U.S.S. ORISKANY (CVA-34)
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San Francisco, California

CVA34/A16-13
(13:HRM:wom)
Ser 093
25 Feb 1953

ORIGINAL

CONFIDENTIAL
SECURITY INFORMATION

DECLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR [illegible]

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Task Force SEVENTY-SEVEN
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period of 7 January 1953 through 11 February 1953

Ref: (a) OPNAV Instruction 3480.4

Encl: (1) CVG-12 Action Report 7 January 1953 through 11 February 1953

1. In accordance with reference (a) the Action Report for the period of 7 January 1953 through 11 February 1953 is hereby submitted.

PART I

COMPOSITION OF OWN FORCES

The U.S.S. ORISKANY (CVA-34) with Carrier Air Group 102 (redesignated Carrier Air Group 12 on 4 February 1953) embarked, sortied from Yokosuka Harbor at 0658I, 7 January 1953 and at 0822I, 10 January 1953 joined Task Force 77 in Area Tare, the Japan Sea. Commander Task Force 77 and Commander Carrier Division THREE, RADM A. SOUCEK, USN, was embarked in the U.S.S. VALLEY FORGE (CVA-45).

Commander Carrier Division FIVE, RADM R. F. HICKEY, USN, embarked in the U.S.S. KEARSARGE (CVA-33), assumed duties as Commander Task Force 77 on 22 January 1953. On 11 February 1953 the U.S.S. VALLEY FORGE (CVA-45) returned to the force with Commander Carrier Division THREE, RADM A. SOUCEK, USN, embarked and assumed duties as Commander Task Force 77.

During the operating period other ships in company were the U.S.S. PHILIPPINE SEA (CVA-47), the U.S.S. VALLEY FORGE (CVA-45), the U.S.S. MISSOURI (BB-63) with Commander SEVENTH Fleet, VADM J. J. CLARK, USN, embarked, and various cruisers and screening destroyers. Prior to departing Task Force 77 and Area Tare for Nagoya on 11 February 1953 Commander Carrier Division FIVE administration was shifted from the U.S.S. KEARSARGE (CVA-33) to the U.S.S. ORISKANY (CVA-34).

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During the period in the forward area, operations were conducted in accordance with Commander Task Force 77 Operation Order 2-52. The Mission of the Force, in support to front line ground forces, interdiction of enemy movements and resupply over Northeast Korean supply lines and storage areas, destruction of enemy troops and air support of naval gunfire.

PART II

CHRONOLOGICAL ORDER OF EVENTS

7 January 1953

Sortied from Yokosuka Harbor at 0658I enroute to the Korean Operating Area. Rendezvoused with the U.S.S. RENSHAW (DDE-499). Conducted joint flight operations with the Japan Air Defense Command.

8 January 1953

Enroute to the Korean Operating Area. Conducted afternoon flight operations.

9 January 1953

Enroute to the Korean Operating Area. Conducted AA firing practice. Conducted afternoon flight operations.

10 January 1953

Enroute to the Korean Operating Area. Joined Task Force 77 at 0822I in the Korean Operating Area. SOPA and Commander Task Force 77, RADM A. SOUCEK USN, COMCARDIV 3, embarked in the U.S.S. VALLEY FORGE (CVA-45). Rendezvoused with Task Element 92.1 for replenishment. Replenished aviation gasoline and NFSO from the U.S.S. KASKASKIA (AO-27).

11 January 1953

Continued replenishment from Task Element 92.1. Replenished aviation gasoline and NFSO from the U.S.S. MISPILLION (AO-105. Replenished ammunition from the U.S.S. VIRGO (AKA-20) and provisions from the U.S.S. GRAFFIAS (AF-29).

12 January 1953

Flight operations cancelled due to high seas and inclement weather.

13 January 1953

Flight operations cancelled due to continuing inclement weather.

14 January 1953

Flight operations cancelled due to continuing inclement weather.

[redacted]

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15 January 1953

Conducted combat flight operations.

16 January 1953

Conducted combat flight operations.

17 January 1953

Conducted combat flight operations.

18 January 1953

Rendezvoused with Task Element 92.1 for replenishment. Received provisions and dry stores from the U.S.S. GRAFFIAS (AF-29). Replenished aviation gasoline and NFSO from the U.S.S. CHEMUNG (AO-30). Received aviation stores from the U.S.S. CHOURRE (ARV-1). Replenished ammunition from the U.S.S. VIRGO (AKA-20).

