

U.S.S. BATAAN (CVL-29)
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23 MAY 1953

DOWNGRADED AT 3 YEAR INTERVALS:
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SECURITY INFORMATION

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 27 April through 6 May 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

1. In compliance with references (a) through (d), the Action Report for the period 27 April through 6 May 1953 is submitted herewith.

PART I - COMPOSITION OF OWN FORCES AND MISSION

- a. During the period 27 April through 5 May 1953, the USS BATAAN (CVL-29), under the command of Captain S. S. MILLER, 61459/1310, 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.
- b. The Commanding Officer, USS BATAAN, was Commander Task Unit 95.1.1 from 2100I 27 April until 2100I 5 May 1953, at which time command of the Task Unit shifted to the Commanding Officer, HMS GLORY (CVL-62). The Commanding Officer, USS BATAAN, was OTC West Coast of Korea from 2100I 27 April until 2100I 5 May 1953, at which time the Commanding Officer, HMS BIRMINGHAM (CL-19) assumed duties as OTC West Coast of Korea.
- c. 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 Long. 124°-30'E. Each day one destroyer of the Task Unit was ordered to join TU 95.1.2 to patrol the friendly islands south of Haeju and off the West Coast of Korea. Ships were detached in the late forenoon to proceed on this patrol, returning the following morning after refueling from a tanker anchored in the vicinity of Taechong-do.
- d. Enemy surface forces or action:
No enemy surface forces were encountered by this Task Unit, therefore no action is related.
- ~~██████████~~

e. During this operating period, VMA-312 aircraft (F4U) flew Combat Air Patrol, Target Combat Air Patrol, Armed Reconnaissance, Pre-Briefed Strikes and Close Air Support missions as illustrated by a typical schedule, enclosure (1).

f. The statistics for this reporting period are broken down into two sections due to the end of the month falling within the reporting period.

STATISTICAL SUMMARY OF FLIGHT OPERATIONS

27 April through 30 April 1953

DATE	TOTAL SORTIES	ARMED RECCO	TARCAP	CAP	PRE BRIEFED STRIKES	CLOSE AIR SUPPORT
4/28	0	0	0	0	0	0
4/29	0	0	0	0	0	0
4/30	48	8	4	16	12	8
<u>TOTAL</u>	<u>48</u>	<u>8</u>	<u>4</u>	<u>16</u>	<u>12</u>	<u>8</u>

No. of flights scheduled	142
No. of combat sorties flown	48
No. of flights cancelled due to weather	94
No. of flights cancelled due to non-availability of A/C	0
No. of flights abortive	0
No. of offensive sorties flown	32
No. of defensive sorties flown	16
No. of carrier landings made	51
No. of catapult shots made	48
No. of barrier crashes	2
No. of planes lost	0
No. of planes damaged	2
Total combat hours flown	94.3
Average length of sortie	1.9
Average pilots assigned	29
Average pilots available to fly	23
Average daily hours flown per pilot	4.1
Average aircraft assigned	24
Average aircraft on board	23
Average daily availability of aircraft	17
Percent aircraft availability	74

1 May through 5 May

DATE	TOTAL SORTIES	ARMED RECCO	TARCAP	CAP	PRE-BRIEFED STRIKES	CLOSE AIR SUPPORT
5/2	46	4	4	14	24	0
5/2	46	4	4	14	20	4
5/3	44	4	4	16	20	0
5/4	34	8	4	14	8	0
5/5	18	4	4	6	4	0
<u>TOTAL</u>	<u>188</u>	<u>24</u>	<u>20</u>	<u>64</u>	<u>76</u>	<u>4</u>

No. of flights scheduled	204
No. of combat sorties flown	188
No. of flights cancelled due to weather	16
No. of flights cancelled due to non-availability of A/C	0
No. of flights abortive	0
No. of offensive sorties flown	124
No. of defensive sorties flown	64
No. of carrier landings made	196
No. of catapult shots made	192
No. of barrier crashes	1
No. of planes damaged	3
No. of planes lost	3
Total combat hours flown	371.5
Average daily hours flown	74.3
Average sorties per day	37.6
Average length of sortie	1.97
Average pilots assigned	29
Average pilots on board	28
Average pilots available to fly	22
Average hours flown per pilot	16.9
Average daily hours flown per pilot	3.4
Average aircraft assigned	23
Average aircraft on board	20
Average daily availability of aircraft	15
Percent aircraft availability75

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

PART II - CHRONOLOGICAL ORDER OF EVENTS

27 April 1953 -

Enroute to Operating Area "N" from Sasebo, Japan, in accordance with CTG 95.1 dispatch 250326Z of April 1953, in company with HMCS HAIDA (DDE-215).

