefed targets consisting of troops and supplies in CHEILANG-NI area. Full ordnance load expended on troop area with unassessable damage. Planes returned to act as defensive CAP.

0918I/ Recovered 0700I launch.

1110I/ Two plane CAP, four plane TARCAP and four plane STRIKE launched. CAP released to attack pre-briefed targets consisting of reveted buildings in T'AAT'AN area. Six buildings were destroyed and two damaged. Planes returned to act as defensive CAP.

CTU 95.12.1 released TARCAP to attack pre-briefed targets. Troop concentration attacked in CHANGNYON area with unassessable damage. Four camouflaged trucks and a cave were damaged. Two planes of this flight hit by small caliber AA fire with minor damage. STRIKE group attacked reveted buildings in CHAERYONG area. A reveted locomotive shed was damaged. One railroad tunnel was damaged and a radar site attacked.

1125I/ Recovered 0905I launch.

1146I/ U.S.S. HICKOX (DD-673) rejoined screen from CTE 95.12, WHITBREAD patrol.

1155I/ RADM E.G.A. CLIFFORD, RN, CTG 95.1, (CTE 95.19), plus two members of his staff transferred to H.M.C.S. CRUSADER (DDE-228) by high-line; Admiral's flag hauled down.

1202I/ Two BADGING STRAIT officers transferred to H.M.C.S. CRUSADER by high line to observe WHITBREAD patrol operations.

1205I/ H.M.C.S. CRUSADER (DDE-228) detached to CTE 95.12 for WHITBREAD patrol.

1315I/ Two plane CAP and four plane TARCAP launched. CAP released to attack troops and bunkers in SUNWI-DO area. Entire ordnance load expended in troop area with unassessable damage. Flight returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack pre-briefed targets in P'UNGSAN area. Camouflaged truck area hit. Four buildings of a troop village destroyed. Flight made reconnaissance of HANCHON River before returning.

1329I/ Recovered 1110I launch.

1515I/ Two plane CAP, four plane TARCAP, and seven plane STRIKE launched CTU 95.12.1 released TARCAP to attack pre-briefed targets consisting of villages containing troops in CHANGNYON area. Three villages were attacked. Nine buildings were destroyed and seven damaged. Troop bunkers were attacked and light small arms fire was observed during attack. STRIKE group attacked railroad bridge in CHAERYON area as briefed. Target was hit with six bombs, one rail cut was made. An AA position was attacked but bombs did not explode. A railroad overpass in SONGHWA area was attacked resulting in eight rail cuts.

1540I/ Recovered 1315I launch.

1706I/ Recovered 1515I launch.

1720I/ Task Element retired southward for night.

Weather Summary:
Weather was CAVU for entire day. Winds from northwest at fourteen to eighteen knots. Below freezing temperatures existed in target area throughout day.

Mission Summary:
Ten CAP, twenty TARCAP, and fifteen STRIKE for a total of forty-five sorties.

11 December

0700I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack troops and bunkers in SOK-TO Island area. Damage was unassessable. Two radio antennas destroyed and a bunker damaged on hill 391. STRIKE group attacked railroad bridge in CHAERYONG area. Flight cut three railroad bridges, destroyed four rail cars and made six rail cuts. Light AA fire was encountered.

0945I/ Two plane CAP and four plane TARCAP launched. CAP attacked troop positions in SUNWI-DO area with unassessed damage. During this flight First Lieutenant Paul C. MOGENSON, USMCR, flew to K-53 with engine running intermittently and made a wheels up landing. Plane received class "B" damage. Pilot was uninjured. Remaining plane returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack troops and buildings in ULLYUL area. Eighteen buildings destroyed with an estimated ten troops killed and ten wounded.

0930I/ Recovered 0700I launch.

1040I/ U.S.S. PORTERFIELD (DD-682) reported for duty as relief for U.S.S. HICKOX (DD-673). U.S.S. HICKOX (DD-673) chopped to COMDESRON-TWENTY.

1115I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CAP attacked troop village in SUNWI-DO area. Five buildings damaged and planes returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack troops on hill 391. One lookout post destroyed, one bunker destroyed and area neutralized. Ten buildings destroyed and eight damaged in village of HAGAMJONG. STRIKE destroyed one truck North of CH'INNAMPO. Reveted buildings, trenches and bunkers attacked in HAMJONG-NI area with unassessable damage.

1131I/ Recovered 0915I launch.

1137I/ H.M.C.S. CRUSADER (DDE-228) rejoined from CTE 95.12, WHITBREAD patrol.

1141I/ Landed two TBM type aircraft (VR-23) from ITAZUKE, Japan.

1151I/ U.S.S. PORTERFIELD (DD-682) came along side to deliver mail.

1201I/ H.M.C.S. ATHABASCAN (DD-219) detached to CTE 95.12 for WHITBREAD patrol.

1315I/ Two plane CAP, four plane TARCAP launched. CAP attacked troops and buildings in SUNWI-DO area. Flight destroyed one building, damaged one and damaged four small boats. Planes returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack pre-briefed targets. Six buildings destroyed, one damaged in SOK-TO area. Eight buildings destroyed in neighboring village and fligh flew reconnaissance of area before returning.

1325I/ Two TBM aircraft launched to return to ITAZUKE, Japan. Passenger were CDR PERCY, RN, Air Operations Officer, CTG 95.1, and two RN pilots from H.M.S. GLORY.

1345I/ Recovered 1115I launch.

1348I/ Launched helicopter to K-53.

1443I/ Helicopter returned from K-53 with LT ROGENSON.

1514I/ Commenced launching CAP and TARCAP.

1516I/ A plane piloted by Captain Charles L. MULLINS, USMCR, failed to gain flying speed when catapulted. Plane struck water in nose down attitude and stayed afloat long enough for pilot to swim clear uninjured. Helocopter rescued pilot and returned him aboard six minutes after entry into water. Breaking of plane launching hook or a broken bridle is believed to have caused the accident.