20 January 1953

Conducted combat flight operations. The U.S.S. KEARSARGE (CVA-33) with RADM R. F. HICKEY, USN, COMCARDIV 5 embarked, joined Task Force 77.

21 January 1953

Conducted combat flight operations.

22 January 1953

Conducted combat flight operations. RADM R. F. HICKEY, USN, COMCARDIV 5, embarked in the U.S.S. KEARSARGE (CVA-33), assumed command of Task Force 77. The U.S.S. VALLEY FORGE (CVA-45) with RADM A. SOUCEK, COMCARDIV 3, embarked was detached and departed Task Force 77.

23 January 1953

Conducted combat flight operations. Conducted AA firing exercises.

24 January 1953

Rendezvoused with Task Element 92.1. Replenished ammunition from the U.S.S. PARACUTIN (AE-18). Replenished aviation gasoline and NFSO from the U.S.S. CHEMUNG (AO-30). Conducted AA firing exercises. NSF6

25 January 1953

Conducted combat flight operations. Conducted AA firing exercises.

[redacted]

26 January 1953

Conducted combat flight operations.

27 January 1953

Conducted combat flight operations. Conducted AA firing exercises.

28 January 1953

Conducted combat flight operations. Conducted AA firing exercises.

29 January 1953

Rendezvoused with Task Element 92.1 for replenishment. Replenished ammunition from the U.S.S. PARACUTIN (AE-29). Replenishment of ammunition was discontinued due to heavy seas. Replenished NSFO and aviation gasoline from the U.S.S. KASKASKIA (AO-29).

30 January 1953

Continued replenishment from Task Element 92.1. Replenished ammunition from the U.S.S. PARACUTIN (AE-29). Conducted flight operations upon completion of replenishment.

31 January 1953

Conducted combat flight operations. The U.S.S. PHILIPPINE SEA (CVA-47) joined Task Force 77.

1 February 1953

Conducted combat flight operations. CDR J. C. MICHEEL, USN, Commanding Officer of VA-923 crashed in enemy territory while making an attack during a close air support mission. No evidence of survival was noted and CDR MICHEEL is listed as killed in action.

2 February 1953

Conducted combat flight operations. Conducted AA firing exercises. LTJG B. L. IVES, USNR, VF-781, crashed landed in Wonsan Harbor after his F9F-5 was hit by AA fire in the Wonsan area. LTJG IVES was rescued uninjured by the U.S.S. HAILEY (DD-556).

3 February 1953

Rendezvoused with Task Element 92.1 for replenishment. Received fresh and dry provisions from the U.S.S. GRAFFIAS (AF-29). Replenished ammunition from the U.S.S. VIRGO (AKA-20). Replenished NFSO and aviation gasoline from the U.S.S. KASKASKIA (AO-27).

4

4 February 1953

Conducted combat flight operations.

5 February 1953

Conducted combat flight operations.

6 February 1953

Conducted combat flight operations.

7 February 1953

Rendezvoused with Task Element 92.1 for replenishment. Replenished ammunition from the U.S.S. CHARA (AKA-58). Received aviation stores from the U.S.S. CHOURRE (ARV-1). Replenished NFSO and aviation gasoline from the U.S.S. PASSUMPAIC (AO-107). Conducted AA firing exercises.

8 February 1953

Conducted combat flight operations.

9 February 1953

Conducted combat flight operations.

10 February 1953

Conducted combat flight operations.

11 February 1953

Rendezvoused with Task Element 92.1 for replenishment. Replenished ammunition from the U.S.S. RAINIER (AE-5). Received provisions and freight from the U.S.S. ALUDRA (AF-55). Replenished NFSO and aviation gasoline from the U.S.S. GUADALUPE (AO-32). The U.S.S. VALLEY FORGE (CVA-45) with RADM A. SOUCEK, USN, COMCARDIV 3, embarked, joined Task Force 77. RADM SOUCEK relieved RADM R. F. HICKEY, USN, COMCARDIV 5, embarked in the U.S.S. KEARSARGE (CVA-33), as Commander Task Force 77. The U.S.S. ORISKANY (CVA-34) was detached and departed Task Force 77 enroute to Nagoya, Japan. COMCARDIV FIVE shifted flag to ORISKANY. End of reporting period.

