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U.S.S. SICILY (CVE-118)
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San Francisco, Calif.

CVE118/A9
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Ser: 075

From: Commanding Officer and Commander Task Element 95.11

To: Chief, 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

AR 538

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Subj: Action Report - 13 June 1951 through 16 September 1951

Ref: (a) Article 0705, Navy Regulations
(b) OpNav Instruction 3480.4
(c) CTG 95.1 OpOrder 2-51 (Revised)

DOWNGRADED AT 3 YEAR INTERVALS:
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DOD DIR 5200.10

1. In accordance with references (a) and (b), the Action Report of Task Element 95.11 for the period 13 June 1951 through 16 September 1951, covering the period the Commanding Officer, U.S.S. SICILY acted as Commander Task Element 95.11, is submitted herewith.

2. This is not a complete report of the action of Task Element 95.11 for the given period because the Commanding Officer, U.S.S. SICILY, was CTE 95.11 only on the dates indicated in Part I of this report.

3. The report is divided into 6 PARTS as listed below:

Part I - General Narrative

Part II - Chronological Order of Events

Part III - Performance of Ordnance Material and Equipment including Ammunition Expeditures

Part IV - Summary of Own and Enemy Battle Damage

Part V - Personnel Performance and Casualties

Part VI - Comments and Recommendations.

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Part I - General Narrative

A. During the period from 13 June 1951 through 16 September 1951, the U.S.S. SICILY (CVE-118) with Marine Fighter Squadron 323 embarked, operated off the West Coast of Korea as 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. SICILY alternated with the Commanding Officer of the British aircraft carrier HMS GLORY as Commander Task Element 95.11. Normally TE95.11 consisted of one carrier and four destroyers, or destroyer escorts, acting as screening vessels. Occasionally the screen was reduced to less than four ships to meet operational demands and when a destroyer was released to CTE 95.12 to perform night patrols. At least one of the carriers remained on station at all times and the average operating period was nine (9) days. This report covers only the operations of TE 95.11 when the Commanding Officer, U.S.S. SICILY was CTE 95.11, as follows:

(a)	0830 13 Jun 1951	2100 22 Jun 1951
	2100 2 Jul 1951	2100 10 Jul 1951
	2100 22 Jul 1951	2100 29 Jul 1951
	2100 4 Aug 1951	2100 14 Aug 1951
	2100 24 Aug 1951	2100 1 Sep 1951
	2100 9 Sep 1951	2100 16 Sep 1951

(2) The enemy forces were the North Korean Army and Chinese Communist forces in enemy-held North Korea. No enemy naval forces were encountered by this Task Element. Enemy small craft including sampans, junk, sailboats, small barges and power boats, operating in the rivers, estuaries and along the West Coast of Korea were attacked and destroyed by own aircraft whenever possible.

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Part I - General Narrative (Cont'd)

(3) Typical missions of aircraft were Armed Reconnaissance, Combat Air Patrol, Close Air Support, Pre-briefed Strikes, Target Combat Air Patrol, Naval Gun Fire Spotting, and Photo Reconnaissance. The operating area for the aircraft was roughly the area contained between the coastline and a line drawn from the Han River Estuary through Sinmak to Chinnampo.

(4) The operating area for Task Element 95.11 was in area "Han", South of 39° 15' N and East of 123° 30' E during daylight hours. During darkness the element withdrew to the South. During the period of this report the U.S.S. SICILY operated at various times with the following ships:

(a) HMAS WARRAMUNGA
(b) HMAS ANZAC
(c) USS HAWKINS
(d) USS FISKE
(e) USS BRADFORD
(f) USS CUNNINGHAM
(g) RFA GREEN RANGER
(h) RFA WAVE CHIEF
(i) RFA WAVE PREMIER
(j) HMS COSSACK
(k) HMCS NOOTKA
(l) USS CONY
(m) USS CONWAY
(n) HMS MOUNTS BAY
(o) HMS ST. BRIDE'S BAY
(p) HMS WHITE SANDS BAY
(q) HMS CARDIGAN
(r) HMNZ ROTOITI
(s) USS RENDOVA
(t) HMS GLORY
(u) HMS CONSORT
(v) HMS CONSTANCE
(w) USS RENSHAW
(x) USS BROWN
(y) USS U. M. MOORE
(z) HMCS CAYUGA
(aa) HMCS HURON
(bb) HMS MURCHISON
(cc) USS PERKINS
(dd) USS KIDD
(ee) USS NAIFEH
(ff) USS WEDDERBURN
(gg) USS ORLECK
(hh) HMS COMUS
(ii) HMCS ATHABASKAN
(jj) HMCS SIOUX

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Part II - CHRONOLOGICAL ORDER OF EVENTS *

101444/Jun Sicily arrived in Kobe, Japan, for embarkation of VMF 323 personnel and equipment.

