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U.S.S. BATAAN (CVL-29)
Care of Fleet Post Office
San Francisco, California

CVL29/35/jc
A12
Ser 060 429

4 APR 1953

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

DECLASSIFIED

From: Commanding Officer and Commander Task Unit 95.1.1
To: Chief of Naval Operations
Via: (1) Commander Task Group 95.1
(2) Commander Task Force 95
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, Pacific Fleet

Subj: Action Report 6 March through 16 March 1953

Ref: (a) Article 0705 U.S. Navy Regulations
(b) OPNAV INSTRUCTION 3480.4
(c) CINCPACFLT INSTRUCTION 3480.1A
(d) CTG 95.1 OpOrder 2-52

Encl: (1) Sample Air Schedule

PART I - COMPOSITION OF OWN FORCES AND MISSION

1. During the period 6 March through 10 March 1953, the USS BATAAN (CVL-29), under the command of Captain H. R. HORNEY, 61175/1310, USN, with Marine Aircraft Squadron VMA-312 embarked, operated as part of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of the Commander Task Group 95.1. At 1540I, 10 March 1953, Captain S.S. MILLER, 61459/1310, USN, relieved Captain H. R. HORNEY as Commanding Officer of the USS BATAAN and continued to operate as part of the U.S. SEVENTH Fleet in Task Force 95, under the operational control of CTG 95.1 until 16 March 1953.

2. The Commanding Officer, USS BATAAN (CVL-29), was OTC West Coast of Korea and commander Task Unit 95.1.1 from 2100I, 6 March to 2100I, 15 March 1953. At this time the command of the Task Unit shifted to the Commanding Officer, HMS GLORY; CTU 95.1.2 in HMAS ANZAC (DD-37) assumed OTC West Coast of Korea. During this reporting period, TU 95.1.1 consisted of the USS BATAAN (CVL-29) and a maximum of five (5) United Nations' escort vessels.

3. During this operating period, ships of TU 95.1.1 operated in the Korean Coastal Area "N" in the vicinity of Lat. 37°-30'N and 124°-30'E. Refueling of the screen was normally accomplished by detaching one destroyer in the early afternoon for rendezvous with a tanker located at Lat. 37°-40'N and 125°-41'E. Ships returned to the Task Unit late in the evening of the same day.

4. Enemy surface forces or action
No enemy surface forces were encountered by this Task Unit, therefore, no surface action is related.

[redacted]

5. During this operating period, VMA-312 aircraft (F4U) flew Combat Air Patrol, Target Combat Air Patrol, Armed Reconnaissance, Pre-Briefed Strikes, Photo Reconnaissance, Weather Reconnaissance, and Air Spot for naval gun firing missions as illustrated by a typical schedule, enclosure (1). Flight operations conducted during the nine (9) day period totaled 282 combat sorties. Seventy-two (72) flights were cancelled due to weather; five (5) flights were cancelled due to non-availability of aircraft. Four (4) flights aborted. One flight was cancelled due to a shortage of parts. The following averages are listed: A total of 522 combat hours were flown for a daily average of 58.0 hours. The number of sorties per day was thirty-one (31) and the length of sortie was 1.8 hours. The number of pilots assigned was thirty-two (32) and the average number of pilots on board was thirty (30). The average number of hours flown per pilot was 17.04. The average daily time per pilot was 1.9 hours for the nine day period. The squadron had an average of twenty-two (22) aircraft assigned, with a daily availability of sixteen (16). The percent aircraft availability was seventy-eight (78). One hundred eighty-nine (189) offensive and ninety-three (93) defensive sorties were flown.

6. The mission of the Task Unit is contained in CTG 95.1 Operation Order 2-52.

PART II - CHRONOLOGICAL ORDER OF EVENTS

6 March 1953 -

Enroute to operating area "N" from Sasebo, Japan, in accordance with CTG 95.1 dispatch 041002Z March 1953.