At 1230I ECM exercises (window dropping) scheduled for this time were cancelled due to low ceilings.

At 1320I recovered two (2) aircraft from Itazuke AFB.

At 1549I HMCS HAIDA was ordered alongside for transfer of freight, mail and personnel.

At 2100I Captain S.S. MILLER, 61459/1310, USN, Commanding Officer, USS BATAAN (CVL-29) assumed duties as OTC West Coast of Korea and Commander Task Unit 95.1.1.

At 2152I the USS THOMAS (DDR-833) and the USS SOUTHERLAND (DDR-743) joined the formation for duty.

28 April 1953 -

At 0430I the USS BATAAN in company with HMCS HAIDA, the USS THOMAS and the USS SOUTHERLAND arrived in Operating Area "N".

At 0605I HMCS HAIDA was detached to proceed on mission assigned.

At 0915I HMS CONSORT (DD-76) joined the formation for duty.

At 1130I the USS THOMAS was detached for fueling and to proceed on mission assigned.

No flight operations were conducted this date due to heavy fog throughout the Operating Area.

29 April 1953 -

At 1127I HMCS ATHABASKAN (DDE-219) joined the formation for duty.

At 1152I the USS THOMAS rejoined the formation.

At 1233I the USS SOUTHERLAND was detached for fueling and to proceed on mission assigned.

No flight operations were conducted this date due to fog and rain.

30 April 1953 -

At 1024I the USS SOUTHERLAND rejoined the formation.
At 1119I HMS CONSORT was detached to proceed on assigned patrol and to refuel.

Forty-eight (48) sorties were launched as the weather cleared and permitted the first flight operations in two (2) days. Thirty-two (32) offensive missions were flown. Two (2) morning flights were diverted to aid partisan troops under fire from mortar positions. Pilots bombed and strafed troops in trenches; observation posts and mortar positions were also hit in these strikes. Two (2) strikes conducted against supply stores in villages resulted in seventeen (17) buildings destroyed and eight (8) damaged. Two (2) road bridges and one (1) pumping station were reported damaged. VMA-312 pilots destroyed one (1) tractor and one (1) automatic weapons position. Three (3) enemy troops were killed in this attack. Two (2) barrier crashes occurred with no injuries to either pilots involved. One (1) plane suffered minor "D" damage one (1) received class "C" damage.

1 May 1953 -

At 1128I HMS CONSORT rejoined the formation.
At 1154I HMCS ATHABASKAN was detached to proceed on assigned patrol and to refuel.

Pilots of Marine Squadron 312 attacked a variety of targets during the day's operations. Forty-six (46) sorties were launched with thirty-two (32) offensive missions being flown. Troops in villages, caves, trenches, and bomb shelters were attacked with an undetermined number of casualties being inflicted, however, the following damage was reported on these attacks: Eleven (11) houses were destroyed and ten (10) were left burning. Four (4) caves were closed and two (2) secondary explosions observed. Gun emplacements were bombed and rocketed with two (2) reported destroyed. Attacks made upon supplies in villages resulted in seven (7) buildings destroyed and three (3) damaged. Further damage included two (2) tractors and two (2) large buildings destroyed. One field piece was reported destroyed and two (2) beached boats were damaged.

2 May 1953 -

At 1215I the USS THOMAS was detached to proceed on assigned patrol and to refuel.

At 1225I HIGS ATHABASKAN rejoined the formation.

Thirty-two (32) offensive and fourteen (14) defensive sorties were launched. Marine pilots of VMA-312 struck hard at enemy troops and gun positions causing heavy damage to the communists. Troops and stores in villages were rocketed and bombed; three (3) villages were left burning and six (6) buildings were destroyed. Four (4) revetted buildings were destroyed and three (3) damaged. Two (2) gun positions were napalmed and rocketed with pilots reporting fifty (50) troops killed. In addition, three (3) gun positions were heavily damaged. One afternoon flight which furnished support for members of the First Partisan Infantry Regiment destroyed nine (9) houses where troops were lodged. One pump house was reported damaged.