PART III

ORDNANCE MATERIAL AND EQUIPMENT

1. Enclosure (1) lists all aviation ammunition expended during the period covered by this report.

2. Gunnery Department expenditures of training ammunition are as follows:

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5"/38 caliber projectile, AR	200
5"/38 caliber cartridge, SP	200
3"/50 caliber, FCL (VT) (Non-frag) Non-flashless	534

3. 3"/50 FCL, VTfused, non-fragmentation, steel case ammunition of various lots used in AA sleeve firings have given about 30 percent prematures at approximately arming range. Similar performance has been observed in the firing of other ships of this Task Force, Specific performance has been regularly reported to the Chief of Naval Operations in the Ammunition Performance Report, and will not be detailed here due to the non-operational nature of the ammunition involved.

PART IV

BATTLE DAMAGE

1. [redacted] No battle damage was sustained by the ORISKANY during the current period.

2. Damage inflicted on the enemy (see enclosure (1)).

3. Damage inflicted on ORISKANY aircraft (see enclosure (1)).

PART V

PERSONNEL PERFORMANCE AND CASUALTIES

1. Performance

a. Personnel

During this period the average on board count was 2723: 2021 ship's company; 63 marines; 17 SWU team and 625 CVG 12.

Critical shortages continued to exist in the following rates; MM, AD, AO, AA/AN, and SA/SN. These shortages have been covered under separate correspondence.

The overall general performance and morale of all hands is still at a very high level, the regular delivery of mail, scheduled bingo games, movies and happy hours are considered as contributing factors.

b. Training

Training for the period as covered by this report consisted of the following:

New classes organized	03
Active classes at end of period	12
Classroom hours held this period	313

Navy Training Courses (texts) checked out	63
Navy Training Courses (correspondence) ordered out	25
USAFI texts checked out	20
USAFI GED tests administered	30
USAFI correspondence courses ordered	52
USAFI end of course tests administered	09
USAFI GED batteries ordered by men	37
USAFI end of course tests ordered by men	03
Enrollments in college extension courses	05
Letters sent to civilian schools on behalf of men for counseling and placement purposes	02
Requests for service schools forwarded	03
Number of examinations given in pay grade E-7	79

c. Legal.

The legal office previously occupied the flag spaces on the 02 level. In anticipation of the arrival of Commander Carrier Division FIVE and staff it was necessary to utilize a portion of the After Training Room on the 2nd deck as legal office.

d. Welfare and Recreation

Regularly scheduled bingo games have been conducted at 1900 on Wednesdays and Saturdays of each week in the Crew's messing compartments. Happy hours have been conducted on replenishment days, using talent from ship's company and Air Group. The ship's band plays on Tuesday and Friday evenings in the Officers' Ward Room.

The Hobby Shop is open daily for use by all hands. It carries a wide variety of crafts, e.g. leathercraft, model planes, ships, sail boats, wagons, autos, etc.

The Ship's Library is open daily from 0830 to 2130 for use by all hands.

e. Religious Services

Catholic services are held daily. Three (3) Masses are said on Sundays followed by Benediction of the Blessed Sacrament. Special daily prayers are said for the safety of our pilots.

Protestant Divine Services are conducted at 0900 on Sunday mornings, and Vesper Services 1900. The Bible Class meets at 1930 on Wednesdays.

Jewish Services are conducted on Firday evenings and on special days of religious significance on the Jewish calendar.

Mormon Services are conducted at 1000 on Sundays.

[redacted]

Christian Science study periods are observed on Sundays at 1100.

The March of Dimes fund raising appeal for Infantile Paralysis was conducted during the month of January. The sum of $3,000.00 was donated.

f. Public Information

Public Information activities covered during the period of this report consisted of the following.

Number of Navy News Dispatches	20
Number of hometown news stories	887
Number of news and feature stories (by mail)	11
Number of still pictures released	105

Name and affiliation of all civilian correspondents embarked:

Mack R. Johnson, New York Herald Tribune

2. Casualties

a. Ship's Company

No ship's company casualties occurred other than minor injuries during the reporting period.

b. Air Group 12. (See enclosure (1)).

PART VI

COMMENTS

1. Communications

Communications during this period were considered satisfactory. All communication personnel gained considerable experience during the previous two trips on the line and therefore operated more efficiently.

