

[REDACTED]

The mechanics of the V-4 Division enjoyed this opportunity to work in their rate.

Attrition rate of ARC-27 blade type antennae has been extremely high, both because of the exposed location on the F9F nose wheel door, and because of hydrolube seepage into the antenna through the antenna connection.

(4) Aviation Gasoline

In order to meet the heavy refueling requirements of three jet squadrons and one propeller squadron, it has been necessary to increase the gasoline pumping pressures to the fueling outlets to 60-80 PSI by means of the electric driven pumps. The increased pressure has resulted in plug valve lubricant being forced through the filters at the fueling station and thence to the aircraft fuel system. A continuous program of filter inspection and cleaning has been initiated, which combined with less frequent plug valve lubrication, has reduced the passage of foreign matter to the aircraft. An RUDM recommending the use of micronic type filter element in place of the present ribbon type, is in preparation.

Aviation gas has been replenished 13 times during the period covered in this report and a total of 1,301,853 gallons of aviation gas and 6,229 gallons of lube oil has been used. The high gasoline usage for one day was 89,600 gallons. It is noted that two such heavy operating days in succession would make inadvisable the refueling of the last 10-15 aircraft, prior to refueling from the tanker.

f. Engineering

(1) Main Propulsion Plant

The main propulsion plant of this vessel continued to deliver combat readiness requirements in a notably efficient manner considering the extended operations under daily flight schedules necessitating replenishment periods each night. Stipulated boiler maintenance work was accomplished by securing two boilers at a time during favorable wind conditions.

(2) Electrical Installation

The automatic voltage regulation of the 1250 K.W. ships service generators of this vessel is maintained by General Electric type GFA-4M Voltage Regulating Equipment. This regulation is relatively slow to respond to voltage and load fluctuations and oscillates radically before setting out on final voltage adjustment. Two changes in the operation of catapult motors have been incorporated

into the present launching procedure, i.e., ShipAlt CVA38K429 "Modify Catapult Pump Motor Starters" which replaces auto-transformer starting with across-the-line starting and produces infinitely greater starting surges. Heavier type aircraft have required an increase to 4000 PSI hydraulic pump discharge pressures. The first change results in a fluctuation of generator terminal voltages between 415 volts and 470 volts with the starting of each of the eight pump drive motors which requires from 3 to 5 seconds to settle out in a damped pattern. The second change increases the electrical load of the ship to a point which requires that three generators be kept in operation at all times when flight operations are expected, thereby increasing maintenance requirements and at the same time radically reducing maintenance availability.

(3) Electronics Installation

All of the rated Electronics Technicians who were attached to this vessel prior to 1 October 1952 were transferred from the ship before 1 January 1953. The Electronics Repair Division was reduced to eleven men below ET2 who had had previous operating and maintenance experience in this vessel. Ten men were assigned to duty in this division from personnel reporting to this vessel prior to 1 February 1953. This brought the strength of the Electronics Repair Division up to a total of 21 enlisted men to compare with an allowance of 39, and headed up by one ET1 and one ET2. Regardless of this disparity between on board count and allowance this vessel was assigned the communications and radar responsibilities of a flagship which it fulfilled without unreasonable difficulty. The principle contributory factor causing electronics difficulties is considered to be the unusual fluctuations of voltage caused by surges of current required by across-the-line starting of catapult motors. These surges are held as likely causes for the following malfunctions:

(a) All radar equipment has tripped out from time to time. The UPX and MK-10 IFF trip out almost every time a catapult motor is started. Each time a piece of radar equipment trips out, without the normal securing procedure, heavy surges of current and voltage are impressed upon associated vacuum tubes. Much of the unusually high vacuum tube failure within the past operating period may be attributable to this reaction.

(b) The AN/SPN-12 Air Speed Radar frequently reacts to the erratic line voltage surges by going out of oscillation and may be the cause of failure of three integral magnetron tubes during this period.

(c) Two TCK armatures and five TBM-11 armatures have failed during the period of this report. Since these armatures

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are operating under a potential of 1000 volts it is assumed that line voltage fluctuations were the principal cause of failure.

(d) The gyro-compass low voltage alarm is frequently triggered as a result of voltage surges incident to catapult pump motor starting. This causes an added burden and nervous strain to personnel on the bridge during the critical moments of a launch.