1547I/ Completed launching two plane CAP and four plane TARCAP. CTU 95.12.1 released TARCAP to attack troop village in CHANGNYON area Thirteen villages destroyed. After completion of mission the squadron commander with wing man proceeded to K-6 for administrative conference. CTU 95.12.1 directed remainder of flight to P'UNGSAN area where one gun position was destroyed.

1605I/ Recovered 1315I launch.

1707I/ Recovered 1515I launch.

1709I/ Task Element retired southward for the night.

1714I/ Guerrilla liasion officers (Army) came aboard in Air Force Helicopter for conference concerning support of future Guerrilla operations.

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Weather Summary:
Clear skies in operating and TARCAP area until noon with low scattered clouds gradually increasing to broken with ceiling of 2000 feet by 1500I. Visibility unrestricted until 1400I, gradually reduced by haze to six miles. Winds light and variable, three to eight knots, during the period.

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

12 December

0700I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack village of KOBYOU-NI. Flight destroyed a motorcycle, damaged four buildings and three bunkers. Gun positions in CHANGNYON attacked with an estimated five killed and ten wounded. Intense 50 caliber fire was observed. One bunker, four trucks destroyed, and two troops killed in ULLYUL area. STRIKE group destroyed fifteen buildings in village of TONG-SAN-NI. Three buildings destroyed and two damaged in CHANGYON area.

0826I/ Lieutenant JONES, RCN, came aboard by highline from H.M.C.S. CRUSADER (DDE-228) to observe flight operations. Two BADOENG STRAIT officers returned to ship having completed observation of WHITBREAD patrol operation.

0905I/ Two plane CAP and four plane TARCAP launched. W.-CAP attacked village in UPCH'O-RI area destroying eight buildings and damaging four. Planes returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack troop village in CHANGNYON area. Eighteen buildings destroyed, six buildings and a bunker damaged.

0926I/ One plane of 0700I launch caught No. 6 wire and engaged a barrier damaging aircraft propeller.

0939I/ Completed recovery of 0700I launch.

1025 I/ Launched Air Force helicopter containing Guerrilla liason representatives.

1115I/ Four plane TARCAP and four plane STRIKE launched. Two planes diverted to K-6 on 11 December returned to ship to act as defensive CAP. CTU 95.12.1 released TARCAP to attack troop village in CHANGNYON area. Five buildings destroyed and five damaged. Two gun positions destroyed on UNG-DO Island. AA fire observed on UNG-DO. Three huts destroyed in TALCH'ON area. STRIKE group neutralized a command post and ardio station in CHANGYON area. Troops and trenches attacked with unassessable damage. Flight flew reconnaissance of road from CHANGNYON to SINCH'ON.

DECLASSIFIED

1126I/ Recovered 0905I launch.

1150I/ H.M.C.S. ATHABASCAN (DD-219) rejoined screen from CTE 95.12, WHITBREAD patrol.

1225I/ U.S.S. PORTERFIELD (DD-682) detached to CTE 95.12, WHITBREAD patrol.

1315I/ Two plane CAP and four plane TARCAP launched. CAP attacked troop village in SUNWI-DO area. Four buildings were destroyed. One plane returned to ship after being hit by small arms fire. Plane was hit in left oil cooler causing smoke and loss of oil. Remaining plane returned as defensive CAP. CTU 95.12.1 released TARCAP to attack troop village in ULLYUL area. Flight destroyed twelve buildings, damaged one building and an observation post.

1329I/ Landed plane damaged by enemy AA fire.

1335I/ Launched replacement CAP.

1347I/ Recovered 1115I launch.

1515I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack command posts in P'UNGSAN area. Two command posts and mortar position hit with unassessable damage. One building damaged. STRIKE group attacked troop village in T'AETAN area. Four buildings were destroyed. A secondary explosion was observed. Two planes diverted to K-6, one with hung ordnance.

1532I/ Recovered 1315I launch.

1607I/ Lieutenant JONES, RCN, returned to H.M.C.S. CRUSADER (DDE-228) by helicopter.

1709I/ Task Element retired southward for the night.

1726I/ Recovered 1515I launch.

2245I/ H.M.C.S. CRUSADER (DDE-228) detached to investigate surface radar contacts, location 36 23N, 123 26E.

2343I/ Surface contact identified by H.M.C.S. CRUSADER (DDE-228) as two Japanese fishing boats with side numbers F-02547 and F-02548. Boats were anchored 600 feet apart with white masthead light burning and are equipped with MF/DF. Place of registration is HAKATA, Japan. Boats instructed to proceed south to authorized fishing area.

Weather Summary:
During the morning, low broken clouds with ceiling of 2500 feet in operating area varying to scattered clouds at 3000 feet over target area. Afternoon, low broken clouds over target at 2500

to 3000 feet with snow showers in operating area. Visibility eig to ten miles. Winds West to northwest six to ten knots. Mild cold frontal passage at 1500I.

Mission Summary:
Ten CAP, twenty TARCAP, and twelve STRIKE for a total of forty-two sorties.

13 December
0104I/ CTE 95.11 advised CTE 95.12 and CTG 95.1 of presence of two large Japanese fishing boats at 36° 23'N 123° 26'E. Boats are green with white superstructure, equipped with MF/DF, have side numbers F-02547, F-02548 and are registered in HAKATA, Japan. Crew of vessels instructed in Japanese to proceed South below 36° 00'N.

0700I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack troop village in CHANGNYON area. Flight destroyed twelve buildings, then strafed an observa tion post and small boat with unassessable damage. Two planes diverted to K-6, one with hung ordnance. STRIKE group attacked a troop village in KYOMPI'O area. Eight buildings were destroye

0823I/ Two BADOENG STRAIT officers transferred to H.M.C.S. CRUSADER (DDE-228) for observation of WHITBREAD patrol operations.

0900I/ Two plane CAP and four plane TARCAP launched. CAP attacked blockhouse in SUNWI-DO area. One blockhouse destroyed with fift North Korean troops killed. Planes returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack troop village in CHANGNYON area. Nine buildings were destroyed and eight damaged. Bombs dropped on troop trenches with unassessable damage.