110530/Jun Departed for Sasebo, Japan and landed aboard VMF 323 aircraft, twenty-three (23) F4U.

One barrier crash occurred with no pilot injury. One aircraft caught fire on landing with no injury to personnel except the pilot suffered a fractured right forearm.

12/Jun Carrier qualified VMF 323 pilots. A total of 31 flights were made, resulting in one barrier crash with class "A" damage to aircraft, and no injury to personnel.

Moored in Sasebo harbor at 1530 and fueled from the RFA GREEN RANGER. CDR EDMUND S. CARVER, RN, Aviation Officer of CTG 95.1 came aboard for temporary duty as operational advisor.

130700/Jun Departed Sasebo for the Yellow Sea Operating Area with HMAS WARRAMUNGA (DD123) and HMNS VAL GALEN (DD803).

130830/Jun Firing exercises on a towed sleeve were conducted enroute to the operating area.

USS HAWKINS (DD873) and USS FISKE (DD842) joined formation enroute.

Duties of CTE 95.11 were assumed this date.

14/Jun Commenced combat air operations, launching a total of 28 flights, (12 non-combat).

One class "A" damage barrier crash occurred, pilot uninjured.

Combat Flights for the day were reported on Air Attack Reports (OpNav form 3480.3) numbers 1 through 4.

* All times local

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16/Jun A total of 32 flights were made (12 non-combat), reported on Air Attack Reports 8 through 12.

USS CUNNINGHAM (DD752) was detached to perform Bugatti Patrol after flight operations. (Ref. (c) gives details of Bugetti Patrol)

17/Jun A total of 36 flights were made (12 non-combat), reported on Air Attack Reports 13 through 17.

CAPT BIGELOW WATTS, USMCR, crashed in water after receiving a wave off.

The plane sank immediately with no sign of survivor after thorough helicopter and destroyer search.

USS BRADFORD (DD545) performed Bugatti Patrol during hours of darkness.

18/Jun A total of 28 flights (12 non-combat) were flown this date and reported on Air Attack Reports 18 through 21.

USS CUNNINGHAM (DD752) performed Bugatti Patrol.

19/Jun Bad weather in the operating area hampered the days operations. A total of 11 flights (4 non-combat) were flown and reported on Air Attack Reports 22 and 23.

One barrier crash occurred resulting in Class "C" damage to airplane and no pilot injury.

CDR EDMUND S. CARVER, RN, transferred to VAL GALEN. HMS COSSACK (DD57) relieved HMNS VAN GALEN (DD803).

USS CONY (DDE508) and USS CONWAY (DDE507) relieved CUNNINGHAM and BRADFORD. USS CONWAY performed Bugatti Patrol.

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20/Jun Bad weather again hampered air operations.

A total of 8 flights (4 non-combat) were flown and reported on Air Attack Report number 24.

USS CONY performed Bugatti Patrol

21/Jun A total of 24 flights were made (8 non-combat) and reported on Air Attack Reports 25 through 27. One taxi accident occurred when a plane with brake failure skidded into the island structure. USS CONWAY performed Bugatti Patrol.

22/Jun A total of 26 flights (12 non-combat) were made and reported on Air Attack Reports 28 through 30.

The formation refueled between flights from HMS WAVE PREMIER.

Transferred 1st LT. J. R. WELLS, USMC to USS CONY for further transfer to HMS GLORY for intelligence liaison.

USS CONY performed Bugatti Patrol.

222100/Jun Relieved by HMS GLORY; enroute to Sasebo, Japan with HMS COSSACK and HMAS WARRAMUNGA. Conducted AA firing enroute.