At 1030I scheduled gunnery exercises commenced on a towed sleeve in Area George. Two (2) each, of George, How and Uncle type runs were made.

At 1036I rendezvoused with HMCS CRUSADER (DD-228).

At 1402I recovered six (6) squadron planes from Itami AFB.

At 2100I Captain H. R. HORNEY, 61175/1310, USN, Commanding Officer, USS BATAAN (CVL-29) assumed Command of Task Unit 95.1.1 and OTC West Coast of Korea.

At 2355I the USS HANSON (DDR-832) joined the formation.

7 March 1953 -

At 0600I the USS BATAAN in company with HMCS CRUSADER and the USS HANSON arrived in operating area "N".

At 0549I HMAS ANZAC (DD-37) joined the formation.

At 1546I HMCS CRUSADER was detached for fueling.

At 1547I the USS McCORD (DD-534) joined the formation.

Low clouds and fog made flying conditions undesirable until 1340I, at which time the first flight was launched. Eighteen (18) sorties were cancelled due to the weather and one (1) sortie was cancelled due to non-availability of aircraft. One (1) sortie aborted after an electrical short circuit caused a fire in the aircraft.

The primary targets hit were gun positions; three (3) of which were damaged. Two (2) secondary explosions were reported. Seven (7) houses, probable troop billeting areas, were destroyed. One (1) rail bridge

was reported damaged. At 1720I Captain C. M. GREEN, USMC, flying an F4U with a badly damaged wing, made an emergency, wheels-up landing at Paengyong-Do. the wing was damaged by medium automatic weapons fire. Captain GREEN was not injured.

At 2350I HMCS CRUSADER rejoined the formation.

8 March 1953 -

At 0700I conducted gunnery exercise "AA Roger".

At 1534I the USS HANSON was detached for fueling. After fueling, the HANSON reported to CTU 95.1.2 for ECM assignment. Results of ECM mission are the subject of separate reports by the HANSON. Thirty-five (35) sorties were flown; twenty-three (23) were offensive and twelve (12) were defensive. Pilots reported twenty-six (26) buildings destroyed and nine (9) damaged. In addition, ten (10) buildings were left burning. A petroleum dump and two (2) troop billeting areas were hit. In this attack, three (3) buildings were damaged and troops strafed. One (1) sortie aborted due to a rough running engine.

At 1848I the Task Unit headed 270° toward the Shantung Peninsula for the purpose of conducting passive electronic countermeasures and surveillance of this area. Two radar intercepts were reported to ComNavFE.

9 March 1953 -

At 0700I conducted gunnery exercise "AA Roger".

At 1035I Air Defense Exercise, "Warning Magenta" was conducted, returning planes simulating surprise attacks.

At 1530I HMAS ANZAC was detached for fueling. Marine pilots of VMA-312 flew thirty-six (36) sorties in good flying conditions. Twenty-six (26) offensive and ten (10) defensive sorties were flown. Low aircraft availability caused cancellation of four (4) sorties. A total of nineteen (19) buildings were reported hit. Eleven (11) revetted buildings were reported destroyed and five (5) damaged. Pilots reported two (2) buildings were destroyed in a supply area. In addition, two (2) large brick buildings were damaged. Two (2) rail bridges were destroyed and one (1) rail cut was made in another rail bridge attack. Five (5) troops were strafed and wounded.

At 2246I HMAS ANZAC rejoined the formation.

10 March 1953 -

At 0213I the USS HANSON rejoined the formation. Low overcast and freezing rain caused severe icing of aircraft, which forced the cancellation of twenty-two (22) afternoon sorties. Twelve (12) offensive sorties were flown against revetted buildings. Pilots reported ten (10) buildings destroyed. One (1) road bridge was damaged.

At 1345I the USS McCORD was detached for fueling.

In Change of Command Ceremonies at 1530I, Captain S.S. MILLER, 61459/1310, USN, relieved Captain H. R. HORNEY, 61175/1310, USN, as Commanding Officer, USS BATAAN.