At 1413I Major Grover R. BETZER, 013728, USMC, was shot down twenty-five (25) miles southeast of Haeju. Major BETZER's plane was seen to crash in a dive and pilots reported there was no chance for survival. Captain Walter R. CLINTON, 036014, USMC, wingman on the flight, was also hit and suffered minor injuries. He was hospitalized upon his arrival at K-14. The squadron suffered further loss with Captain Lee Edward Mc WAY, 034154, USMC, another member of this same flight, ground looped on take-off from K-14 causing major damage to the aircraft and minor injuries to the pilot.

3 May 1953 -

At 1030I the USS THOMAS rejoined the formation.

At 1155I the USS SOUTHERLAND was detached to proceed on assigned patrol and to refuel.

For the second consecutive day BATAAN Marine pilots were shot down as a result of increasing enemy ground fire. At 0830I Captain Lyle V. TOPE, 038549, USMC, was hit by enemy ground fire fifteen (15) miles south of Ch'o-do and forced to ditch his aircraft. Captain TOPE was picked up by a helicopter from Paengnyong-do at 0853I. Captain TOPE suffered minor injuries. The aircraft sunk after the ditching.

At 1210I Major Tomas E. ARCHER, 027518, USMC, was shot down by enemy AA (37MM) twenty (20) miles southeast of Haeju. Major ARCHER crash-landed on a tide flat and was picked up by a helicopter from K-14. Major ARCHER's flight destroyed the plane with napalm and rockets. The pilot suffered minor injuries.

Twenty-eight (28) offensive and sixteen (16) defensive sorties were flown. The primary target was troops in villages. Pilots reported ten (10) enemy troops killed in action and nine (9) buildings destroyed. Two (2) gun positions were damaged and three (3) boats destroyed. On these attacks upon troops in villages pilots reported extremely effective results were obtained by dropping napalm and fragmentation bombs with D/C fusing. The fragmentation bombs spread the napalm over large areas.

4 May 1953 -

At 1215I the USS SOUTHERLAND rejoined the formation.

At 1231I HHS CONSORT was detached to proceed on

assigned patrol and to refuel.

VMA-312 pilots flew thirty-four (34) sorties and inflicted the following damage on enemy forces: Thirty-two (32) buildings were destroyed and four (4) houses were damaged. A mess hall was attacked and damaged. Two (2) 20MM gun positions were damaged. In addition two (2) AA positions were reported burned out with napalm and rockets in the course of an attack on troop billeting areas.

5 May 1953 -

At 0858I HMS CONSORT rejoined the formation.

At 1027I the USS THOMAS was detached to proceed on assigned patrol and to refuel.

Low clouds and fog at sea delayed operations until 1100I and cancelled flight operations at 1530I. Only eighteen (18) sorties were flown with sixteen (16) being cancelled due to fog. Three (3) 105MM gun positions were bombed and rocketed. One (1) supply area was damaged and four (4) supply buildings were destroyed. Pilots napalmed and rocketed NKA VIP's in response to a strike request from the First Partisan Infantry Regiment.

At 1530I six (6) aircraft were diverted to land at K-6 due to fog conditions at the ship.

At 1627I the USS BATAAN in company with HMS CONSORT and the USS SOUTHERLAND began steaming enroute to Sasebo, Japan, from Operating Area "II".

At 2000I the USS SOUTHERLAND was detached to rendezvous with HMS GLOFY (CVL-62).

At 2100I the Commanding Officer, HMS BIRMINGHAM assumed duties as OTC West Coast of Korea and CTU 95.1.1 was shifted to the Commanding Officer, HMS GLOFY.

6 May 1953 -

Steaming enroute Sasebo, Japan, from Operating Area "N" in company with HMS CONSORT.

At 0810I recovered six (6) aircraft from K-6.

At 1201I anchored in Sasebo Harbor, Sasebo, Japan.

At 1257I the USS BATAAN chopped to COMNAVFE in preparation for transit to CONUS.

