

USS PHILIPPINE SEA (CVA-47)
c/o Fleet Post Office
San Francisco, California

CVA47/A16-13
JHS:rvt
Serial: 0165

29 May 1953

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DOD DIR 5200.10

From: Commanding Officer, U.S.S. PHILIPPINE SEA (CVA-47)
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 12 May through 29 May 1953

Ref: (a) OpNav Instruction 3400.4

Encl: (1) CVG 9 Action report 12 May through 29 May 1953 P. 14

1. In accordance with reference (a) the Action Report for the Period 12 May through 29 May 1953 is hereby submitted.

PART I - COMPOSITION OF OWN FORCES AND MISSION:

The USS PHILIPPINE SEA, with Carrier Air Group NINE embarked, got underway at 0647I on 12 May to join Task Force SEVENTY SEVEN by authority CTF-77 Confidential dispatch 090516Z, of May 1953. The USS TAUSSIG (DD-746) accompanied the USS PHILIPPINE SEA on this sortie. At 0600 on 15 May the Task Force was joined in operating area Tare. Task Force SEVENTY SEVEN was under the command of RADM A. SOUCEK, USN, ComCarDiv THREE, embarked in the USS PRINCETON (CVA-37) and was composed of the following ships: USS BOXER (CVA-21), USS PRINCETON (CVA-37), USS BREHERTON (CA-130), and units of DesDiv 72-281-282 and CortDiv 12. At 0800I 15 May ComCarDiv ONE, RADM W. D. JOHNSON, assumed command Task Force 77.

Task Force 77 operated in accordance with Commander Task Force 77 Operation Order 2-52. The mission of the Force was to support the United Nations forces in Korea and to uphold the policy of the United States in the Far East. This mission was accomplished by conducting air and surface operations consisting of naval gun fire bombardment, close air support to front line troops, attacks on build-up areas in the vicinity of the front, strikes against industrial targets, and day and night interdiction of the main enemy supply routes.

Ships joining and leaving the Task Force during this period were USS PRINCETON (CVA-37), USS BREHERTON (CA-130), USS MANCHESTER (CL-93), DesDiv 72, CortDiv 11, and units of DesDiv 282. On 27 May at 0705I the USS PHILIPPINE SEA departed the Task Force accompanied by the USS PICKING (DD-685) and returned to Yokosuka, Japan on 29 May 1953.

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PART II - CHRONOLOGY:

- 12 May 1953 At 0647I got underway from Yokosuka, Japan, in accordance with CTF-77 Confidential dispatch 090516Z of May 1953. The USS PHILIPPINE SEA was accompanied by the USS TAUSSIG (DD-746). Air operations for training purposes were conducted.
- 13 May 1953 Enroute to operating area.
- 14 May 1953 Enroute to operating area. Conducted carrier qualifications for pilots from Marine Photo Squadron One. Refueled plane guard.
- 15 May 1953 Joined Task Force at 0600I in operating area Tare. No air operations due replenishment. USS PRINCETON (CVA-37) and USS BREMERTON (CA-130) departed Task Force.
- 16 May 1953 Conducted combat air operations consisting of close air support, Cherokee strikes, attacks against vehicle storage areas and personnel shelters, armed reconnaissance and night interdiction of enemy rail and road network. ECM, ASP, CAP, and photo missions were also flown. USS MANCHESTER (CL-83) arrived and departed Task Force.
- 17 May 1953 Conducted combat air operations consisting of close air support, strikes against troop billeting areas, interdiction of main enemy supply routes, and defensive ASP and CAP sorties. LTJG G.A. PEEBLES, USNR, of VA-95 was forced to bail out over hostile territory following an attack on a stopped enemy train. Pilot is listed as missing in action.
- 18 May 1953 Task Force replenished. Conducted combat air operations consisting of rescap, photo, and strikes against supply areas and coastal defense guns in the vicinity of Wonsan. Defensively ASP was flown.
- 19 May 1953 Conducted combat air operations consisting of armed reconnaissance, close air support, strikes against personnel and supply shelters, ECM and photo missions. CAP and ASP were flown.
- 20 May 1953 Conducted combat air operations consisting of attacks on storage areas near Songjin, naval gun fire at Wonsan, strikes on coastal defense guns near Wonsan, and photo, ASP and CAP. USS MANCHESTER (CL-83), CortDiv 11, and units of DesDiv 282 arrived Task Force. DesDiv 72 departed Task Force.
- 21 May 1953 No air operations, Task Force replenished.
- 22 May 1953 Air operations limited due weather to weather reconnaissance sorties.