At 2052I the USS McCORD rejoined the formation.

large camouflaged buildings was destroyed and one (1) was damaged. Five (5) buildings were destroyed in a troop billeting area. Three (3) road bridges were destroyed and two (2) gun positions strafed, which wounded three (3) communists.

At 1800I Captain Leonard L. ORR, 035685, USMCR, made a perfect "dead-stick", "wheels-up" landing at Paengyong-Do. Captain ORR was not injured. The landing was made due to engine failure.

15 March 1953 -

At 0133I the USS HANSON rejoined the formation.
At 0700I conducted gunnery exercise "AA Roger".
At 0710I HMCS CRUSADER was detached for fueling.
At 0725I HMAS ANZAC rejoined the formation.
At 0940I conducted gunnery exercise, "Warning Magenta".
At 1235I the USS HIGBEE rejoined the formation.
At 1244I HMCS HAIDA was detached to proceed on mission assigned.
At 1258I HMCS CRUSADER rejoined the formation.
At 1414I HMAS ANZAC was detached to proceed on mission assigned.

In perfect flying weather, marine pilots of VMA-312 inflicted the heaviest damage of this reporting period on the North Korean Communist Forces. Prize targets for the day were rail cars and tracks. Eight (8) rail cars were destroyed three (3) miles northeast of Haeju when they were spotted four (4) miles from a tunnel entrance. One (1) rail cut was made and $\frac{1}{4}$ mile of railroad track was destroyed. Two (2) possible radar towers were destroyed and one (1) transformer was reported destroyed. Pilots estimated twenty (20) troops were killed when trenches were strafed. Three (3) medium automatic weapons positions were neutralized. In further damage inflicted, three (3) buildings were destroyed and two road bridges were knocked out.

At 1540I four (4) planes departed from the target area for maintenance and compass swinging ashore.

At 2100I the Commanding Officer, HMS GLORY assumed duties as CTU 95.1.1. The Commanding Officer HMAS ANZAC assumed duties as OTC West Coast Korea at this time.

At 2311I HMCS CRUSADER and the USS HIGBEE were detached to rendezvous with CTU 95.1.1 in HMS GLORY.

16 March 1953 -

Steaming enroute Sasebo, Japan, from area "N" in company with the USS HANSON. Small drone firing, scheduled for 1200I, was cancelled due to high seas and poor visibility.

At 1206I the USS HANSON was detached to rejoin CTU 95.1.1 and the USS BATAAN proceeded independently from area "GEORGE" to Sasebo, Japan.

At 1744I moored to buoy eighteen (18) in Sasebo harbor.

PART III PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. The expenditure and performance of air ordnance for Marine Squadron VMA-312 during this reporting period was as follows:

1. Expenditure:

DATE	500# GP	260# Frag.	250# GP	100# GP	HVAR Rocket	W.P. Rocket	Napalm	20mm rds.	50 cal. rds.
3/7	10			57		14	2	1900	3000
3/8	13			76		74	11	2400	4400
3/9	18			100		63	8	1900	8600
3/10	8			46		31	4	2000	4200
3/11	13			74		54	7	1000	9800
3/12	9	16		36		16	2	1300	3600
3/13	17	8		88	28	57	12	2700	9200
3/14	19		16	82	62		8	2300	11,000
3/15	19	8		91	36	18	9	1900	8200
TOTAL	126	32	16	650	126	327	63	17,400	62,000

TOTAL WEIGHT OF ALL ORDNANCE EXPENDED IN TONS 140.40

2. Performance

The performance of ordnance equipment and material was considered normal with the exception of the dud bombs and napalm reported. Faulty arming circuits were found to be the cause of fourteen (14) dud 100# GP bombs. Four (4) 250# GP bombs were reported as duds with the cause undetermined. Five (5) napalm failed to explode from undetermined cause.