0918I/ Recovered 0700I launch plus two aircraft diverted to K-6 on previous day.

0953I/ U.S.S. PORTERFIELD (DD-682) rejoined screen from CTE 95.12 WHITBREAD patrol.

1110I/ Two plane CAP, four plane TARCAP, and three plane STRIKE launche Two aircraft previously diverted to K-6 returned as TARCAP for a total of six TARCAP. CAP attacked trenches and bunkers in SUNWI-DO area with unassessable damage before returning to act a defensive CAP. CTU 95.12.1 released TARCAP to attack artillery and observation posts in TALCH'ON-NI area. One observation post was destroyed. Three buildings destroyed, five buildings and a road bridge damaged. Two planes, one with hung ordnance diverte to K-6. STRIKE group attacked a truck in ANAK area. Truck damaged with an estimated three troops killed. AA fire in the area, position not observed, scored hits on a plane piloted by Major Vernon E. BALL, USMC. The engine froze from lack of oil and Major BALL parachuted free about four minutes after being

hit. Plane hit in mud bank with only the tail section remaining visible. An Air Force helicopter from the island of CH'O-DO rescued Major BALL about forty minutes after the plane was shot down. Major BALL suffered a superficial bullet wound in the left side. Light AA fire was observed in the area.

1126I/ Recovered 0900I launch.

1158I/ H.M.C.S. CRUSADER (DDE-228) detached to CTE 95.12 WHITBREAD patrol.

1225I/ Major Vernon E. BALL, USMC, shot down in enemy territory.

1251I/ Helicopter from CH'O-DO Island reported Major BALL aboard with minor wound.

1300I/ Two plane CAP and four plane TARCAP launched ahead of schedule, the latter flight to assist in covering rescue operation if required. CAP attacked village of KAWAEAM-NI destroying five buildings and damaging four before returning to act as defensive CAP. CTU 95.12.1 released TARCAP to attack troop village in CHANGWYON area. Two buildings were damaged and troop areas hit with unassessable damage. Light AA fire was observed.

1351I/ Recovered 1100I launch plus two aircraft previously diverted to K-6.

1515I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 directed TARCAP to attack troop area in CHANGYON area. Planes destroyed seventeen buildings and strafed troops.

1528I/ Recovered 1300I launch.

1634I/ Major BALL was returned aboard by a helicopter from K-53.

1637I/ Launched helicopter to return to K-53.

1703I/ Recovered 1515I launch.

1800I/ Task Element retired southward for the night.

Weather Summary:
Broken low clouds with base at 2500 feet in operating area varying to scattered and clear in target area during the morning. Afternoon ceiling gradually lowered, from 3000 to 1500 feet. Visibility unlimited with southerly winds of five to ten knots.

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

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14 December

0700I/ Two plane CAP, four plane TARCAP and four plane STRIKE launched. CTU 95.12.1 released TARCAP to attack command post in P'UNGSAN area. Flight neutralized command post and destroyed one building. STRIKE group bombed caves in ONGJIN area with unassessable damage. One building destroyed, three damaged and one rail car destroyed. Light AA fire was observed.

0900I/ Two plane CAP and four plane TARCAP launched. CAP jettisoned ordnance to investigate unidentified aircraft and acted as defensive CAP. CTU 95.12.1 released TARCAP to attack troop village in CHANGNYON area. Three villages attacked with fifteen buildings destroyed.

0926I/ Recovered 0700I launch.

1110I/ Two plane CAP, four plane TARCAP, and three plane STRIKE launched CAP attacked a troop village in CHAIANG-NI area with unassessable damage before returning to act as defensive CAP. CTU 95.12.1 released TARCAP to attack a troop village in CHANGNYON area. Village was left burning and one nearby building was damaged. Flight burned with napalm the plane that was shot down in ANAK area on previous day. STRIKE group attacked coastal gun position in CHUNGSAN area. Flight attacked three coastal gun positions protecting HANCH-ON with an estimated ten troops killed. A secondary explosion, following the attack, could be felt at 2500 feet by the pilots. An electrical sub-station North of CHINNAMPO area was hit and electrical flashes observed as building caught fire. Light AA fire was observed over HANCH-ON.

1120I/ H.M.C.S. CRUSADER (DDE-228) rejoined the screen from CTE 95.12, WHITBREAD patrol.

1125I/ One aircraft with structural defects considered unsafe for carri landings sent to K-6.

1130I/ Recovered 0900I launch.

1153I/ Landed MAG-12 helicopter from K-6 which is to replace HU-1 helicopter as plane guard through 16 December. HU-1 helicopter inoperative, awaiting spare parts.

1200I/ U.S.S. PORTERFIELD (DD-682) detached to CTE 95.12 for WHITBREAD patrol.

1313I/ Two plane CAP and four plane TARCAP launched. CAP attacked troop village of POKANDRE-RI. Before returning to act as defensive CAP flight destroyed five buildings and damaged six resulting in one secondary explosion. CTU 95.12.1 released TARCAP to attac supply dump in CHANGYON area. A large consentration of supplies was attacked with an estimated fifty percent destroyed.

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1331I/ Recovered 1110I launch.

1515I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. STRIKE group attacked rice storage in HAEJU area. One building was destroyed and storage area left burning. Flight cut two railroads and destroyed four railcars loaded with supplies. CTU 95.12.1 released TARCAP to attack rice on docks in CH'INNAMPO area. Flight destroyed 1000 bags of rice, four buildings and killed ten troops. A rail cut was made in SONGHWA area.

1532I/ Recovered 1315I launch.

1709I/ Recovered 1515I launch.

1735I/ Task Element retired southward for the night.

Weather Summary
Broken to overcast with ceiling of 3500 feet in the morning lowering to 2500 feet in late afternoon. Ceiling in target area 4000 feet lowering to 3000 feet in afternoon. Surface winds from South at nine to fourteen knots, shifting to north-west with cold front passage at 1520I. Flying conditions average, lowering to marginal in late afternoon.

Mission Summary:
Ten CAP, twenty-one TARCAP, and eleven STRIKE for a total of forty-two sorties.