The tendency of using precedence of "OP" and "O" indiscriminately could lead to a major weakness in communications. It has been noted that some of the traffic bearing this precedence consists of summaries of past action and other subject matter, which apparently does not warrant such urgency. Considering the general inexperience of Communication Office personnel and with the cryptographic facilities available on urgent dispatch dealing with an on-the-spot tactical situation might easily be overlooked for twenty to thirty minutes while that time is spent decoding an "OP" intelligence summary for a preceding day.

The following statistics are indicative of the communication aspects of the operation:

[redacted]

8

Transmitted on UHF Ratt	448
Received on UHF Ratt	1,743
Relayed on various circuits other than UHF Ratt	15
Outgoing from ship	1,142
Received on B32	7,174
Received on George Fox	8,030
Relayed on UHF Ratt	542
Total messages handled	19,187

PART VI

Messages either addressed to or from the U.S.S. ORISKANY (included in above count)	2,083
Total classified messages outgoing	178 (22350 groups)
Total classified messages incoming	430 (83723 groups)

MESSAGES HANDLED ON SIGNAL BRIDGE

Total messages incoming	325 (6865 groups)
Total messages outgoing	293 (4667 groups)
Total flashing light messages incoming	291 (5968 groups)
Total flashing light messages outgoing	233 (3608 groups)
Total Nancy messages incoming	31 (847 groups)
Total Nancy messages outgoing	55 (942 groups)
Total Semaphore messages incoming	3 (50 groups)
Total Semaphore messages outgoing	5 (117 groups)

The following statistics of postal activities are considered to be of general interest:

Registered mail received	328 pieces
Registered mail outgoing	239 pieces
Insured mail received	451 pieces
Insured mail dispatched	114 pieces
Money orders issued	1,292
Money orders cashed	93
Amount of Money Order business conducted	$58,818.36

Air mail received - 30 sacks - 25 pouches (approx. 110,000 letters).
Air mail dispatched - 10 sacks - 47 pouches (approx. 114,000 letters).

First class mail received	8 pouches
First class mail dispatched	15 pouches
Parcel Post received	315 sacks
Parcel Post dispatched	118 sacks

2. Air Intelligence

As an aid to photo interpretation, an atlas of 1:50,000 AMS maps of Korea was prepared during this period. A continuous plot of (1) confirmed flak and

coastal defense positions, (2) CTF 77 designated targets, and (3) suspect areas such as possible radar sites and enemy troop dispositions is maintained on these maps. The compilation of this information formed the basis for a more comprehensive method of photo interpretation than had previously been employed by this carrier. By checking daily photo coverage against the atlas, it was possible to eliminate duplicate reports of already designated targets, substituting a surveillance instead. Instead of blindly reporting flak, it was possible to give recently abandoned flak positions an inactive status as well as to report the existing AA.

In preparing PI Flak Studies, the actual photo coverage was plotted on the chart in addition to the flak positions.

3. Photography

The number of photographic personnel assigned for this period was 15. This figure includes one Warrant, one AFC, and eight rated men. The above number of personnel is the minimum requirement for efficient operation of the photo lab.

Laboratory production increased considerably. Print totals for the period were 43,188 9x9 inch, 3,742 9x9 inch and 6,549 8x10 inch target photos for briefing.

There is a critical need for a qualified camera repairman on ships operating in the forward area due to numerous camera and equipment failures caused by constant use. It is again recommended that the present personnel allowance list be revised to include one camera repairman.

4. Medical Department

The medical department supplies and equipment continues to be adequate. No supply shortage or equipment breakdown occurred during the reporting period.

a. Medical evaluation of Air Group and Ship's Company. During this period there has been no reliable statistical difference in the incident of disease, of injury, or of death that may in any way be correlated with or explained by the length of the time spent on the line. Operationally, the officers and men have continued to improve their performance as judged by such factors as the handling of ammunition and supplies on the replenishment days, decrease in launch and recovery intervals, ratio of accidents to landings, etc. If opinions may be permitted to replace the above mentioned facts, it is felt that this exceptionally creditable performance has been gained at the expense of a mild increase in psychic tension and anxiety.

b. Medical Department Statistics Summary Air Group and Ship's Company.