a. Guns

(1) 20 MM

1 Link chute stoppage
4 Snubbed rounds
6 Ruptured rounds
1 Broken feeder
2 Ammunition link separation
3 Feeder stoppage
1 Broken gas cylinder spring
2 Charger lug jumped breech block
1 Faulty sear spring

(2) .50 Caliber

1 Telescoped rounds
2 Out of headspace
1 Receiver jam
2 Link chute stoppage
1 Broken feed pawl

(2) .50 Caliber (continued)

1 Broken extractor
1 Improper charging

b. Hung Rockets

(1) 5" HVAR

3 Broken igniters aero 14A launchers
1 Broken igniters MK. 9 launchers
3 Faulty rockets MK. 9 launchers

(2) 3.25 W.P.

2 Faulty igniters aero 14A launchers
8 Faulty rockets aero 14A launchers
1 Cut pigtails aero 14A launchers
2 Pilot error aero 14A launchers

c. Hung Bombs

(1) 100# GP

2 Pilot error on aero 14A rack
1 Faulty 14A rack
1 Faulty MK. 55 rack

(2) 500# GP

One aircraft with a MK.8 bomb rack went to K-6 with a hung 500# GP bomb. Sway braces were reported to be too tight. The manual release was bent and made inoperative; this was possibly due to the catapult bridle hitting one of the release braces.

d. Dud Bombs

(1) 100# GP

Fourteen (14) dud 100# GP bombs were reported. Faulty arming circuits were found to be the cause.

(2) 250# GP

Four (4) dud 250# GP bombs were reported; cause undetermined. All arming wires returned on the aircraft.

e. Napalm

Six (6) napalm failed to explode
1 Faulty arming solenoid
5 Cause undetermined

B. Expenditure of ship's ordnance for AA practice

1. 40MM cartridge (AA)
A total of 1709 rounds were fired for gunnery exercises.

C. Performance of the ship's ordnance and material

1. The performance of the ship's ordnance is considered excellent. No major material casualties occurred during this period.

2. During exercises "St. Barbara", "AA Roger" and "Warning Magenta" all ordnance equipment and crews functioned excellently.

PART IV - BATTLE DAMAGE

A. Own Battle Damage

1. Surface
None of the ships of the Task Unit were attacked or damaged.

2. Air
For damage sustained by aircraft, see Naval Air Warfare Aircraft Vulnerability Report, submitted for this period.

B. Battle Damage Inflicted on the Enemy

1. Surface
Ships of the Task Unit inflicted no damage on the enemy while operating as part of TU 95.1.1 during this period.

2. Air
For detailed battle damage inflicted on the enemy by aircraft of this Task Unit, see Naval Air Warfare Attack Report for the period covered by this report. A summary of reported damage is as follows:

TARGETS	DESTROYED		DAMAGED
Boxcars	13		5
Buildings	68		30
Houses	16		4
Gun Positions	2		4
Revetted buildings	32		19
Road Bridge	7		5
Road Cuts		8	
Transformer	5		
Supply Area	1		
Rail Cuts		4	
Trench Areas	1		
Railroad Bridge	1		2
WIA		8	
KIA		40	
Secondary Explosions		2	

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TARGETS	DESTROYED	DAMAGED
Oxen	1	
Mess Hall	1	
Grass Houses	4	4
Radar Towers	2	1
Ferry Crossings		1
Storage Buildings	4	
Railroad Track	$\frac{1}{4}$ Mile	

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Personnel performance and morale has been excellent during the period of this report. The average on board count of enlisted personnel was 988. The number of officers was eighty (80). The total number of squadron (VMA-312) personnel, officers and men was 188. There were no enlisted men received and three (3) men were transferred during the nine day operating period.

2. The shortage of petty officers has been aggravated by the loss of twenty-four (24) third class petty officers, transferred during the in-port period. The Engineering Department suffered most with twenty (20) men lost. Out of this group, four (4) ET3's and one (1) ETSN were transferred. Other rates lost during this period included two (2) QM's and two (2) RD's.