15 December

0910I/ H.M.C.S. ATHABASCAN (DDE-219) detached to CTE 95.12 for WHITBREAD patrol.

1130I/ Two plane CAP, four plane TARCAP, and three plane STRIKE launched CTU 95.12.1 released TARCAP to attack gun positions and bunkers near ULLYUL. Flight was unable to attack pre-briefed target due to enemy aircraft in the area. Flight made two rail cuts near CHANGYON. STRIKE group attacked reveted buildings near ONGJIN. Destroying one building.

1315I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 released TARCAP to attack reveted buildings near ONGJIN. Five buildings were destroyed and three damaged. One aircraft returned to ship with rough engine, destroying one building and damaging another on way to ship. CTU 95.12.1 requested remaining planes to attack 76MM gun position near P'UNGSAN. Damage was unassessable.

1335I/ Recovered 0910I launch.

1433I/ Recovered plane with rough running engine from 1315I launch.

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1450I/ U.S.S. PORTERFIELD (DD-682) rejoined the screen from CTE 95.12, WHITBREAD patrol.

1525I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched CTU 95.12.1 released TARCAP to attack ammunition dump near P'UNGSAN. Damage unassessable. CTU 95.12.1 requested flight to attack two troop villages near CHANGNYON. Four buildings were destroyed. STRIKE group attacked power sub station North of CH'INNAMPO. Power station destroyed as secondary explosions occurred.

1540I/ Recovered 1335I launch.

1716I/ Recovered 1525I launch.

1724I/ Task Element retired Southward for the night.

Weather Summary:
Moderate secondary cold front passed at 0345I causing a thirteen degree temperature drop and northwesterly winds increasing to thirty-two knots with moderate to rough seas. Flight operations delayed until 1120I due to heavy seas and a pitching deck. Targe area was clear during the morning with high cirrus and scattered low clouds at 2000 feet in the operating area.

Mission Summary:
Six CAP, eight STRIKE, and eleven TARCAP for a total of twenty-five sorties.

16 December

0700I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched CTU 95.12.1 released TARCAP to attack supplies in village near CH'INNAMPO. Flight left supplies burning, destroyed one building and damaged two sixty foot boats. STRIKE group attacked ammunition dump near HWANGJU with unassessable damage and then damaged five buildings near HAEJU.

0910I/ Three plane CAP and three plane TARCAP launched. CAP attacked a gun position and reveted buildings with one building and gun position damaged and returned to act as defensive CAP. CTU 95.12.1 released TARCAP to attack supplies near ULLYUL. Fourteen buildings destroyed, six damaged and secondary explosions observed. Three small boats were damaged near CHANGNYON.

0922I/ Recovered 0700I launch.

1005I/ LT JONES, RCN and GUNNER DRUKIN, RCN, came aboard by highline from H.M.C.S. CRUSADER (DDE-228) to observe carrier operations. Two BADOENG STRAIT officers returned aboard having completed observation of WHITBREAD patrol.

1115I/ Two plane CAP, four plane TARCAP, and four plane STRIKE launched. CAP attacked troop buildings near UPCH'O-RI destroying four and then returning to act as defensive CAP. CTU 95.12.1 released TARCAP to attack reveted buildings near ONGJIN. Two buildings were destroyed and one damaged. CTU 95.12.1 then requested plan to attack gun position that had been firing on CH'O-DO island. Position was attacked with unassessable damage. Eight buildings were destroyed and two damaged near ULLYUL although snow flurries hampered attacks in this area. The flight then flew reconnaissance of TAEDONG River. STRIKE group attacked railroad near SINCHON and made two rail cuts.

1123I/ Recovered 0915I launch.

1258I/ Detached U.S.S. PORTERFIELD to CTE 95.12 for WHITBREAD patrol, with instructions to report to H.M.S. GLORY (CVL-19) on completio

1315I/ Two plane CAP and four plane TARCAP launched. CTU 95.12.1 releas ed TARCAP to attack troop positions near UPCH'O-RI. Troop area attacked with unassessable damage. A rail tunnel was closed and one rail cut was made. Light AA fire was observed.

1334I/ Recovered 1115I launch.

1445I/ LT JONES, RCN, and GUNNER DURKIN, RCN, returned to H.M.C.S. CRUSADER (DDE-228) by helicopter.

1515I/ Two plane CAP and seven plane STRIKE launched. A TARCAP was not provided because of weather in that locality. STRIKE group attacked railroad overpasses near CHANGYON. One overpass was destroyed and one damaged.

1528I/ Recovered 1315I launch.

1545I/ Launched MAG-12 helicopter to return to K-6.

1649I/ Recovered 1515I launch.

1654I/ Set course southward for Sasebo.

2100I/ Relieved as CTE 95.11 by H.M.S. GLORY (CVL-19).

Weather Summary:
High broken clouds with strato cumulus layer at 3000 feet increasing to scattered low clouds at 1500 feet with snow showers at noon. TARCAP area ceilings 3500 to 2000 feet with snow shower along the coast moving inland during afternoon. Flying condition became marginal due to low ceilings and visibility. Winds north westerly at ten to eighteen knots.

Mission Summary:
Ten CAP, fourteen TARCAP, and fifteen STRIKE for a total of thirt nine sorties.

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17 December

1140I/ Conducted 40MM AA firing at a towed sleeve.

1206I/ Completed AA firing. A total of 1063 rounds of 40MM ammunition was expended.

1620I/ Moored to buoy eighteen in Sasebo Harbor.