(4) Training

Each vessel must conduct COMAIRPAC Engineering Training Exercises by on watch personnel at every opportune moment, particularly in the early phases of training and deployment, and during each night underway to insure maximum familiarity of personnel with action to be taken in any emergency. Special emphasis should be placed upon steering casualties and loss of electrical power to vital navigational, maneuvering, and communications circuits. Familiarity with installed equipment as a result of such exercises under various imposed casualties has precluded many situations which may have become serious derangements, and this familiarity has assisted greatly in effecting prompt adjustment and repair.

g. Medical

(1) Medical Department Statistical Summary of Air Group and Ship's Company:

Admissions to sick list, enlisted	162
Admissions to sick list, officers	5
Total visits to sick call	2489
Minor injuries treated	54
Major injuries treated (admitted to the sick list)	14
Fatal injuries	1

LOVELESS, Edward Glenn, 569 75 39, EM3, USN, (Ship's Company) was declared dead when he fell from the flight deck into the water at night. The body was not recovered.

Missing in action

WHEELER, Wilfred, III, 475420, LT, USNR, VC-3, was declared missing in action when his plane was shot down on a night mission over North Korea.

Pilots injured, enemy action, recovered	
Pilots temporarily grounded, medical reasons	8
Average number of days grounded	2.87

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(2) Venereal Disease cases and Non-Specific Urethritis:

Gonorrhoea	13 (48.96 per 1000 per year)
Chancroid	9 (32.40 per 1000 per year)
Syphilis	0
Non-Specific Urethritis following sexual exposure	53 (199.56 per 1000 per year)
Penicillin tablets issued during last in port period (10 days)	5,340

(3) Upper Respiratory Disease Admissions

Common cold	5
Pharyngitis	2
Sinusitis	1
Tonsillitis, Acute	1

(4) Epidemic Disease Admissions

Appendicitis, Acute	2
Gastro-Enteritis	1
Urethritis, Due to Gonococcus	1
Cellulitis	1
Injuries	2

(5) Comments

Medical supplies were adequate. There was no significant breakdown of equipment.

The health and morale of the crew was excellent during the first three (3) weeks on the line, but with scheduled tours extended and replenishment modified to a nightly basis instead of the usual third day replenishment, a definite fatigue was prevalent and the morale declined noticeably. A scheduled R&R visit to Hong Kong was cancelled which also attributed to the decline in morale.

h. Dental

The Dental Health of the Ship during this period was very good. No infectious diseases were noted. The Dental Department operated with two Dental Officers during this period.

The following statistics are submitted:

Sittings	1221
Restorations	817

PART VII Summary of Recommendations

Reference Page 12, section (1), paragraph (c), (Flight Characteristics and performance)

.....It is therefore considered highly desirable that the jet fighter aircraft assigned any air group be all the same type.

Reference Page 12, section (2), (Rescheduling, Delayed Air Operations)

When scheduled air operations are delayed until further notice, or are to commence with a later event.....

Reference Page 13, section (2), (Heavy aircraft handling)

It is recommended that control of returning aircraft in adverse weather conditions not be assigned to new arrivals on the line until their air controllers have an opportunity to gain experience by controlling multiple aircraft in VFR conditions.

Operations

Reference Page 15, section (2), (CIC)

...To improve IFF presentation and derive maximum benefit from the SX search system, a request has been initiated for authorization to re-install a slaved antenna on the SX platform.....

Reference Page 19, Recommendations 1-8, (Communications)

1. That CVA's acting as flag ships.....
2. That enough radiomen be assigned.....
3. That incentives be provided to encourage.....
4. That visual communications with yard ~~and~~ blinkers.....
5. That the allowance for a hand operated ditto machine....
6. That a standard ditto mat message form for CVA's.....
7. That the requirement for originators of messages to use abbreviation NOTAL.....
8. That all junior officers ordered to CVA's be ordered to a course of instruction in cryptography prior.....



Gunnery

Reference Page 27, section (4), paragraph c.

...This command feels that the Elwood Rig is preferable to the Elokomin especially.....

Air

Reference Page 29, section 2, paragraph (2)

....It is believed that this method is more desirable and results in a faster re-reeve.....

Reference Page 29, section 2, paragraph (3)

.....It is considered that a more effective ventilation system should be installed in catapult pump rooms.....

Air Task Group ONE

Reference Page 16, paragraph c.

....It is strongly recommended that the minimum number of pilots assigned to a 14 plane jet squadron be set at.....