010715/Jul Underway for Korean Combat Zone with HMAS WARRAMUNGA (D-123, HMS NOOTKA (D-213), HMS MOUNTS BAY (F-627) and HMS WHITESANDS BAY (F-633) in company.

Conducted AA gunnery exercises. MOUNTS BAY and WHITESANDS BAY detached upon completion.

Relieved HMS GLORY at 2100.

Secured from Typhoon condition II at 2333.

020910/Jul USS MOORE (DE442) joined formation and came alongside to transfer 1st Lt. J. R. WELLS who returned aboard for intelligence duty after TAD, HMS GLORY.

A total of 29 flights (12 non-combat) were flown and reported

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On Air Attack Reports 31 through 34. One F4U hit by ground machine gun fire; crash-landed. Pilot uninjured; rescued by helicopter.

HMS CONSTANCE (D71) joined formation at 1712.

HMCS NOOTKA performed Bugatti Patrol.

03/Jul A total of 33 flights were made (12 non-combat) with one class "A" barrier crash reported on Air Attack Reports 35 through 38.

CAPT CALVIN K. CURRENS, USMC, killed in action when hit by ground small arms fire 12 miles SW Pyongyang in strafing attack.

MAJOR WILBUR F. EVANS, USMC, shot down near Sangyong. Recovered by helicopter. Suffered broken pelvis.

04/Jul HMS WAVE CHIEF, escorted by HMNZS ROTOITI, refueled screen.

A total of 38 flights were made (12 non-combat) and reported on Air Attack Reports 39 through 44.

USS MOORE (DE442) performed Bugatti.

05/Jul A total of 30 flights were made (10 non-combat) and reported on Air Attack Reports 45 through 49.

HMCS NOOTKA (D213) performed Bugatti.

06/Jul HMNS VAL GALEN (D-803) relieved HMS CONSTANCE (D-71).

A total of 32 flights were made (12 non-combat) and reported on Air Attack Reports 51 through 54.

USS MOORE (DE442) performed Bugatti.

071115/Jul USS TOLEDO (CA-133) with CTG 95, RADM G. C. DYER, USN, embarked, and USS BRADFORD (DD-545) joined formation. RADM DYER was flown to the SICILY by helicopter and, after observing flight operations shifted his flag back to the TOLEDO at 1530.

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A total of 36 flights were made (12 non-combat) and reported on Air Attack Reports 55 through 60.

USS BRADFORD (DD-545) performed Bugatti.

080600/Jul USS TOLEDO and USS BRADFORD departed formation. HMS WAVE CHIEF (AO), escorted by HMS CONSORT (D-72), joined formation to refuel screen.

A total of 45 flights were made (14 non-combat) and reported on Air Attack Reports 61 through 67.

HMCS NOOTKA (D-213) performed Bugatti.

09/Jul A total of 40 flights were made (12 non-combat) and reported on Air Attack Reports 68 through 73.

One Aircraft went over port side due to failure of brakes which were damaged by enemy fire. Pilot recovered by helicopter; uninjured.

USS MOORE performed Bugatti.

10/Jul A total of 38 flights were made (10 non-combat) and reported on Air Attack Reports 74 through 78. U.S.S. MOORE and HMCS NOOTKA were detached.

102100/Jul Relieved as CTE 95.11 by HMS GLROY.

11/Jul Enroute Sasebo, Japan.

19/Jul Enroute Korean War Zone. Conducted battle problem with HMNS VAN GALEN (D-803) and HMAS WARRAMUNGA (D-123).

2100 - Relieved HMS GLORY as CTE 95.11.

20/Jul A total of 26 flights were made (10 non-combat) and reported on Air Attack Reports 79 through 82.

USS RENSHAW (DDE-449) and USS BROWN (DD-546) joined formation.

USS BROWN performed Bugatti.

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21/Jul A total of 30 flights were made (10 non-combat).

Flew cover for MIG 15 salvage operation by HMS CARDIGAN BAY (PF).

USS RENSHAW performed Bugatti.

22/Jul A total of 10 flights were made (2 non-combat).

Very poor weather hampered operations.

USS BROWN performed Bugatti.

23/Jul A total of 10 flights were made (4 non-combat) and reported on Air Attack Report 83.

Poor weather.