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

A. Ship's Ordnance Expended:

7 December - 1290 rounds 40MM ammunition
17 December - 1063 rounds 40MM ammunition

B. Performance of ship's Ordnance

a. AA firing exercise was conducted 7 December with no material casualtie The following casualties were sustained during AA firing exercise 17 December

Mount #4 - Left Barrel - Broken extractor; replaced.
Mount #13 - Left Barrel - Taper pin sheared in rammer cocking lever (R.H.) and shaft; replaced pin.
Mount #11 - Left Barrel - Broken sear; replaced.

b. The MK-34 radar of the MK-63 director system sustained the following casualties:

12 December - (Radar II) Jump in range step caused by faulty capacitor C-348 in Radar Indicator Control MK-II; replaced capacitor.
14 December - (Radar II) Sluggish range rate transmission caused by fault resistor R-108 in MK-37 amplifier (range rate servo amplifier); replaced resistor.
14 December - (Radar II) No transmitted pulse caused by shorted tube V 1-836 in power supply MK-7 which blew fuze 1011 in Radar Control Unit (power) while in operating position.
14 December - (Radar 2) No T&E dot in gun director sight. The tube V 3(3B24) in radar power supply MK-7 was loose in socket causing loss of 472 volts going to plates of gun sight CRO tube.

c. The power drive on Mount #11 sustained the following casualty:

11 December - Oscillation in elevation (auto) caused by broken lead on terminal board of elevation power drive amplifier; the lead was repaired.

d. AA firing exercises were conducted enroute from and to Sasebo. The exercise conducted 7 December appeared to be successful since a sleeve was downed by both the starboard and after batteries. The proficiency of gun crews has improved considerably because of the extensive training program at sea coupled with the periodic firings.

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C. Aircraft Ordnance Expended

1000# GP Bombs - 27
500# GP Bombs - 144
500# SAP Bombs - 4
260# FRAG Bombs - 168
250# GP Bombs - 162
100# GP Bombs - 390
Napalm Bombs - 153
5" HVAR Rockets - 848
Rounds 20MM Ammo - 36,700
Rounds 50 cal Ammo - 93-250

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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	DESTROYED	DAMAGED
Boats	3	11
Buildings	357	104
Block Houses	1	0
Bunkers	1	2
Caves	0	4
Command Posts	2	0
Electrical Sub Station	2	0
Gun Positions	13	2
Mortar Positions	1	0
Motorcycles	1	0
Ox Carts	0	2
Radio Stations	0	1
Railroad Bridges	1	4
Railroad Cars	9	0
Rail Cuts	0	22
Railroad Overpasses	1	2
Railroad Sheds	0	1
Railroad Tunnels	0	3
Rice (in bags)	2,400	0
Road Bridges	0	1
Stacked Supplies	Large amount destroyed.	
Troops	127	28
Trucks	4	1
Warehouses	4	2

C. Damage inflicted on ships aircraft

1. One aircraft was lost in an aborted catapult shot probably due to a broken bridle or plane launching hook.

2. One aircraft was lost to enemy AA fire in enemy territory. The pilot parachuted clear and plane was demolished.

3. One plane suffered class "B" damage in an emergency, wheels up, landing at K-53 due to engine malfunction.

4. One aircraft required a propeller change as a result of catching a late wire and engaging a barrier.

5. Four aircraft suffered damage consisting of holes in fuselage, wings, and oil cooler from enemy small caliber AA fire.

6. Two aircraft received minor damage to tail cones in taxi accidents.

PART V

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PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Personnel

Enthusiastic performance by ALL HANDS resulted in a maximum effort during this patrol. Personnel on board during the period including Marines was 109 officers and 996 enlisted for a total of 1105. There were no transfe or new personnel reporting aboard during this period.

2. Education

An increase in USAFI and correspondence course enrollments indicates continued interest in educational advancement. Ships company personnel are currently enrolled in thirty-four USAFI courses, one-hundred-twenty-seven enlisted correspondence courses, nineteen officer correspondence courses and a total of two-hundred-thirty-four course books are checked out for study. Four officers from this ship went aboard Canadian destroyers to observe operating proceedures. Three Canadian and three English officers came aboard to observe flight operations and discuss operating proceedures. Two VMA-312 pilots were transferred to H.M.S. GLORY (CVL-19) at the end of the period to observe flight operations.

3. Divine Services

Services conducted aboard during this period included, three protestant services, one catholic mass, daily rosary services and two bible classes. The BADOENG STRAIT Chaplain and the CHAPLAIN from the H.M.C.S. ATHABASCAN exchanged visits to conduct services.

4. Welfare and Recreation

A maximum air operations effort with its attendant maintenance requirements limited movie showing to four during the patrol. A capacity crowd was present for each showing. A summary of news including, missions an results, world news and sporting events is given daily at noon by the chaplain over the ships announcing system. A summary of the Task Elements operations and a review of existing situation in Korea is presented to the crew by the Intelligence Officers at the conclusion of each patrol.

B. Casualties

1. Major Vernon E. BALL, USMC, received superficial wounds in the left side by a flak burst. Major Ball parachuted to safety in enemy territory and was rescued by helicopter and returned to the ship.

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PART VI

COMMENTS AND RECOMMENDATIONS ON OPERATIONAL DOCTRINE AND PROCEDURES

A. Air Department

1. Comment

F4U-4B, BuNo 63067, VMA-312, lost one napalm bomb from the port pylon during launch from the H-4C catapult. The eye of the outboard end of the bridle struck and bent the forward bridle deflector and is believed to have tripped the bomb rack manual release allowing the napalm tank to fall free of the ship. The rear bridle deflector was also bent. The bridle sustained no damage and the tank burst and fell free of the ship.

Recommendation

The above malfunction is considered to have resulted from the violent whippin of the bridle during shuttle over-run. Every effort is being made to reduce bridle whip by eliminating "hard shots" from catapults and by employing the stnadard bridle catcher in lieu of the nylon bridle retainer.

2. Comment

An F4U-4 was spotted on the H-4C catapult, hooked up and tensioned properly. Standard launching signals were exchanged between the pilot, catapult officer and the deck edge con rol operator. When the catapult was fired the pilot felt first the jolt from the shuttle moving forward and then the snap of the tension ring. The catapult had a runaway shot and the plane rolled down the deck and over the bow of the ship under its own power. No material damage was done to the catapult other than a weakened runaway shot preventer diaphram. The pilot swam clear prior to the planes sinking and was rescued by the helicopter. The accident was probably caused by either a broken bridle or breaking of aircraft launching hooks. The H-2 catapult was used for the remainder of the launch. The number of planes launched was reduced from ten to six to prevent an excessive expenditure of bridles as the H-2 bridle catcher was inoperative. The bridle catcher was repaired and in operation for the first launch the following morning.