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 from 28 April through 30 April 1953

DATE	500# SAP	500# GP	100# GP	NAPALM	5" HVAR ROCKET	20MM Rds.	50Cal. Rds.
4/28	0	0	0	0	0	0	0
4/29	0	0	0	0	0	0	0
4/30	1	23	114	8	58	4500	5100
TOTAL	1	23	114	8	58	4500	5100

TOTAL WEIGHT OF ALL ORDNANCE EXPENDED IN TONS 26.0

(2) Expenditure from 1 May through 5 May 1953

DATE	1000# GP	500# GP	250# GP	100# GP	260# FRAG	NAPALM	HVAR ROCKET	20MM Rds.	50Cal. Rds.
5/1	3	20	16	106	0	9	64	10,400	7,200
5/2	4	14	0	76	16	14	96	7,600	12,000
5/3	3	13	0	78	8	12	88	4,600	7,200
5/4	0	13	0	54	0	10	70	4,400	3,200
5/5	0	4	0	24	0	8	54	1,000	1,200
TOTAL	10	61	20	338	24	53	372	28,000	30,850

TOTAL WEIGHT OF ALL ORDNANCE EXPENDED IN TONS 112.0

b. Performance:

The performance of ordnance equipment and material is considered normal.

Report of Ordnance Malfunctioning 28 April through 30 April 1953

(1) Guns

(a) 20MM

- 3 Snubbed rounds
- 1 Charger lug override
- 1 Faulty solenoid

(2) Hung Rockets

(a) 5" HVAR

- 2 Faulty rocket Aero 14A launcher

(3) Dud Bombs

(a) 500# GP

- 1 Undetermined (arming wires returned)

Report of Ordnance Malfunctioning 1 May through 5 May

(1) Guns

(a) 20 MM

- 3 Snubbed rounds
- 3 Charger lug override
- 1 Faulty sear
- 1 Faulty charger valve
- 1 Broken breech block lock

TOTAL WEIGHT OF ALL ORDNANCE EXPENDED IN TONS 26.0

(2) Expenditure from 1 May through 5 May 1953

DATE	1000# GP	500# GP	250# GP	100# GP	260# FRAG	NAPALM	HVAR ROCKET	20MM Rds.	50Cal. Rds.
5/1	3	20	16	106	0	9	64	10,400	7,200
5/2	4	14	0	76	16	14	96	7,600	12,000
5/3	3	13	0	78	8	12	88	4,600	7,200
5/4	0	13	0	54	0	10	70	4,400	3,200
5/5	0	4	0	24	0	8	54	1,000	1,200
<u>TOTAL</u>	<u>10</u>	<u>61</u>	<u>20</u>	<u>338</u>	<u>24</u>	<u>53</u>	<u>372</u>	<u>28,000</u>	<u>30,850</u>

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(a) 500# GP

- 1 Undetermined (arming wires returned)

Report of Ordnance Malfunctioning 1 May through 5 May

(1) Guns

(a) 20 MM

- 3 Snubbed rounds
- 3 Charger lug override
- 1 Faulty sear
- 1 Faulty charger valve
- 1 Broken breech block lock

(b) .50 Caliber

- 1 Faulty charger
- 1 Link chute stoppage
- 1 Failure to extract

(2) Hung Rockets

(a) 5" HVAR

- 3 Faulty rocket Aero 14A launcher
- 3 Faulty rocket MK. 9 launcher
- 2 Cut pigtail MK. 9 launcher

c. Expenditure of ship's ordnance for AA practice

(1) 40MM Cartridge (AA):

A total of 350 rounds were fired for gunnery exercises during dawn alerts.

30 April	74 rounds
2 May	162 rounds
4 May	114 rounds

d. Performance of ship's ordnance and material

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

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:

(a) Period 28 April through 30 April 1953

<u>TARGETS</u>	<u>DESTROYED</u>	<u>DAMAGED</u>
Buildings	17	8
Road Bridge		2
Pumping Station		1
Tractor	1	
Automatic Weapons	1	
KIA	3	

(b) Period 1 May through 5 May 1953

<u>TARGETS</u>	<u>DESTROYED</u>	<u>DAMAGED</u>	<u>REPORTED</u>
Boats	3	3	
Buildings	60	5	
Revettted Buildings	2	1	
Tractors	2		
Caves		4	
Secondary Explosions			2
Field Pieces	1		
Houses	41	8	
Gun Positions	6	5	
Warehouses		1	
KIA			130
WIA			30

PART V - PERSONNEL PERFORMANCE AND CASUALTIES

a. Performance

(1) Personnel performance and morale has been excellent during the period of this report. The following on board count is listed for this period:

	Officers	Enlisted	Total
Ships Company	73	978	1051
Marine Squadron VMA-312	35	145	180
Totals	108	1123	1231

(2) Eleven (11) enlisted men from HMS GLORY (CVL-62) came aboard and observed operations aboard the BATAAN.