Period	1st	2nd	3rd
Admitted to sick list	190	226	369
Admitted to binnacle list	15	14	14
Percent sick days out of possible 67,232 work days	.73		
Percent sick days out of possible 67,232 work days		.77	
Percent sick days out of possible 104,475 work days			.78
Officers admitted to sick list	10	9	10
Total visits to sick call	1,161	1,258	3,879
Patients received from other ships	1	1	1
Patients transferred to hospital	0	0	0
Minor injuries treated	200	215	253
Major injuries treated	1	1	1
Number shipboard injuries resulting death	1	0	0
Number of personnel died of disease	1	0	0
Minor surgical procedures	25	12	33
Major surgical procedures	3	3	7
Venereal diseases and non-specific urethritis	58	117	179
Gonorrhea	7	11	23
Chancroid	14	18	20
Non-specific urethritis followed sexual exposure	37	88	136

c. Medical Statistical Summary Air Group Pilots and Crewmen.

Planes lost, enemy action, pilot killed not recovered	1	1	1
Planes lost, pilot not recovered	1	0	0
Planes lost, operational, pilot recovered, minor injuries	1	0	0
Planes lost, operational, crewmen recovered uninjured	0	0	0
Planes damaged, enemy action, crewmen injured	0	0	0
Planes damaged, enemy action, pilot injured	0	0	0
Pilot temporarily grounded for medical reasons	15	24	25
Pilots permanently grounded pending medical evaluation	0	0	0
Average number days pilot grounded	2.4	4.2	7.2*
Crewmen grounded for medical reasons	0	0	1

*This does not reflect the true health of our pilots because two are on the grounded list because of fractures involving the lower extremity and a third pilot was grounded for sinusitis over a month ago, shortly thereafter he departed on an emergency leave and has not yet returned.

On 1 February 1953, Commander J.C. MICHEEL, USN, Commanding Officer of Attack Squadron 923, was killed in action while leading a strike on an enemy target near Ando-ri, Korea. It is presumed that his aircraft was hit by anti-aircraft fire.

5. Supply Department

a. Aviation Stores - After thirty-four days operation no aircraft are

grounded for lack of spare parts. During this period only six items were requested on an ACOG basis. These items were received from other units of the force. A total of 3021 items were requested and 2960 (97.9%) were issued from shipboard stocks.

The following chart indicated the degree of supply support received during this period from the U.S.S. CHOURRE (ARV-1):

REGN PRIORITY	ITEMS REQUESTED	ITEMS RECEIVED	%
A	0	0	-
B	26	8	32.5
C	570	359	62.9

b. General Stores - Replenishment difficulties were experienced in the following: lumber (for repair of bomb skids), helium (requistions were only 50% filled), masking tape and lamps G17-L-4511 (not carried by supply ships).

Replenishment problems centering around the below listed directives will be encountered by ships deployed to the forward area and can be alleviated and anticipated somewhat by obtaining these directives as far in advance of deployment as possible.

(1) Commander Service Division Thirty One
Staff Supply Boarding Bulletin

(2) Fleet Activities Yokosuka Supply Department
(Now NSD Yokosuka) Logistics Bulletin

(3) Mission of NSD Yokosuka, Japan

c. Ship's Store and C&SS - Overall ship's store stock is very low with a general replenishment required. No major replenishment of stock carried has been made since leaving San Diego, 15 September 1952. Major replenishment source for ship's store stock is the U.S.S. CASTOR (AKS-1) which can furnish standard items such as cigarettes and soap. Transfers of limited quantities of cigarettes, ice cream topping, etc. are possible while underway.

Clothing and small stores stock is also low with a major replenishment required. No major replenishment has been possible since the U.S.S. CASTOR (AKS-1) is limited in number and quantity of items carried. Heavy sales have been noted in black socks, large towels and combs.

d. Commissary - During the period of this report the U.S.S. ORISKANY (CVA-34) received approximately 240 tons of fresh, frozen and dry provisions from the U.S.S GRAFIAS (AF-29) and the U.S.S. ALUDRA (AF-55). Approximately 83 percent of the material requisitioned was received. Shortages exist in the below listed items:

[redacted]

12

Grapefruit, fresh	Potatoes, dehy
Tomatoes, fresh	Potatoes, sweet
Tomatoes, tnd	Eggs, pwdrd
Lettuce, fresh	hominy, tnd
pears, fresh	crackers, saltine

e. Disbursing - It was found that the new form required for addressograph plates, requiring five lines per plate, could not be cut with the standard Graphotype Embossing Machine. The ship's machine shop designed, produced and installed two ratchet gears which allowed the proper spacing to be made.

f. Replenishment Underway - During the period covered by this report the U.S.S. ORISKANY replenished from the U.S.S. ALUDRA (AF-55) and the U.S.S. GRAFIAS (AF-29) four times. An average of 60 tons per hour were transferred with an average time alongside of one hour. The replenishment of 19 January 1953 only 35 tons per hour were received because of mechanical trouble with the winches and the transfer of mail and personnel by hand operated high line.