3. Comment

Cross deck pendant No. [illegible] was changed due to an excessive number of wires broken after 144 engagements.

4. Comment

A barrier crash was sustained when an F4U-4 picked up No. [illegible]6 cross-deck pendant and engaged barriers No. 2 and 3 with its propeller. One barrie pendant was changed and the barriers rigged with a ready deck nine minutes after the crash. The propeller was changed and the aircraft made ready for flight within three hours.

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5. Comment

Two aircraft (F4U-4B BuNos. 97410 and 97501) returned to the ship because of bad oil leaks. Emergency landing procedures were set up and the aircraft landed aboard immediately.

6. Comment

Failure of aircraft ordnance to release properly continues to be a major problem. Listed below is a summary of ordnance that failed to release along with appropriate comment

ITEM	RACK	REASON
HVAR		
26	MK-55 (no deflector)	Either became unplugged, or Pigtail parted
17	MK-55 and Aero 14A	Faulty igniter plug (Spring fatigued in Aero 17-17 receptacle)
5	MK-55	Electrical failure (Deteriorated and faulty electrical wiring circuits on one aircraft)
4	MK-55 and Aero 14A	Undetermined, after thoroug examination by competent personnel.
52 Total HVARS		
260# FRAG		
2	MK-55	Undetermined, after thoroug examination by competent personnel
1	Aero 14A	Electrical short in Rack (ground wire)
250# GP		
1	MK-55	Undetermined, after thorough examination by competent personnel.
2	MK-55	Electrical short (wiring in wing)

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ITEM	RACK	REASON
100# GP		
4	MK-55	Electrical Failure (wiring
2	MK-55	Electrical Failure (solenc burned out)
2	MK-55	Electrical Failure (Solenc fell apart in Racks)
14 Bombs total (all types)		
NAPALM		
1	Port Pylon	Electrical Failure and Manual release wire broken
1		Electrical Failure (Pilot failed to push manual release far enough to trip shackle).
2 Total		

7. Comment

The following steps are being taken by VMA-312 in an effort to reduce or eliminate hung ordnance:

a. The condition of E17-17 igniter plug receptacles on all aircraft are being checked and replaced as required.

b. The circuit wiring on all aircraft showing release circuit wire deterioration is being replaced during in-port periods.

Recommendation

It is recommended that supporting repair units replace or overhaul defective or deteriorating Aero 14A, MK-55, and MK-9 racks on aircraft prior to assignment of replacement aircraft to combat squadrons. (Certain replacement aircraft received by VMA-312 have been in this category). Further it is considered desirable that a study be made by overhaul activities to determine the expected service life of these bomb racks so that provision can be made for their orderly replacement. A letter in this regard is being sent to Commander Fleet Air, Japan.

That Support and/or operating units develop an ejected cartridge case deflector for the MK-55 rack that will minimunize damage to rocket pig-tails by ejected brass from the guns. (VMA-312 is working on this problem.)

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8. Comment

Listed below is a summary of catapult and arresting gear performance during this patrol:

LAUNCHES

H-2-1 Catapult

Total number of launches - 115
Average Weight Pounds - 14,800
Average Wind Knots - 29
Average Pressure psi - 2,850
No. Bridles expended - 9

H-4C Catapult

Total number of launches - 229
Average Weight Pounds - 15,000
Average Wind Knots - 28
Average Pressure psi - 2,100
No. Bridles expended - 9

LANDINGS

Total number of landings - 341
Average Wind Knots - 28
CPV psi - 600
Average runout feet - 114
Wires Caught - #1 - 66, #2 - 114, #3 - 94, #4 - 56, #5 - 8
#6 - 3, #7 - 0, #8 - 0, #9 - 0.
Barrier Crashes - 1
Barriers Engaged - 2 & 3

B. Operations Department

1. Combat Information Center: Enlisted personnel in CIC are arranged in three rotating watch sections with one watch officer, one Air Controller and one Air Operations Officer on watch during all air operations.

Air control of defensive CAP, departing TARCAP and STRIKES are the primary functions of CIC during present operations. Defensive CAP is used to intercept all returning STRIKES in addition to unidentified aircraft, thus providing maximum training of Air Controllers.

Defensive Air Control work is seriously hampered by proximity of land and limitations of equipment in this type of operation. During air operations the carrier remains within twenty-five to forty miles of enemy territory. The average range of detection of single aircraft over water with SK Air Search Radar has been thirty to forty miles and almost negative results obtained with aircraft over land. CAP stationed between the ship and expected attack origin have a bare twenty miles in which to intercept an aircraft before it enters the ships AA range. The ship is equipped with UPX-1 type IFF, Which as installed is non-directional. This produces an identification

ring on the scope at the proper range, but no bearing. This system further reduces the IFF detection range to about thirty miles maximum. An SPS-6 type radar with directional type IFF is necessary for ships conducting this type of operation.

It should be noted, however, that defense of the ship against enemy aircraft is considerably enhanced by two shore based radars of the Air Defense Command located at a distance and between the ship and enemy air bases. There are also several radar equipped friendly ships interposed between the carrier element and enemy bases.

2. Communications

a. Traffic

Communications traffic continued in great volume. Prompt delivery of dispatches was not possible in all cases because of serious garbles resulting from poor radio reception. A heavy influx of coded traffic from guerrilla forces was another factor which caused delays in traffic delivery.

b. Personnel

The loss of two rated radiomen during last in-port period with no replacement necessitated the assignment of watches on a port and starboard basis. It is believed that watches twelve hours a day over an extended period of time will impair the efficiency of communications.

c. Equipment

One medium frequency transmitter failed during the operation and was out of commission for a period of six hours. This imposed the handicap of not being able to guard the ship-shore frequency on a continuous basis.

3. Photographic Laboratory

The photo laboratory is operated by three rated men and one striker with the senior rate being a Photographer Second Class. Two photo missions were flown during the patrol, for target analysis in addition to PIO and routine ships work.