3. In an exchange of personnel, five (5) men from HMS GLORY were aboard during this period to observe our methods of Air Operations, Communications, and the various phases of Navy life aboard a U.S. carrier. The BATAAN, in turn, sent six (6) enlisted men and two (2) officers to HMS GLORY to observe operations. The BATAAN's ECM officer was on TAD to the USS HANSON (DDR-832) to observe ECM operations.

B. Recreation

1. The following activities for welfare and recreation were available during this period.

a. A daily newspaper, the BATAAN NEWS was distributed to ships in the formation on all helicopter guard mail trips.

b. Radio broadcasts were piped to RBO's through-out the ship.

c. The Bataan Broadcasting Company (BBC) provided daily newscasts and recordings.

d. The crew's library was open each evening until taps.

e. Sight-seeing tours were conducted to points of interest in the Sasebo area during the in-port period.

f. Three movies were shown daily in addition to one in the wardroom

and one in the CPO Mess.

g. A total of fifty-five (55) persons went on R&R during the in-port period.

2. Athletics

a. The operating schedule does not permit participation while at sea, however, during the in-port periods the BATAAN has intramural tournaments in basketball and other seasonal sports when facilities are available.

b. The BATAAN basketball team went to Yokosuka, Japan, on TAD to the Regional Tournament held there.

C. Legal

1. There has been a slight increase in disciplinary action over the last reporting period.

2. One Summary Court-Martial was held during this period.

D. Education and Training

1. Special emphasis has again been placed on enlisted correspondence courses with good results.

E. Divine Services

1. Catholic mass was held each week day at 1600. Bible classes met three times a week at 1830 in the crew's library. Church of Christ services were conducted on Sunday at 1600 in the crew's library by a lay member. General Divine services were conducted at 0930 each Sunday.

2. On Sunday, 8 March, General Divine services and two masses were held on screening vessels by the BATAAN's chaplain. On Sunday, 15 March, chaplains were exchanged with a Canadian ship and two Catholic masses were held on Australian and Canadian vessels of the screen. The Canadian ship provided the services of a Presbyterian minister for the BATAAN.

3. The Chaplain was at flight quarters for most launches and recoveries.

F. CASUALTIES

See PART VI paragraph (f) (6) of Medical Report

PART VI - COMMENTS AND RECOMMENDATIONS

A. Air Department

1. Catapults and Arresting Gear

There were no outstanding maintenance problems encountered nor was any damage sustained by the catapults or the arresting gear. On 15 March 1953,

Parcel post bags	5
Packages (Air Mail and Parcel Post	115
Flats (Air Mail and Parcel Post)	58

(3) Finances

Stamp sales	$32.98
Stamp purchases	- - - -

Money Orders - - - - - 34 Issued for a total of $664.10

2. CIC

a. Comment

ECM information is improving slowly, primarily through this ship's efforts to compile a list of friendly radars in our operating area. Many previously unidentified contacts now are eliminated as friendly. Much information is still lacking on friendly radars in the West Coast Area.

Recommendation

That CTG 95.1 compile a list of all friendly U.N., Army, Navy, A.F. and P.I.R. radars in the West Coast Area.

b. Comment

The 5th AF West Coast Radar Reporting Net has improved somewhat, but much time is still lost when the frequency is changed.

Recommendation

The Net Control Station should promulgate the time of frequency change as far in advance as possible, ie., while communications are still good on the frequency in use.

c. Comment

Fishing boats in the non-fishing area increased the radar tracking workload of CIC tremendously. The Group CIC officer necessarily had to promulgate orders to "watch" all surface contacts tracking less than 5 knots to keep from saturating tracking facilities. It is impractical both from a tactical viewpoint and due to languare difficulties, to detach screening vessels to investigate or warn fishing boats out of the area.