Aviation Stores replenishment from the U.S.S. CHOURRE (ARV-1) on 7 February 1953 was negligible. Time alongside was 9 minutes; 2 cargo nets of stores were received and 2 cargo nets of Class 265 material were offloaded.

6. Gunnery Department

COMAIRPAC Instruction 8010.2 of 25 September 1952 cautions Commanding Officers to consider safety before speed in ammunition replenishment at sea. Replenishments on board the ORISKANY have at all times been so controlled as to permit time-saving steps only when personnel training and experience indicate that no hazard accompanies these steps. As a result the rearming operations have been speeded without increasing the potential hazard. There have been no causalties to date.

All six rearming operations during this period included a normally varied load from 2000 lb GP bombs to .50 caliber cartridges and primer-detonators, averaging 270 gross tons. The theoretical rate (including deductions from time for breakdowns etc.) averages 110 tons per hour. The more practical actual rate (using total time from first line to break-off) averages 97 tons per hour. With the able assistance of the U.S.S. PARICUTIN (AE-18) 328 tons (not especially planned for speed) was received at a theoretical rate of 148.8 tons per hour and an actual rate of 113.9 tons per hour.

It is felt that the foregoing figures, which are based on a large operational replenishment of two to three hours, are fairly indicative of replenishment capabilities of the CVA-34 type carrier using present type winches.

Two operations with the VIRGO have revealed a distinct time-saving measure which involves no change in safety. Actual rates with VIRGO have been 95 and

102 tons per hour and theoretical rate 100 and 112 tons per hour. VIRGO distributes the load so that all three loading stations are in full operation throughout the alongside period. During ammunition replenishments with other vessels the No. 3 station (frame 72) is idle for the last one or two hours.

For the purpose of uniform employment of the crew, the order of replenishments should be arranged to preclude the peak caused by commencing re-arming when provisioning parties are still involved in clearing the hangar deck, and vice-versa. A "mopping up" period could be easily provided by scheduling refueling between re-arming and re-provisioning. For reasons of safety to preclude the handling of fuel and explosives concurrently, the most desirable order would be re-provision, re-fuel, and re-arm.

Provisioning has likewise been accomplished at high delivery rates with the peak performance being obtained on 11 February 1953 when 64.3 tons of stores were brought on board from U.S.S. ALUDRA (AF-55) in 40 minutes time from first load to last load. The more practical actual rate (time from first load to break-off) averages 69.5 tons per hour. One load was received on board an average of each 30 seconds as against prior averages of a load each minute.

This entire operation was a first time event on board this ship in that five stations were employed. A housefall rig was used at stations 1 and 4, a double housefall at station 2 and a modified housefall at station 3. This method should insure continuing improvement in the total time spent taking provisions on board.

7. Air Department

General - All Air Department functions were carried out in a normal manner despite several periods of inclement weather, accompanied by snow and ice. Foul weather clothing for exposed personnel proved adequate for temperatures as low as 7°F. However, there is a need for an improved glove which will allow presonnel full use of their hands and still prevent injury from frost bite and contact with cold metal. The sub-freezing temperatures did not seriously hamper the availability or operation of auxiliary power units, jeep starters and tractors as these units were spotted and serviced on the hangar deck and brought to the flight deck only as needed. Catapults and arresting gear machinery continued to function normally, although inspections have disclosed wear to machinery. Shortage of personnel exist and will be even more noted during the next period on the line due to a loss of twenty-four (24) men on arrival in Yokosuka. A total of four hundred forty-eight (448) remain in the Air Department.

a. Aircraft Handling

Freezing salt spray and rain caused an additional hazard in taxiing planes on and off the deck edge elevator. Rock salt, followed by a wash down with a salt water fire hose helped remove accumulated ice but the wet surface still offers insufficient traction. The use of fire hoses to remove wet snow and slush from the flight deck in temperatures above 28°F. appears to be the

fastest method, however, it is not recommended for lower temperatures due to the probability of creating a more hazardous layer of clear ice. Several experiments with steam and salt water met with little success due to lack of suitable steam outlets. Rock salt, snow plows, snow brushes, and ice scrapers proved adequate in the removal of ice and snow when temperatures dropped below 28°F. It was also noticeable that ice and snow conditions had little effect on availability and operation of jet type aircraft. When temperatures dropped below the 20's, VAN and VAW type aircraft were spotted on the hangar deck until an hour or so before the pre-dawn launch and then brought to the flight deck for a pre-flight turn up. When time permitted, a plane captain turn up of all propeller types was made prior to pilots manning planes.