(3) There has been little activity as far as the transfer of personnel is concerned. Many orders are coming through for transfers to be effected on our return to COMUS. Ten (10) firemen and fifteen airmen have been ordered to report to the ship shortly after we arrive in San Diego.

(4) Tests have been ordered and men are being processed in preparation for the advancement in rating examinations to be held in August 1953.

b. Legal:

There have been ten (10) Captain's Masts which have resulted in the awarding of four (4) Courts-Martial. There has been some increase in the number of requests for legal information pertaining to domestic troubles.

c. Recreation

(1) The following activities for welfare and recreation were available during this period:

- (a) A daily newspaper, the BATAAN NEWS was distributed to ship's company, and to the ships in the formation on all guard rail exchanges.
- (b) Radio broadcasts were piped to RBO's throughout 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) Three movies were shown daily in addition to one in the wardroom and one in the CPO mess.
- (f) Bingo games were held in the crew's mess hall; all proceeds over the cost of prizes given is to be contributed to the Damon Runyon Cancer Fund.

d. Divine Services

(1) Sunday Services:

- (a) Catholic Mass was held aboard the BATAAN at 1600.
- (b) Catholic Mass was held aboard the HMCS ATHABASKAN at 0800 and aboard the USS SOUTHERLAND at 1000 by the BATAAN's chaplain.
- (c) A Protestant chaplain from HMCS ATHABASKAN was aboard the BATAAN for services at 0815. Exchange of chaplains was by helicopter.
- (d) Church of Christ services were conducted by a lay member at 1600.

(2) Daily Services:

- (a) Catholic Mass each day at 1600.
- (b) Rosary recited before and after Mass.
- (c) Confessions heard before Mass and on Saturday evening.
- (d) Morning prayers over the ship's P.A.
- (e) Bible classes held six (6) times in the crew's library at 1830.

PART VI - COMMENTS AND RECOMMENDATIONS

a. Air Department

(1) Catapults and Arresting Gear:

There were three barrier engagements: two (2) occurred on 30 April and one (1) on 1 May. The only casualty to the barriers was the replacement of two (2) cables on number two (2) barrier. A tail hook assembly failure, a bouncing tail hook and one late cross deck pendant engagement were the causes for the crashes.

No casualties or maintenance problems were experienced with the catapult machinery.

(2) Aviation Gasoline and Lubricating Oil:

During this operating period, the following amounts of aviation gasoline and lubrication oil were expended:

Aviation Gas	60,142 gals.
Lubrication Oil	880 gals.

b. Engineering Department

(1) Main Propulsion, Auxiliaries and Electrical Equipment

(a) During the operation a casualty occurred to number eight (8) forced draft blower. Although maximum power available was affected, flight operations were not interrupted. The top bearing on number eight (8) blower overheated requiring the blower to be slowed, air pressure was maintained by speeding up number seven (7) and nine (9) blowers. The bearing was found to be wiped and was replaced by a bearing from ship's spares.

(b) Minor repairs and upkeep were accomplished in a routine manner.

(2) Electronics:

Electronics performance was good during this period except for the YE-1 Sector Coded Homing Beacon which experienced erratic antenna rotation and faulty keying. These difficulties were corrected by fuse and contact replacements.

c. Gunnery Department

(1) No gunnery exercises were held in transit to or from the operating area due to an ECM window dropping exercise being scheduled enroute to the operating area, the necessity for arriving in Sasebo early on the return trip in order to meet the ship's employment schedule. Gunnery exercises are scheduled for Area "L" enroute from Sasebo to Yokosuka, Japan. This exercise was cancelled due to weather.