Recommendation

Stronger enforcement of the orders regarding the non-fishing area.

d. Electronic Counter Measures

Passive ECM training was conducted daily. Due to the location of the operating area, intercepts of enemy radar signals in Korea were very unlikely. On the night of 8 March this Task Unit retired to westward within 12 miles of the China Coast. During this night, two radar intercepts from the Chinese Mainland were made and the signals were thoroughly analyzed.

Proper evaluation of ECM intercepts made in area MAN is difficult due to the lack of information on the location and types of radar emissions from our U.N. forces in the generalarea. During this period of operations, information concerning the characteristics of shore based radar at Cho do, Paengnyong-do, and Yong Qyong-do was obtained by the USS HANSON by sending

Captain R. KUEHL, USMCR, VMA-312 was launched from the H-2 catapult, making the 7,000th catapult shot from the H-2.

2. Flight Deck

Two hail storms of short duration were the only adverse weather conditions affecting flight deck operations during this nine day operating period. Moderating winter weather in the Yellow Sea accounted for considerably less discomfort to exposed flight deck personnel.

STATISTICAL SUMMARY OF FLIGHT OPERATIONS

DATE	TOTAL SORTIES	NAVAL GUN SPOT	ARMED RECCO	TARCAP	CAP	PHOTO	PRE BRIEFED STRIKES	WEATHER RECCO
3/7	16		4		4		8	
3/8	35		7	4	12		12	
3/9	36		3	4	10		19	
3/10	20		4		6		8	
3/11	30		8		8		12	2
3/12	19	4	4		5		4	2
3/13	42		4	4	14		20	
3/14	42		8	4	14	4	12	
3/15	42		8	4	14		16	
TOTAL	282	4	50	20	87	4	111	4

Number of carrier landings 283

Number of catapult shots 285

Number of barrier crashes 0

Number of planes damaged (major) two (2) wheels-up landings on emergency landing strip.

B. Engineering Department

1. Main propulsion, Auxiliaries and Electrical Equipment.

a. There were no casualties to the main propulsion plant or auxiliaries during the operation. Minor repairs and upkeep were accomplished in a routine manner.

2. Electronics

a. Performance of electronic equipment was below the standard expected after making allowance for routine tube failures, etc. The following major failures occurred during the operating period:

(1) AN/SPS-6B
On 7 March, the AN/SPS-6B antenna stopped rotating. The

armature shaft of the antenna drive motor had broken and the driver gear was damaged. The gears in this unit were manufactured by the USS AJAX and were installed by the BATAAN's crew prior to leaving port on 6 March. It is believed the failure was due to a bad fit between the key and key way of the pinion gear. A new motor and set of gears were ordered from the USS PROTON; action was taken by CTG 92.1 forwarding a request for delivery by COD. A set of gears were machined and installed by the ship's force and the antenna was restored to operation on 7 March. On 9 March delivery of parts for field change No.13 was made by COD. On 10 March the gears manufactured and installed by the ship's force failed, evidently due to use of mild steel in manufacturing. This was the best material available on board at the time. On 11 March field change No.13 was installed and the AN/SPS-6B was restored to normal operation.

(2) YE-1

On 7 March, rotation of the YE-1 antenna became erratic. A contact in the antenna drive unit was found to have worked loose and was not making contact properly. Ship's personnel machined a new contact holder to lock the contact in place after setting, and the YE-1 was restored to normal operation on 8 March.

(3) SP Radar

On 7 March when the SP radar was put in operation the antenna began hunting at rotational speeds above 3 RPM and gave erroneous bearings 180 degrees out of phase. At 3 RPM and below, operation was satisfactory. a The ship's electronic personnel were unsuccessful in their attempts to locate the trouble prior to entering port.

(4) DBM-1

On 13 March, the low frequency antenna control cable for the DBM shorted out, limiting operations of the DBM-1 to the high frequency antenna. Preparations were made to install a new cable after entering port.