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- 23 May 1953 Conducted combat air operations consisting of close air support, strikes against industrial areas near Pukchong and coastal defense guns near Wonsan; ECM, MPQ bombing, and photo sorties. CAP and ASP were flown. USS MANCHESTER (CL-83) departed Task Force.
- 24 May 1953 Conducted combat air operations consisting of ECM, MPQ, attacks on mining areas, supply and troop shelters, CAS, NGF, ASP, and CAP. USS MANCHESTER (CL-83) returned to Task Force.
- 25 May 1953 No air operations, Task Force replenished. Conducted gunnery exercises.
- 26 May 1953 Conducted combat air operations consisting of close air support, armed reconnaissance, factory strikes, attacks on coastal defense guns, naval gun fire spot, night interdiction of enemy main supply lines, ECM and photo, CAP, and ASP. USS MANCHESTER (CL-83) left Task Force.
- 27 May 1953 USS VALLEY FORCE (CVL-45) arrived Task Force relieving USS PHILIPPINE SEA, which departed at 0705I for Yokosuka, Japan, by authority CTF-77 Confidential dispatch 221424Z of 23 May 1953. USS PECKING (DD-685) accompanied USS PHILIPPINE SEA and acted as plane guard. Launched ferry aircraft. Received ammunition from USS MOUNT BAKER (AE-4)
- 28 May 1953 Enroute Yokosuka.
- 29 May 1953 Arrived Yokosuka, moored Piedmont pier.

PART III - ORDNANCE:

1. Material. There were no major casualties sustained by the Ship's Ordnance and/or Fire Control Material. No piece of Ordnance Equipment was out of commission longer than 4 hours to effect necessary repairs.
2. Ammunition Expenditures. Ammunition was expended as follows:
 - a. Ship

Type	Rounds
5"/38 AAC	23
 - b. Air Group - See enclosure (1).
3. Gunnery Exercises. AA Firing was conducted at every opportunity. Replenishment day firing was very limited due to weather and operating schedules. No firing was conducted enroute to or from Yokosuka to the Task Force due to inclement weather.

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PART IV - BATTLE DAMAGE:

1. No battle damage was inflicted on the PHILIPPINE SEA during the period.
2. Damage inflicted on Philippine Sea aircraft (refer to enclosure (1)).
3. Damage inflicted by Philippine Sea Aircraft (refer to enclosure (1)).

PART V - PERSONNEL PERFORMANCE AND CASUALTIES:

1. Performance.

a. Personnel

Upon departure from Yokosuka on 12 May 1953, after a 22-day in-port period, there were no unauthorized absentees among the personnel of the ship or embarked air group.

The educational program continued to be popular with all hands.

GED tests administered	18
USNFI correspondence courses requested	15
Manuals issued for self-improvement	15
Enlisted correspondence courses	66

The results of the service-wide competitive examination conducted on board the USS PHILIPPINE SEA in February for advancement in rating, excluding E-7 (CPO), are as follows:

Passed	73.03%
Failed	26.97%
Passed and advanced	52.69%
Passed but not advanced due to quota limitations	20.34%

Classes in Leadership have been continued and are conducted weekly for all senior petty officers, and the improvement in performance of duty of both the petty officers and the men under their supervision has been most gratifying.

b. Welfare and Recreation

The ship's orchestra and the "hill-billy" band have played regularly scheduled concerts for groups throughout the ship. The noticeable lift in morale, due to the efforts of the ship's musicians, re-emphasized the desirability of retention of the ship's band in CVA class ships.