(2) Three (3) star shell gunnery practices were conducted during this period. The 350 rounds of 40MM AA ammo mentioned in PART III, c, (1) were expended during these practices. Firing showed marked improvement and on the last firing day, 4 May, one burst hit the star shell.

d. Operations Department

(1) Communications

(a) Radio:

<u>1</u>	Total messages handled	1,080
<u>2</u>	Total unclassified and visual	626
<u>3</u>	Total classified messages	454
<u>4</u>	Total coded groups handled	59,404

(b) Post Office Transactions from 27 April through 30 April 1953

1 Received:

Air Mail and first class pouches	1
Air Mail and first class letters	650
Parcel Post bags	5
Packages (Air Mail and Parcel Post)	25
Flats (Air Mail and Parcel Post)	5
Newspapers	75
Registered articles	---

2 Dispatched:

Air Mail and first class pouches	3
Air Mail and first class letters	2,847
Parcel Post bags	---
Packages (Air Mail and Parcel Post)	18
Flats (Air Mail and Parcel Post)	22
Registered articles	24

3 Finances:

Stamp sales	28.17
Stamp purchases	---
Money orders - 17 issued for a total of	213.49

(c) Post Office Transactions from 1 May through 6 May 1953

1 Received:

Air Mail and first class pouches	9
Air Mail and first class letters	4,650
Parcel Post bags	29
Packages (Air Mail and Parcel Post)	160
Flats (Air Mail and Parcel Post)	117
Newspapers	200
Registered articles	40

2 Dispatched:

Air Mail and first class pouches	5
Air Mail and first class letters	3,413
Parcel Post bags	4
Packages (Air Mail and Parcel Post)	125
Flats (Air Mail and Parcel Post)	42
Registered articles	60

3 Finances:

Stamp sales	368.79
Stamp purchases	--
Money orders - 160 issued for a total of-	6,159.07

(2) Aerology:

Widespread advective fog which had formed over the northern Yellow Sea on 26 April prevailed until the passage of a weak cold front on the morning of 29 April. Light to moderate rain showers and rapid clearing accompanied the frontal passage at sea while the target area remained overcast with low stratiform clouds until early in the morning of 30 April. Average to good flying conditions with some haze and variable high cloudiness was experienced until 4 May when the southerly winds in the western sector of a high pressure cell again started the formation of advective fog, which became quite dense and widespread by the afternoon of 5 May.

e. Supply Department

(1) Aviation Stores:

The continued non-availability of direct AVS replenishment of aviation stores resulted on one ACOG aircraft, F4U (BuNo. 97313) for lack of replacement propeller.

During the latter part of the previous operating period the entire allowance of five (5) propellers (recently increased by the ship from three) was issued. Upon arrival Sasebo at the close of that period it was learned from COMFIARJAP Staff, Yokosuka that it would not be possible to obtain the propellers necessary to fill allowance using a priority "B" and since there were no aircraft ACOG at that time, the designation of a priority "A" would not be justified.

The above mentioned ACOG was relieved by the receipt of two (2) propellers via COD from MAG 12.

Recommendation:

That consideration be given to direct AVS replenishment on a regular schedule basis. X

(2) Commissary:

Replenishment of provisions in Sasebo was effected by the USS YANCEY (AKA-93), USS DIPHDA (AKA-59), and the USS ALSTEDE (AF-48). Eighty-one (81) line items were requested of which sixty-five (65) were supplied, a percentage of 80.

(3) General Stores:

Replenishment of general stores in Sasebo was effected by the USS

YFNB-24. Eighty-three (83) line items were requested of which fifty-nine (59) were supplied, a percentage of 71.

(4) BuShips Electronics:

Replenishment of BuShips electronics material in Sasebo was effected by the USS ELECTRON (AKS-27). Forty-four (44) line items were requested of which twenty-three (23) were supplied, a percentage of 52.

(5) Ship's Store and Clothing and Small Stores

(a) Replenishment of ship's store items in Sasebo was effected by the USS DIPHDA (AKA-59) and the USS YANCEY (AKA-93). Twenty-two (22) line items were requested of which ten (10) were supplied, a percentage of 45.

(b) Replenishment of clothing and small stores was effected by the USS DIPHDA (AKA-59) and the USS YANCEY (AKA-93). Twenty-two (22) line items were requested of which eighteen (18) were supplied, a percentage of 82.

f. Medical Department

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

(2) The Medical Department has been at full strength for this reporting period.

(3) Medical evaluation of Ship's Company and Air Group:
There were no epidemics or illnesses during this operational period.