4. Aerology

RATT circuits provide the main source of Aerological data in this area and proved to be unreliable during many hours of the day. Facimile equipment is desirable for carriers operating in this area. Weather reports from sector eight (Russian) are of great value as this is the area of Cyclo-Genesis for weather moving into the Korean operating area.

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C. Medical Department

1. Major Vernon E. BALL, USMC, sustained wounds, consisting of a punctured left thorax, by AA fire from the enemy while engaged in aerial combat.

2. Medical Statistical Summary of Air Group and Ships Company

a.	Admitted to sick list	23
b.	Total sick days out of 10 possible working days	64
c.	Officer admitted to sick list	2
d.	Total patients visits to sick call	428
e.	Total medical treatments	204
f.	Patients received from other ships	0
g.	Patients transferred to hospital	0
h.	Number of minor injuries treated	7
i	Number of major injuries treated	0
j.	Number of shipboard injuries resulting in death	0
k.	Minor surgical procedures	0
l.	Major surgical procedures	0

m. Veneral Disease cases and non-specific Urethritis Total - 26
   1. Gonorrhea - 5
   2. Chancroid - 4
   3. Non-specific Urethritis following exposure - 17

n. No. penicillin tablets issued last port period - 132

3. Medical Statistical Summary of Air Group Pilots and Crewmen

a.	Pilots temporarily grounded for medical reasons.	5
b.	Pilots permanently grounded pending medical evaluation.	0
c.	Average number days pilots grounded	3.3
d.	Crew grounded for medical reasons	0
e.	No. of pilots KIA	0
f.	No. of pilots WIA	1

H. L. RAY

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)

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Copy to: (Continued)

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 MENDOVA (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

[redacted]

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

DECLASSIFIED

[redacted]

Date 15 December 1952

FLIGHT SCHEDULE FOR 16 DECEMBER 1952

SUNRISE 0751 SUNSET 1726

EVENT	NO. A/C	MISSION	LAUNCH	LAND	AMMO	NOTES
A-1	2	CAP	0711	0915	A	1 A/C SAR
A-2	4	TARCAP	0711	0915	A,B	
A-3	4	STRIKE	0711	0915	A,E	
B-4	2	CAP	0905	1120	A,B	1 A/C SAR
B-5	4	TARCAP	0905	1120	A,C	
C-6	2	CAP	1110	1325	A,B	1 A/C SAR
C-7	4	TARCAP	1110	1325	A,D	
C-8	4	STRIKE	1110	1325	A,F	
C-9	2	CAP	1315	1525	A,B	1 A/C SAR
C-10	4	TARCAP	1315	1525	A,G	
E-11	4	TARCAP	1515	1700	A,C	1 A/C SAR
E-12	4	STRIKE	1515	1700	A,G	
E-13	2 F4U	Flyaway	1515	- -	A	To K-6
E-13	1 Helo	Flyaway	1515	- -	None	To K-6
			HELICOPTER			
		GUARD MAIL	0730			All ships
		GUARD MAIL	1135			Designated ships (WHITBREAD)
		FLYAWAY	1515			To K-6