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SECURITY INFORMATION

A boxing smoker was conducted on the hanger dock and was well received. Dingo games in the crew's mess were a regular Wednesday night feature and were outstanding success. The library hours were continued from 0830 to 2130 and the library was well-patronized. The demand for 45 rpm record players and records was undiminished.

The hobby shop continues to be popular with the men with model planes, model ships, and leatherwork leading in popularity.

The recreation room continues to be a popular place for the men in an of-duty status to read, write letters or listen to short-wave radio programs.

The crew's and officers' work-out rooms, with qualified physical instructors as supervisors, are regularly used by large numbers of officers and enlisted men.

A mimeographed morning newspaper has been published daily containing world news and shipboard happenings. A Sunday supplement, "The Philippine Sea Lines" was published weekly, containing feature stories about the ship and pictures of current ship happenings. A nightly newscast was presented over the ship's PA system at 1800. During the latter portion of the tour, the U.S. Naval Liaison Officer, JOC, Korea, furnished copies of "Stars and Stripes" to ships of Task Force SEVENTY-SEVEN, daily. This service enabled wide dissemination of a far greater news coverage than is possible with the average ship's daily press news and was deeply appreciated by all hands.

c. Divine Services

Divine services were held regularly for men of the Protestant, Catholic, Jewish, Latter Day Saint and Christian Science faiths. Catholic Mass was celebrated daily and three times on Sundays and Catholic instructions were held twice weekly. The Blessed Sacrament was reserved so pilots could receive communion at any time. Protestant Divine Services were held twice on Sundays with a daily morning prayer service and Bible Study three evenings a week. Jewish, Latter Day Saints and Christian Science services and study groups were held regularly with interested personnel in charge. Evening prayers followed "Taps" every night with the Catholic and Protestant Chaplains alternating.

2. Medical

a. Performance

This has been a very short period on the line. The morale and general health of the crew has been excellent in general, though the hours for the Air Department have been excessively long, caused by longer daylight hours.

b. Illness

During the period 12-25 May there were 1,185 outpatient treatments rendered, and 132 admissions to the sick list. These figures included V.D. There were no serious illness, though one man was transferred to the Army Medical Facility at Sasebo with a corneal ulcer, and one case of infectious hepatitis was isolated. The sick list diagnostic distribution was ordinary. There were 15 minor and 5 major operations performed.

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c. Casualties

A depressed skull fracture was the only serious injury, and this was successfully treated.

d. Veneral disease.

Total V.D., including Urethritis, non g.c., 86.

G.C.	12
Non G.C.	69
Chancroid	4
Prostatitis G.C.	1

These figures represent the admissions to the sick list for the period of this report only. Our last in-port period of approximately three weeks has produced in the neighborhood of 145 cases of V.D. (including non-specific urethritis) so far.

PART VI - COMMENTS

1. Aviation

a. Safety - no comments.

b. Catapults

During this period 271 aircraft were launched from the port catapult and 313 from the starboard. This makes a total of 9,405 aircraft launched from the starboard since the ship was commissioned.

c. Arresting Gear

827 arrested landings were made aboard during this period. This makes a total of 56,645 landings aboard the PHILIPPINE SEA.

d. Aircraft Handling and Servicing

Successful handling and servicing of aircraft to meet flight operating commitments by the ship was attributed to the outstanding work and cooperation of Air Group NINE personnel. Air Group NINE's aggressiveness in maintaining a high per-cent of aircraft availability, rapid ordnance loading and gassing of aircraft contributed greatly in the expeditious movement of aircraft required by shipboard personnel. The necessity for complete cooperation between air group and shipboard personnel during carrier operations cannot be over-stressed.