The embarked Corsair squadron has reduced wing fold mechanism failures by leaving jury struts on until after the ship has turned to launching course. All conventional type aircraft idle engines on order from Primary Fly to permit removal of jury struts just prior to launch. Only one (1) failure has been reported during this period and that one was believed to have been due to an improperly secured jury strut.

The breakage rate of the aluminum casting towing lugs on the F9F reverse towing bar (previously reported) has been reduced by fabrication of replacement lugs from $\frac{1}{2}$" or $\frac{1}{4}$" flat stock. The added weight to the tow bar is compensated for by the additional strength.

b. Catapults

Availability of both catapults was good despite mounting maintenance problems. An F4U bridle failure during night catapults from the starboard catapult resulted in a partial run away shot. Damage to the catapult was slight and repairs were completed in three hours. The pilot was able to ground loop his aircraft to a stop on the bow. The only damage to the aircraft was caused when the propeller struck the bridle.

Two cable whip damper cylinders on the port catapult had to be replaced. The former cylinders required change of packing every twenty (20) to seventy (70) shots. Crosshead retrieving sheaves on both machines have developed squeals and have required extra work and lubrication to remain in commission. One or more sheaves will probably require replacement soon.

During this period, a total of one thousand one hundred sixty-six (1166) aircraft were catapulted as follows:

Port	Starboard	Bridles Expended
42 AD	18 AD	6
34 F2H	43 F2H	3
15 F4U	27 F4U	11
508 F9F	477 F9F	4
	2 TBM	1

[redacted]

Average aircraft weight was nineteen thousand (19,000) pounds, thirty-six (36) knots average wind and twenty-seven hundred (2700) PSI average pressure.

c. Arresting Gear

There was a total of one thousand nine hundred seventy (1970) landings during this period of which one thousand fifty-four (1054) were jets and nine hundred sixteen (916) were conventional type. Average wind across the deck was thirty-five (35) knots and the average pull out was one hundred nine (109) feet for the propellers and one hundred twenty-three and five tenths (123.5) feet for the jets.

There were eleven (11) barrier and/or barricade engagements. Of these, six (6) were jet aircraft and five (5) were conventional types. Three (3) of the engagements occured at night. One (1) night crash involved an AD4W which engaged the barriers due to collapse of hook and tail wheel. Upon engagement with the barrier the AD4W flipped over on it's back. Two (2) of the crew members escaped immediately but the pilot was trapped in the cockpit uninjured. Repair 8 personnel quickly extinguished a fire which started in the engine nacelle and the pilot was helped from the plane shortly afterwards. The crash crane aided by manpower was used to lift and slide the aircraft sufficiently to spot it on the deck edge elevator where it was left until after the scheduled night recovery. It may be of interest to note that the crash crane was not capable of completely lifting the AD4W aircraft. Due to lack of space on the hangar deck and the problem of attempting to right the crashed aircraft in darkness, it was removed from the deck edge elevator and spotted forward of the island after completion of the night recovery. Routine operations were conducted throughout the next day and night; and on the following day, while the ship was replenishing, the plane was righted and taken to Hangar Bay #3. Portable lights covered with red lenses were utilized by the Repair 8 crew while working with the night crashes.

This ship has experienced several instances of unnecessary delays during jet recoveries caused by the pilot coming out of the gear fast and applying hard brakes in the barrier/barricade area. This practice resulted in breaking the shear pins of the barrier and barricade.

There is a critical shortage of barricade shear pins. This ship is now using its last twelve (12) pins but fortunately a useable substitute has been found in the safety pins removed from the AN-M230 hydrostatic fuses used in aviation depth bombs.

d. Maintenance

At the end of this period, there were eight (8) non-flyable duds spotted in hangar bay #3 and two (2) in hangar bay #2. The practice of removing wings and tails surfaces from such aircraft has continued to allieviate the space problem for maintenace of aircraft in both bays.