(4) Medical Statistics Summary, Ship's Company and Air Group for the period 27 April through 5 May 1953:

- (a) Admitted to the sick list 25
- (b) Total sick days out of a possible 11,394 work days 26
- (c) Officers admitted to the sick list 1
- (d) Total patients visits to sick call 271
- (e) Total medical treatments 287
- (f) Patients transferred to the hospital 0
- (g) Number of minor injuries treated 4
- (h) Number of minor surgery procedures 2
- (i) Venereal disease cases and non-specific urethritis 12

- 1 GC 5
- 2 Chancroid 4
- 3 Non-specific urethritis following sexual exposure 3

(5) There were four (4) planes lost during this period. Three (3) were hit by enemy anti-aircraft fire, one of which crashed straight into the ground and burned, killing the pilot. In the other two (2) cases the pilots ditched their aircraft and were rescued by helicopter. One (1) plane was lost after the pilot ground looped on take-off from a friendly air field. All three (3) of

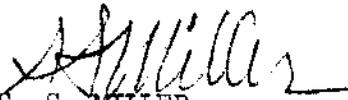
these pilots suffered multiple abrasions and lacerations but no serious injury. They were grounded for three days. The proper use of safety equipment prevented more serious injury and worked satisfactorily in all cases.

(6) Pilot Availability:

- (a) Pilots temporarily grounded for medical reasons 7
- (b) Pilots indefinitely grounded pending medical evaluation 0
- (c) Total days all pilots grounded 15
- (d) Pilot availability 92.7%

PART VII - SUMMARY OF RECOMMENDATIONS

a. That consideration be given to direct AVS replenishment on a regular schedule basis. (PART VI, e, (1) Supply Department).


S. S. MILLER

DISTRIBUTION LIST

CNO (advance) (2)
CINCPACFLT (advance) (2)
COMNAVFE (advance) (1)
CG, FIIFPAC
CG, DIR FMFPAC
CTF 95
CTF 77
CTG 95.1
CINCPACFLT EVALUATION GROUP
COMNAVFE EVALUATION GROUP
COMAIRPAC (5)
COMSERVPAC
COMFAIRJAP
COMFAIRHAWAII
NAVAL WAR COLLEGE
COMCARDIV 15
COMCARDIV 17
USS RENDOVA (CVE-114)
USS BAIROKO (CVE-115)
USS BADOENG STRAIT (CVE-116)
USS SICILY (CVE-118)
USS POINT CRUZ (CVE-119)
CO, VMA-312
CO, FAIRBETUPAC (2)

AIR OPERATIONS SCHEDULE
3 May 1953

SUNRISE 0545

SUNSET 1934

EVENT	LAUNCH	LAND	A/C	MISSION	AMMO	REMARKS
A1	0545	0735	2	CAP	Note A	
A2	0545	0735	4	STRIKE	Note B	Note 2
B3	0730	0930	2	CAP	Note A	
B4	0730	0930	4	TARGAP	Note B (2 A/C) Note D (2 A/C)	Note 3
D7	1115	1335	2	CAP	Note A	
D8	1115	1335	4	HAN RECCO	Note B (2 A/C) Note C (2 A/C)	Note 5
E9	1330	1525	2	CAP	Note A	
E10	1330	1525	4	STRIKE	Note B (2 A/C) Note E (2 A/C)	Note 6
F11	1520	1715	2	CAP	Note A	
F12	1520	1715	4	STRIKE	Note F	Note 7
G13	1710	1900	2	CAP	Note A	
G14	1710	1900	4	STRIKE	Note C	Note 8

NOTES: 1. Fuel - all A/C full internal plus 100 gal. in belly tank.

- TARGETS:
2. Troops in village, XC 7416
 3. Troops in village, XC 6640
 4. Troops in village, BS 4492
 5. Camouflaged trucks, BS 4687
 6. Supplies, XC 8896
 7. Sluice Gates, YB 6096
 8. Road Bridge, YC 1601

AMMO:

		<u>A/C Weight</u>
A.	All A/C full MG Ammo	13,800#
B.	1 Napalm, 8 HVAR	15,620#
C.	1 500# GP inst/.01, 6 100# GP inst/.01	15,015#
D.	1 500# GF DC/ND, 4 260# Frag. DC/ND	15,365#
E.	1 500# GP inst/ND, 6 100# GP inst/ND	15,015#
F.	1 Tiny Tim, 4 HVAR	15,540#

Approved:
Bucher Snipes
BEECHER SNIPES
CDR, USN
OPERATIONS OFFICER

Submitted:
W. F. Bailey
W. F. BAILEY
LCDR, USN
AIR OPERATIONS OFFICER

Enclosure (1)