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e. Aircraft Maintenance

During the period there was one arresting hook tip, NAF 603410, failure. Re-annealed hook tips received required the forward slot corners and edges to be finished to a smooth surface. In addition, the heavy metal spray coating on the wire engaging surface prevents proper inspection.

f. Gasoline System

(1) The following quantities of gasoline and oil were issued:

115/145 av/gas	508,980 gallons
Symbol 1100 av/lub oil	2,115 gallons

(2) 370 gallons of av/gas from the forward and aft gasoline systems were filtered through a chamois after the ship's gasoline tanks were cleaned at SRF Yokosuka, Japan, and there were no signs of powdered rust as experienced during the previous operating period. The ship gasoline filters were also opened, inspected and found free of foreign material.

2. Gunnery

a. During the period of 15 May 1953 to 27 May 1953, the USS PHILIPPINE SEA refueled from AO's four times.

b. Three Destroyers were refueled during this operating period.

On three occasions Destroyers came alongside for transfer of light freight and/or personnel. When refueling or replenishing, transfer of freight, mail, and personnel were accomplished.

c. Rearming

<u>DATE</u>	<u>SHIP</u>	<u>QUANTITY</u>	<u>TRANSFER RATE</u>
5-21-53	USS VESUVIUS (AE-15)	350 tons	52 T/hour
5-27-53	USS MT BAKER (AE-4)	190 tons	142.5 T/hour

The low rate of transfer of ammunition from the USS VESUVIUS was due to a number of factors:

(1) Having approximately 25 tons of super cargo stowed on #2 hatch from which approximately 75 tons of ammunition was to be off-loaded.

(2) Having only one, four bomb sling available at #4 station for transfer of large bombs.

(3) Using #6 station (Housefall rig) for transfer of approximately 15 tons of fuzes only and not using it to transfer inert materials and small bombs station in use approximately 30 minutes.

(4) Having approximately 200 tons to be broken out after receiving ship was along side.

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3. Supply

a. Aviation Supply

(1) There were no significant developments in Aviation Stores during this period.

(2) The ship was replenished on the line by the USS JUPITER 15 May 1953. Eight items were ordered and six items were furnished.

(3) No aircraft were ACOG due to lack of spare parts.

b. General Stores Material

(1) No critical shortages in General Stores Material during this period. All stores ordered were received.

c. Ship's Store

(1) Some difficulty has been experienced in obtaining sufficient luxury items; such as watches, cameras and costume jewelry. It is recommended that increased quantities of luxury items be made available.

d. Clothing and Small Stores

(1) No difficulties were encountered in the replenishment of C&SS. During the last replenishment, the USS POLLUX (AKS-4) furnished 100% of the requisitions placed upon it.

e. Commissary

(1) During the operating period this ship replenished provisions (Fresh, Frozen, and Dry) twice as indicated below:

<u>DATE</u>	<u>PROV. ORDERED (TONS)</u>	<u>PROV. RECEIVED (TONS)</u>	<u>SHIP</u>	<u>TIME (MIN)</u>
5-15-53	77	65½	USS PICTOR (AF-54)	58
5-25-53	78	66½	USS POLARIS (AF-11)	75

(2) The supply of fresh fruits and vegetables was considered satisfactory as to quality and quantity.

(3) There was no supply shortage of any critical items.

4. Engineering

a. No comment.

5. Damage Control

a. No comment.

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6. CIC

a. Personnel

In order to foster a competitive spirit among the radar reporters, records were kept for each watch listing the maximum detection range obtained by each reporter and type of target detected. I.F.F. was not used.

b. Radar

Throughout this period, no radars were out of commission other than for periods of routine maintenance. The RHI height system on the SX performed in a highly satisfactory manner, frequently displaying targets not held on the SX search radar. Average altitude error was around 10% for altitudes above 10,000 feet and detection ranges out of forty-five miles were not uncommon.

I.F.F. performance was excellent, inbound flights were often identified while still over 100 miles out.