USS RENSHAW performed Bugatti.

USS BROWN detached.

24/Jul A total of 43 flights were made (12 non-combat) and reported on Air Attack Reports 84 through 89.

CAPT BYRON M. BURBAGE, USMC, failed to return from strike; crashed after being hit by small arms fire while on strafing attack at Sohae-ri.

U.S.S. RENSHAW performed Bugatti.

U.S.S. ULVERT M. MOORE (DE-442) joined formation.

251130/Jul HMS CARDIGAN BAY (PF), joined formation to transfer CTE 95.12, CAPT. W. L. M. BROWN, RN, to SICILY for conference on Han River Estuary Operation.

Screen refueled from RFA WAVE CHIEF.

A total of 31 flights were made (12 non-combat) and reported on Air Attack Reports 90 through 93.

USS RENSHAW performed Bugatti.

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260613/Jul Launched helicopter with LT. R. H. TULLIS, MC, USN aboard, to fly to HMNZS ROTOITI (PF) to assist in acute appendicitis operation. A total of 42 flights were made (10 non-combat) and reported on Air Attack Reports 94 through 103.

261855/Jul JMS GLORY (CVL), HMCS CAYUGA (DDE-218), HMCS HURON (DD-216) joined formation.

27/Jul A total of 44 flights were made by SICILY and GLORY (12 non-combat) with one crash landing due to damaged landing gear and reported on Air Attack Report 104. Pilot uninjured; plane suffered Class "B" damage.

HMS CAYUGA performed Bugatti.

28/Jul A total of 56 flights were made by SICILY and GLORY (14 non-combat) with one barrier crash and reported on Air Attack Report 105.

Plane suffered Class "A" damage when it nosed over; no injuries.

281927/Jul Made Sonar contact. RENSHAW and MOORE were detached from the formation to investigate and were later relieved by CAYUGA and HURON. Anti-submarine patrol continued by CAYUGA and HURON during the night.

29/Jul Continued investigation of Sonar contact while refueling screen from RFA WAVE CHIEF. Final evaluation non-submarine.

A total of 101 flights were made by SICILY and GLORY (15 non-combat) and reported by Air Attack Reports 106 through 108.

292100/Jul Shifted flag of CTE 95.11 to HMS GLORY upon completion of air operations and departed for Sasebo, Japan with HMNS VAL GALEN (D-803) and HMAS TARRAMUNGA (D-123).

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04/Aug Enroute Korean War Zone, HMS COSSACK and HMS CHARITY in company conducted AA firing exercise, and battle problem,using own ship's aircraft.

042100/Aug Relieved HMS GLORY as CTE 95.11

050735/Aug USS RENSHAW (DD-499) joined formation.

A total of 34 flights were made (10 non-combat) and reported on Air Attack Reports 109 through 113.

HMS CHARITY (D-29) performed Bugatti Patrol.

06/Aug A total of 26 flights were made (10 non-combat) and reported on Air Attack Reports 114 through 118.

HMS COSSACK (D-57) performed Bugatti Patrol.

07/Aug A total of 20 flights were made (10 non-combat) and reported on Air Attack Reports 119 through 121.

CAPT J. L. KANE, USN, COMCARDIV 17 and CAPT W. A. SCHOECH, USN, prospective Commanding Officer, U.S.S. SICILY (CVE-118) came aboard by plane.

USS RENSHAW (DDE-499) performed Bugatti Patrol.

08/Aug USS RENSHAW (DDE-499) was detached and USS WEDDERBURN (DD-684) joined formation. A total of 12 flights were made (10 non-combat) in very adverse weather and reported on Air Attack Report 122.

09/Aug CAPT J. L. KANE, USN, COMCARDIV 17 and party departed.

A total of 32 flights were made (10 non-combat) and reported on Air Attack Report 123 through 130.

Refueled formation from RFA WAVE CHIEF (AO).

USS NAIFEH (DE-352) performed Bugatti Patrol.

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10/Aug — A total of 36 flights were made (10 non-combat) and reported on Air Attack Reports 131 through 137.

One aircraft suffered class "A" damage in barrier crash; no injury to pilot.

USS NAIFEH (DE-352) performed Bugatti Patrol.