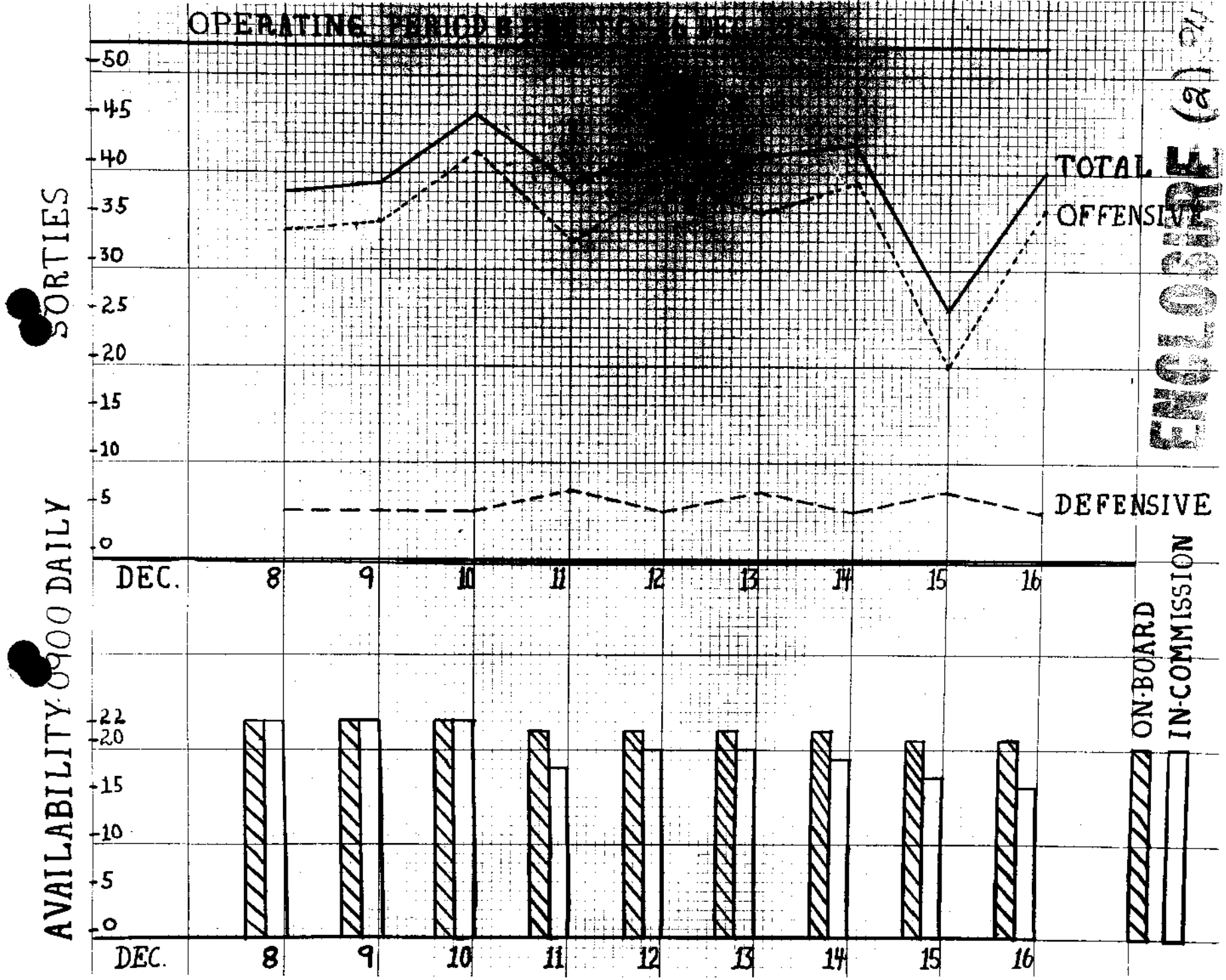
AMMO LOAD

A - All A/C full gun loads.
B - All A/C Napalm and 6-HVAR.
C - 2 A/C Napalm and 6-HVAR.
2 A/C 500# inst./ND and 4-250# DC/ND
D - 2 A/C Napalm and 6-HVAR.
2 A/C 500# 0.1/ND and 4-250# 0.1/ND.
E - All A/C 1000# .01/ND and 2-250# 0.1/ND.
F - All A/C 500# SAP/ 5 sec and 4-250#/5 sec.
G - All A/C 1000#/5 sec and 2-250#/5 sec.

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

[redacted]

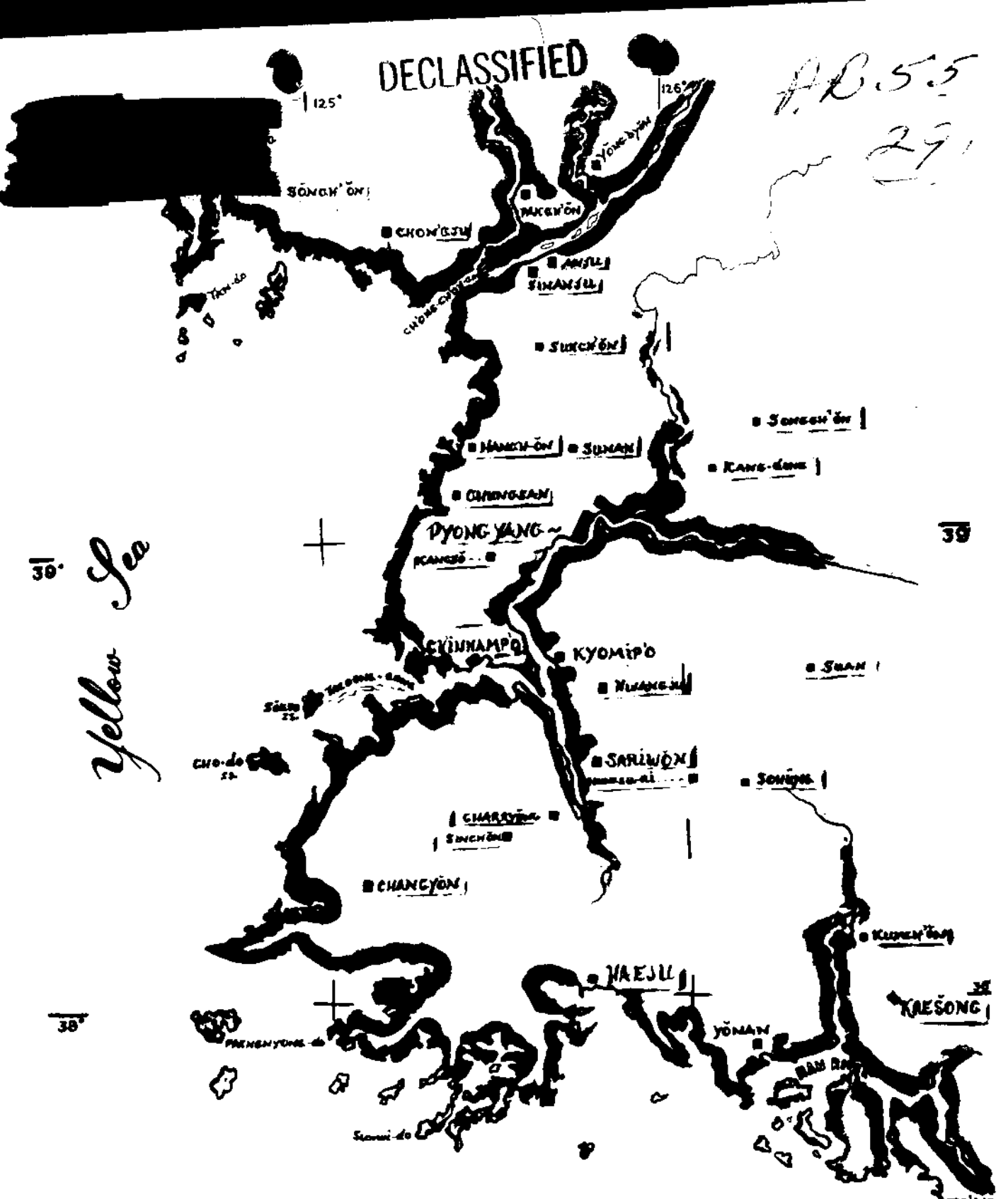
ENCLOSURE (1)


OPERATING PERIOD
SORTIES
50
45
40
35
30
25
20
15
10
5
0
TOTAL
OFFENSIVE
DEFENSIVE
DEC. 8 9 10 11 12 13 14 15 16
AVAILABILITY 0900 DAILY
22
20
15
10
5
0
DEC. 8 9 10 11 12 13 14 15 16
ON-BOARD
IN-COMMISSION

ENCLOSURE (2)

DECLASSIFIED

[redacted]



CTG 95.11
ACTION REPORT
[redacted]ember to 17 December 1952
[redacted]OENG STRAIT (CVE-116)
[redacted]312

[redacted] Endorsements applying to Serials 002 to 004 [illegible]