3. The assistance of a METU has been requested to assist ship's personnel in a complete check of all electronic equipment during the up-keep period in port and all defects should be corrected prior to the next operating period.

C. Gunnery Department

1. During the period of this report no abnormal difficulties were experienced in the handling of ammunition.

2. During the in-port period the following ammunition and ammunition components were loaded aboard as replenishment:

Description	Amount
100# Bombs	647
260# Bombs, Frag.	41
500# Bombs	126
11".75 Rocket Heads and Motors	10
Nose Fuzes, M219	50
Nose Fuzes, M139	800

Description	Amount
Tail Fuzes, M100	625
Tail Fuzes, M101	75
40MM Heit	2000 rds.
40MM BL&T	3000 rds.
WP Ignitor, External	31
WP Ignitor, Internal	38
.50 Cal. Cartridges	59,000

Total time required for loading - 6 hours and 9 minutes.

Total working party - 163 men, 9 Petty Officers

3. On 28 February, sixteen (16) faulty ignitors WP M16 were received from NAVORDFAC Sasebo, Japan. The cavity in the grenade was too small in diameter to receive burster tube C8R1 of M157 fuze. BUORD was notified by dispatch.

D. Operations Department

1. Communications

a. Radio

On 1 March, all ships operating under CTG 95.1 were directed to shift broadcast from Guam Fox to Hong Kong Fox Easy. No difficulty was experienced during the transition period. Reception of the Hong Kong Fox Easy in the Yellow Sea seems much improved over the Guam Fox in the same area, despite the fact that Hong Kong transmits more words per minute on the Fox Easy. Speed varies between 27 and 30 WPM, but the signal is usually clear and strong. Ship/shore traffic to Hong Kong radio was difficult due to the necessity of using a calling frequency and a working frequency with the same station. However, when communications are established, traffic is cleared expeditiously. Ship/shore communications were poor on one night only; then it was necessary to clear traffic through Radio Guam.

Total messages handled	960
Total classified messages	448
Total plain language	512
Total coded groups	40,952

b. Post Office Transactions

(1) Received

Air Mail and first class pouches	6
Air Mail and first class letters	9,109
Parcel post bags	19
Packages (Air Mail and Parcel Post)	180
Flats (Air Mail and Parcel Post)	50
Newspapers	335

(2) Dispatched

Air Mail and first class pouches	7
Air Mail and first class letters	4,153

personnel ashore on these islands to confer with local authorities. This information will be valuable in furture patrols for training as well as operational purposes. It will not be possible to evaluate all radar intercepts made however, until up-to-date information is received, giving characteristics of airborne radars operating in the Korean Area. Information on friendly airborne radar equipment at present is very meager.

The USS HANSON demonstrated a useful tactical employment of radar intercept. After having been detached from the unit for 36 hours, the HANSON was steaming to rejoin during darkness. She picked up radar emissions from the Task Unit at a distance of about 30 miles, evaluated the emissions as this unit, took a bearing, changed course, and in a short period of time had the Task Unit on her radar scope.

3. Air Operations and Intelligence

The Air Operations Officer left the ship on TAD to JOC Korea to confer on certain operational and administrative matters pertaining to liaison between TU 95.1.1, 5th AF, and NLO-JOC Korea.

4. Aerology

Poor visibility, due to dust in the lower 7000 feet of the atmosphere, restricted air operations on the 7th and 8th of March. Improved visibility and generally good flying conditions plus light and variable winds signified the passage of the center of a high pressure cell on the 9th. Increasing low cloudiness, light to moderate rain, and severe icing above 3000 feet accompanied a warm frontal passage on the 10th, followed by good flying weather in the warm sector of an open wave on the 11th. Rain, sleet, and snow showers, followed by clearing skies and good visbility marked the passage of the cold front during the morning of the 12th. Continual good flying weather in the cold, high pressure cell, which moved over the area subsequent to the cold front passage, prevailed throughout the remainder of the period.