110900/Aug — CAPT W. A. SCHOECH, USN, relieved CAPT J. S. THACH, USN, as Commanding Officer of this vessel and CTE 95.11. A total of 36 flights were made (10 non-combat) and reported on Air Attack Reports 138 through 143.

USS NAIFEH (DE-352) performed Bugatti Patrol.

12/Aug — CAPT J. S. THACH, USN, left by TBM to report for duty as Chief of Staff, COMCARDIV 17. Formation refueled from RFA WAVE CHIEF. A total of 36 flights were made (10 non-combat) and reported on Air Attack Reports 144 through 149.

USS NAIFEH (DE-352) performed Bugatti Patrol.

13/Aug — A total of 36 flights were made (10 non-combat) and reported on Air Attack Reports 150 through 155.

USS NAIFEH (DE-352) performed Bugatti Patrol.

14/Aug — A total of 37 flights were made (12 non-combat) and reported on Air Attack Reports 156 through 159.

USS NAIFEH (DE-352) and USS WEDDERBURN (DE-684) were detached.

142100/Aug — HMS GLORY assumed CTE 95.11.

15/Aug — Enroute to Sasebo, Japan for replenishment and recreation.

23/Aug — LCDR M. L. VICKERMAN and party of four officers from USS RENDOVA (CVE-114) reported aboard for TAD as observers.

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24/Aug Underway for Korean War Zone with USS PERKINS (DD-877) and HMAS ANZAC (D-59) in company. Conducted AA firing exercises. USS KIDD (DD-661) joined formation. Assumed CTE 95.11 from HMS GLORY.

251123/Aug A total of 40 flights were made (10 non-combat) and reported on Air Attack Reports 160 through 166.

HMAS ANZAC (D-59) performed Bugatti Patrol.

HMCS CAYUGA (DDE-218) joined formation.

26/Aug A total of 39 flights were made (10 non-combat) and reported on Air Attack Reports 167 through 170.

HMNS VAL GALEN (D-803) joined formation and HMCS CAYUGA was detached for duty with CTE 95.12. HMNS VAL GALEN (D-803) performed Bugatti Patrol.

27/Aug A total of 24 flights were made (10 non-combat) and reported on Air Attack Report 171.

Formation refueled from RFA WAVE PREMIER, escorted by HMS ST. BRIDE'S BAY.

USS PERKINS (DDR-877) performed Bugatti Patrol.

Target Weather closed in during the day.

28/Aug A total of 4 flights were made (4 non-combat).

Flew weather recco flights but operations area remained closed in.

281532/Aug USS PERKINS (DDR-877) investigated small craft near formation, identified as fishing craft of Japanese Registry. HMNS VAL GALEN (D-803) performed Bugatti Patrol.

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29/Aug	A total of 39 flights were made (10 non-combat) and reported on Air Attack Reports 172 through 179. HMAS ANZAC (D-59) performed Bugatti Patrol.
30/Aug	A total of 38 flights were made (10 non-combat) and reported on Air Attack Reports 180 through 187. USS KIDD (DD-661) performed Bugatti Patrol.
31/Aug	A total of 26 flights were made (10 non-combat) and reported Air Attack Reports 188 through 190. Formation refueled from RFA WAVE PREMIER. USS PERKINS (DDR-877) performed Bugatti Patrol.
1/Sept	A total of 34 flights were made (10 non-combat) and reported on Air Attack Reports 191 through 196.
012100/Sept	Relieved as CTE 95.11 by HMS GLORY.
192100/Sept	Relieved HMS GLORY as CTE 95.11.
101535/Sept	Detached ORLECK and ATHABASKAN to investigate sonar contact. Contact evaluated as non-submarine and the ORLECK and ATHABASKAN rejoined at 1605. A total of 42 flights were made (10 non-combat) and reported on Air Attack Reports 197 through 201. HMCS ATHABASKAN performed Bugatti Patrol.
111148/Sept	A total of 36 flights were made (10 non-combat) and reported on Air Attack Reports 202 through 206. Major General C. G. SCHILT, CG 1ST MAW, came aboard to observe flight operations. USS ORLECK performed Bugatti Patrol.
12/Sept	A total of 38 flights were made (10 non-combat) and reported on Air Attack Reports 207 through 211. USS HANNA performed Bugatti Patrol.