7. Communications

a. General

The use of C3.1g as an AIROPS circuit has proven highly desirable. However, due to lack of equipment, this circuit has to be secured when any other UHF circuit is activated or suffers a casualty. The use of UHF as a primary tactical circuit is undesirable from the standpoint of a non-UHF converted ship. Equipped with only three UHF transmitters, there is no provision for standby equipment in case of failures on any UHF circuit. Due to maintenance problems, it is considered essential to have at least one standby equipment available.

Traffic analysis for the period 12-26 May is submitted as follows:

Messages received for Action or Information	931
Messages originated	357
Encrypted groups received	40,427
Encrypted groups sent	9,820
Visual messages received	144
Visual messages sent	96
Number of relays	240
Total number of messages handled	7,863
Average number of messages handled per day	561

b. Postal

Postal operations during the same period included the following:

Registered mail received	172 pieces
Registered mail dispatched	71 pieces
Insured mail received	57 pieces
Insured mail dispatched	45 pieces
Money orders issued	540
Money orders cashed	78
Amount of Money Order business conducted	\$20,347
Air mail received	36 bags
Air mail dispatched (18,500 letters)	11 bags
First class mail received	10 bags
First class mail dispatched	9 bags
Parcel post received	62 bags
Parcel post dispatched	66 outside pieces and 24 bags

c. Visual

Visual signalling functioned smoothly and without incident. It is felt that the increased use of flag hoist signalling for task force maneuvers would result in valuable opportunity for conning officers and others concerned to become familiar with ACP-175, while providing a back-up system for the primary tactical voice net.

8. Air Intelligence

a. Function of the air intelligence office during this period was of a routine nature and no special problems were encountered. General situation lectures were conducted in the ward room for all officers. Further evaluation of the Korean Strip Chart, Songjin to T'u-son (H.O. Misc. no. 15642-1) was made.

9. Photographic Interpretation

a. No comment.

10. Photographic Laboratory

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NEGATIVES

PRINTS

9 x 18 2283

9 x 18 6742

9 x 9 358

9 x 9 354

b. No unusual problems were encountered in supply, production, or personnel during this period.

11. Acrology

a. Weather in the operating period from 15 to 27 May was characterized by two persistent systems. During the first half of the period, an almost stationary High in the Sea of Japan created a steady southeasterly flow in the operating area. Although good flying weather persisted for several days, the increasing moisture content of the air culminated in a dense fog formation just after sunset on the 20th. A Low developing in the Yellow Sea moved across Korea and passed just north of the force on the following day, causing low ceilings and visibilities, moderate rain, and wind up to 35 knots. Following the passage of this Low, a weak westerly wind flow ensued, created by a large stationary Low in northern Manchuria. Good flying weather again prevailed, both in the operating and target areas, except for a brief period in the late afternoons, when a line of heavy showers and thunderstorms moved across the operating area from the west. This line is believed to have been the result of unstable air being mechanically lifted against the western slopes, forming heavy cumulus and thunderstorms, which moved east, reaching the operating area by late afternoon.

b. Temperatures during this period ranged from a minimum of 57 degrees, to a maximum of 71 degrees. Sea water temperatures ranged from 56 to 59 degrees. Winds were fairly reliable during this period, averaging southeasterly 8 to 16 knots for the first half, and westerly 5 to 15 knots for the second half of the period. Lightest winds occurred in the early morning, strongest in the mid-afternoon. Gusts to 35 knots were observed in the mid-period Low passage, and to 25 knots during the afternoon showers and thunderstorms of the second half of the period. Fog was anticipated well in advance of its one occurrence, being preceded by several days' increase in the dew point until it reached a separation of only 3 degrees from the temperature on the afternoon prior to its formation.

PART VII - RECOMMENDATIONS

1. Gunnery

a. Refer to page 7 paragraph 2. That replenishment vessels furnish information to newly arrived vessels as to the most expeditious means of effecting high rates of transfer at sea. Further, if possible, the new vessel would profit by having leading petty officers observe ships of a like type during arming operations and thus gain valuable information. Recommendations have been made direct to the ship concerned by separate correspondence.

PAUL H. RAMSEY