Reference Page 17, paragraph d. (last part)

....It is recommended that Ordnance personnel be increased by six.....

Reference Page 19, paragraph (2)

.....It is recommended that where squadrons of air groups are separated, provisions be made for group.....

Reference Page 19, paragraph (4)

.....It is recommended that F9F-5 aircraft or aircraft of equivalent weight not be operated.....

Reference Page 19, paragraph (5)

...It is therefore recommended that the aircraft allowance for ATG-1 be reduced....

Reference Page 20, paragraph (9)

...It is recommended that transmissions on the strike control frequency be held to a minimum and restricted to the following



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specific topics....

Reference Page 20, paragraph (10)

....It is recommended that more control frequencies.....

Reference Page 21, paragraph (17)

....It is recommended that ASP and DASP flights be shortened and number per day.....

Reference Page 22, paragraph (3b)

....It is recommended that an allowance list for squadrons of 30 1:250,000 charts.....

Reference Page 22, paragraph (4b)

....It is recommended that larger scale photographs be taken of the more difficult Cherokee.....

Reference Page 26, paragraph c. 1-3

....Based on current experience in the employment of the MK32 Mod 1 rocket in combat operations.....

Reference Page 27, paragraph (2d)

....It is recommended that dearming doctrine for each type of gun.....

Reference Page 28, paragraph (4d)

....Another cause for rockets failing to fire is.....

Reference Page 28, paragraph (6a)

....The ANM-20 MM food mechanism received on replacement aircraft had not been.....

Reference Page 29, paragraph (E3)

....AP-630 It is recommended that a complete.....

Reference Page 29, paragraph (E4)

....The majority of the discrepancies of the ARR-2A were traced to.....

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Reference Page 29, paragraph (E2)

....It is felt that AN/ARC-1 discrepancies would be sharply reduced.....

Reference Page 29, paragraph (E6)

....It is recommended that the 955 tubes be tested for dynamic balance.....

Reference Page 30, paragraph (E10)

....The VC-3 detachment experienced great difficulty in keeping the AFS-19 radar.....

Reference Page 30, Survival, paragraph (F1)

....Probably the most serious handicap that confronted.....

Reference Page 30, paragraph (F2)

....It is recommended that the wooden stock of the carbino.....

Reference Page 31, paragraph (F5)

....The wearing of the exposure suit.....

M. B. Gurney
M. B. GURNEY

DISTRIBUTION LIST

CNO(advance)	2
CINCPACFLT(advance)	2
CINCPACFLT EVALUATION GROUP	1
COMNAVFEB(advance)	1
COMNAVFEB EVALUATION GROUP	1
COMSEVENTHFLT(advance)	1
CTF 77(advance)	1
COMAIRPAC	5
COMSERVPAC	1
COMFAIRALAMEDA	1
COMFAIRJAPAN	1
NAVAL WAR COLLEGE	1
CO, FAIRBETUPAC	2
COMFAIRHAWAII	1
NLO, JOC, KOREA	1
CO, USS ESSEX (CVA9)	1
CO, USS KEARSARGE (CVA33)	1
CO, USS ORISKANY (CVA34)	1
CO, USS PHILIPPINE SEA (CVA47)	1
CO, USS VALLEY FORGE (CVA45)	1
CO, USS LAKE CHAMPLAIN (CVA39)	1
CO, USS TARAWA (CVA40)	1
CO, USS WASP (CVA18)	1
CO, USS HORNET (CVA12)	1
CO, USS YORKTOWN (CVA10)	1
CO, USS PRINCETON (CVA37)	1
CO, USS BATAAN (CVL29)	1
CO, USS BAIROKO (CVE115)	1
CO, USS BADOENG STRAIT (CVE116)	1
CO, USS RENDOVA (CVE114)	1
CO, USS SICILY (CVE118)	1
CO, USS POINT CRUZ (CVE119)	1
COMCARDIV ONE	1
COMCARDIV THREE	1
COMCARDIV FIVE	1
COMCARDIV FIFTEEN	1
COMCARDIV SEVENTEEN	1
ATG 1	5
ATG 2	1
CVG 2	1
CVG 3	1
CVG 4	1
CVG 5	1
CVG 6	1
CVG 9	1
CVG 11	1

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CVG 12
CVG 14
CVG 15
CVG 17
CVG 19
VC 3
VC 11
VC 35
VC 61

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