E. Supply Department

1. Aviation Stores

a. ACOG Request

	HO3S	F4U4	TOTAL
NOT ON ALLOWANCE			0
NIS		1	0
FLEET CONTROLLED			0
TOTAL	0	1	1

b. The ACOG was for 1 each, Generator, R86-EC-914-15A, for F4U, BuNo. 63005.

c. The ACOG dispatch was released to USS JUPITER (AVS-8) 9 March, DDD immediately.

d. 407 line items of aviation stores were ordered from NSD, Yokosuka, to support operations for the period of this report. 276 items, or 67% were supplied.

2. Commissary

a. Replenishment of provisions in Sasebo was effected by the USS WARRICK (AKA-89) and the USS GRAFFIAS (AF-29). Fifty-five (55) line items were requested of which thirty-three (33) were supplied, a percentage of 66%. Approximately 50% of the provisions were not left in cargo nets as directed by COMSERVRON THREE INSTRUCTION 4460.1 of 9 February 1953.

b. Non-availability of items such as soda crackers, syrup, and corn meal continues to exist.

3. General Stores

a. Replenishment of stores was effected by the USS YFNB-24. Six hundred-four (604) line items were requested, of which, three hundred forty-seven (347) were supplied, a percentage of 57%.

4. Disbursing

a. Exchange of MPC and YEN. This vessel concurs with the recommendation of the USS KEASARGE (CVA-33) made in Part VI paragraph (5) (c) (2) of the Action Report for period 6 December to 8 January 1953.

5. Ship's Store and Clothing and Small Stores

a. Replenishment of ships store and clothing and small stores in Sasebo was effected from the USS WARRICK (AKA-89) and the USS YANCEY (AKA-93). Ninety (90) items were requested, of which, sixty (60) items were supplied, a percentage of 66 2/3%.

b. Essential items of C&SS continue to remain NIS, such as - black leather gloves, dress blue jumpers, dungaree jumpers, and black cotton socks.

6. The handling of priority material and cooperation of VR-23, COD detachment at Itazuke, were considered outstanding.

F. Medical Department

1. There has been no shortage of medical supplies over the period covered by this report.

2. One enlisted member of the medical department was on temporary additional duty with the ship's basketball team during this operational period. The Medical Department was at 90.9% of full strength.

3. Medical evaluation of the Air Group and of Ship's Officers and men

a. The morale of the Air Group and Ship's Officers and men was at a high level during the last operational period.

b. There were no epidemics or unnecessary illnesses. There were no pilots grounded for medical reasons.

4. Medical statistics summary, Air Group and Ship's company

a. Admitted to the sick list 30
b. Total sick days out of 14,454 possible work days 40
c. Officers admitted to the sick list 0
d. Total patients visits to sick call 368
e. Total medical treatments 400
f. Patients transferred to the hospital 0
g. Number of minor injuries treated 3
h. Minor surgery procedures 0
i. Veneral disease cases and non-specific urethritis: Total: 17
a. GC 4 b. Chancroid 13
c. Non-specific urethritis following sexual exposure 0

5. Pilots temporarily grounded for medical reasons 0

Pilots indefinitely grounded pending medical evaluation 0

Pilot availability 100%

6. There were no casualties this reporting period.

PART VII - SUMMARY OF RECOMMENDATIONS

1. CIC

a. Need for list of friendly radars. Part VI (D) Operations Para. (2) (a).

b. Need for promulgating in advance, frequency changes on 5th AF West Coast Radar Reporting Net. Part VI (D) Operations Para. (2) (b).

c. Fishing boats in non-fishing area. Part VI (D) Operations Para. (2) (c).

S. S. MILLER

DISTRIBUTION LIST

CNO (advance) (2)
CINCPACFLT (advance) (2)
COMNAVFE (advance) (1)
CG, FMFPAC
CG, DIR FMFPAC
CTF 95
CTF 77
CTG 95.1

[redacted]