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13/Sept A total of 38 flights were made (10 non-combat) and reported on Air Attack Reports 212 through 216.

HMS COMUS performed Bugatti Patrol.

MAJ. GEN. C. F. SCHILT departed.

14/Sept A total of 38 flights were made (10 non-combat) and reported on Air Attack Reports 217 through 221.

HMCS SIOUX performed Bugatti Patrol.

15/Sept A total of 37 flights were made (10 non-combat) and reported on Air Attack Reports 222 through 226.

16/Sept A total of 37 flights were made (10 non-combat) and reported on Air Attack Reports 227 through 230.

162100/Sept Relieved as CTE 95.11 by HMS GLORY

Enroute to Sasebo, Japan.

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

A. All Ordnance material and equipment operated satisfactorily or has been the subject of previous reports.

B. Ammunition Expenditures (less Training)

	June	July	August	September
1. Bombs				
1000 # G. P.	0	0	6	0
500 # G. P.	91	333	204	116
Napalm	28	121	102	68
2. Rockets				
5" HVAR	728	2038	704	878
3.25" W.P.	97	0	0	316
3. 50 Cal. Belted	58,235	235,385	177,310	120,300

C. Training Ammunition Expenditures

1. 5" 38 Cal.	1	20	24	10
2. 40 MM	3,805	3,330	5,575	1,247
3. 20 MM	1,442	1,574	2,266	640

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PART IV - SUMMARY OF OWN AND ENEMY BATTLE DAMAGE

A. Own battle damage

1. No battle damage was sustained by the ships of this task element.

2. Damage to aircraft - see Naval Air Warfare Reports submitted for the period 13 June 1951 through 16 September 1951

B. Battle damage inflicted on the enemy.

1. No damage was inflicted on the enemy by the ships of this task element while operating therein.

2. Enemy battle damage inflicted by own aircraft - see Naval Air Warfare reports submitted for the period 13 June 1951 through 15 September 1951.

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PART V - PERSONNEL PERFORMANCE AND CASUALTIES

A. Personnel performance was excellent and in many cases outstanding.

B. Casualties

1. The only casualties sustained were those of VMF-323 pilots which have been covered by previous reports (OPNAV 3480.3).

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Part VI - Comments and Recommendations

A. Doctrine

1. Although no enemy air opposition was encountered by either airborne strikes or the carrier force and its CAP it was found necessary to use an imaginary "watchdog" orbit point for returning flights in order to prevent numerous unwarranted air alerts for the formation. This system worked very satisfactorily and it is recommended that it be made standard doctrine for situations where no ships can be made available for "watchdog" and "tomcat" stations.

2. It must be commented that the international character of the forces which comprised CTE 95.11 were no obstacle to smooth operation. The excellent seamanship and efficiency of the various screen commanders was particularly notable. Combined operations of this kind are felt to be invaluable in building good will and a sound foundation for future United Nations cooperation.

B. Aircraft

1. Most of the F4U aircraft originally embarked had already served through two combat tours and thus were fairly difficult to maintain. This problem was greatly alleviated as replacements were obtained.

C. Equipment

1. The H-2 catapult could not be used in launching aircraft with heavy loads during no wind conditions. This slowed operations noticeably at those times.

2. The SK-3 Air Search Radar had insufficient range to give adequate early warning information. In the same field, the altitude information from the SP

radar was not always reliable, a 2000 to 5000 feet error in reading not being unusual.

3. The present RCM equipment carried has proven of very little value. The ship could use modern RCM equipment which has high possibilities for the CVE.

4. A most valuable electronic aid during the Task Force 95 operations was the DDF, VHF Direction Finder. This equipment was used a number of times to home lost aircraft in bad weather conditions. It was particularly useful to the CVE in view of the short dependable range of the SK-3 Air Search Radar. Of even more value would be a direction finder which is gyro-fed to provide true readings, crystal controlled, and automatic in determining sense. A piece of equipment incorporating those features was observed in operation aboard the HMS GLORY and has apparently been in use in the British Navy for a number of years.

W. A. SCHOECH

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CO MAG 12	(2)
VMF 323	(2)
HEAD, PACFLT EVALUATION GROUP	(1)

[redacted]