Several hydraulic wing jacks were out of commision due to lack of "O" ring seals used to prevent leakage of hydraulic fluid from the top and bottom of the pump casing which acts as a fluid reservoir. The aviation metal shop

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returned these jacks to service by mounting a small hydraulic fluid tank to the outside of the casing and piping the fluid from the tank directly to the pump.

The standard tow bar hitch found on most plane handling tractors will not accommodate all tow bars and is difficult to release when under tension. These deficiencies were corrected by designing a hitch consisting of three pieces of steel plate welded horizontally to the rear of the tractor with a steel pin through the center of the plates. Bead welding around the pin between the top and middle plates prevents the pin from dropping through the hole in the plates. A small ring attached to the top of the pin facilitates lifting for removal or attachment of the tow bar between the middle and lower plate.

e. Gasoline and ordnance

This ship uses the six (6) inch quick disconnect Robb coupling for refueling at sea. Hook up time has been reduced to an average of four minutes, however, this time could be reduced to a matter of seconds if the tankers were equipped with the male part of the Robb coupling. The main problem of hooking up in rough seas is holding the flange end of the tanker's hose steady during the removal of the blank flange and attachment of the male fitting.

Shortly after the start of this period, many of the jet aircraft were found to have water with a saline content in their gas tanks. Immediate and exhaustive tests were conducted on the ship's gasoline systems but no trace of water could be found. The only difference in operating procedures for this period was the addition of alcohol in the aircraft tanks for the purpose of preventing auto acceleration. Tests were performed on samples of gasoline mixed with alcohol and it was found that a residue of water resulted. Oil has now been substituted for alcohol at the ratio of about eighteen (18) parts of oil to one thousand (1000) parts of gasoline and no further difficulty has been expierenced.

Congestion on the third deck in the vicinity of the bomb magazines has been considerably reduced by installing the fins on 100#, 250#, and fragmentation bombs prior to storing in the magazine. Finning is accomplished on the hangar deck during ammunition replenishment.

8. Engineering Department

a. Casualties:

(1) No major damage was sustained from any cause.
(2) The following minor damage was sustained during routine operations:

DATE	DESCRIPTION	CAUSE
7 Jan-11Feb	Minor damage to Flight deck involving approximately 1500 linear feet.	Aircraft landing
9-10 Jan	Torn loose and lost overboard:	Storm

	6 - 3"/50 Ready Service Lockers	
9-10 Jan	**Damaged Equipment:**	Storm
	1 - 3"/50 Ready Service Locker. Cracks in stiffeners for gun sponsoon Frame G. Shell casing guards Frame E. O1 level torn loose. 2 Protective clothing lockers damaged Frame 1-O1 level. Gasoline line O2 level Frame 1 to 15 ruptured. Director 31, Frame E O2 level damaged. Mt. 33: 5" crack at Main Deck level, Frame 79 on sponsoon Mt. 37: 5" crack at Main Deck level, Frame 111 on sponsoon. Other minor cracks where expansion joints meet skin of ship and deck.	
11-12-13 Jan	Damaged equipment	Storm
	Boat Boom stowage bracket twisted Frame 69 Port Main Deck. Steam heat line froze and ruptured frame 25 Port O2 deck. (1) Steam heating system pre-heater frozen and ruptured. Double life raft stowage cradle and two life floats carried away Frame 115, Main Deck.	

b. Recommendations

(1) None

c. Steaming Data:

Engine Miles Steamed - 13587.7 7 Jan - 11 Feb 1953 (2400)
Fuel Oil Received - 2,150,803 gals. 7 Jan - 11 Feb 1953 (2400)
Fuel Oil Delivered DD's - 115,124 gals. 7 Jan - 11 Feb 1953 (2400)

Fuel Oil Consumed (Underway) - 2, 170, 968

Fuel Consumed (Anchored) - None	7 Jan - 11 Feb 1953 (2400)
Average Speed - 15.4 knots	7 Jan - 11 Feb 1953 (2400)
Hours Underway - 881	7 Jan - 11 Feb 1953 (2400)

d. Fueling:

(1) During the period 7 January thru 11 February, the USS ORISKANY fueled destroyers on two (2) occasions at an average rate of 106,000 gallons per hour. The USS ORISKANY refueled from tankers eight (8) times during this period at an average rate of 168,000 gallons per hour.

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