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Japan while recurving. At this stage a modified typhoon Condition Two was set on the ANTIETAM. The center of the storm passed over central Kyusyu Island, and entered the Sea of Japan on a northeasterly track. Had recurvature been delayed any longer, typhoon Condition One would have undoubtedly been set. Between 12 and 15 October, the Antietam sailed across the northern edge of the storm with low stratus, rain, and moderate to strong northeasterly winds prevailing. With perfect timing, the weather broke into CAVU conditions as the Antietam arrived on station.

Three other typhoons, namely "Sarah", "Thelma", and "Vera" appeared on the weather charts during this period. "Sarah" was a particularly severe storm with winds up to 130 knots reported. All three of these storms followed a recurving path to the northeast and passed well to the east of Japan.

On one day, 18 October, the force played tag with a dense zero-zero advection fog. By heading south, toward warmer water, the force was able to maintain CAVU conditions. Some of the launches took the force into the fog bank and zero conditions resulted. This advection fog forms over the northwest Sea of Japan on the back side of a warm moist high moving north over progressively cooler water.

From 11 October until the return to port on 16 November there were six cold front passages. These fronts passed about 50 to 150 miles south of the operating area, stagnated, and became stationary. This was the first step in the formation of a deepening wave and its low pressure system. Resulting weather to the north of these waves consisted of low stratus, rain, fog and a moderate to strong northeasterly wind gradient. It was the result of such systems that caused flight operations to be cancelled on three days. The remainder of the time flying weather was average to good.

2. Weather Statistics.

Wind directions from between northwest to northeast were observed 55% of the time. Prevailing wind directions during the fall and winter months have a northerly component due to the operating area being on the eastern edge of the semi-permanent Siberian High Pressure system.

Wind Directions:

Direction	Percentage of Observations
North	6%
Northeast	29%
East	11%
Southeast	10%
South	6%
Southwest	9%
West	9%
Northwest	20%

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There was a noticeable lack of very low winds during this period. Only 6% of all observations were under 5 knots, and winds above 30 knots were recorded less than 1% of the time. Average wind velocities were near 15 knots.

Wind Velocities:

Velocity Range (knots)	Percentage of Observations
Calm	0.2%
0-4	6.0%
5-9	21.0%
10-14	18.0%
15-19	23.0%
20-24	16.0%
25-29	11.0%
30-34	5.0%
35-40	0.6%
40 above	None

Ceilings under 500 ft. were observed only about 1% of the time, and 55% for ceilings above 10,000 ft. Percentage of all ceilings above 1000 ft. were 82%.

Visibilities less than 1 mile were observed only 3% of the time. Unrestricted visibilities, or visibilities greater than 6 miles, were recorded on 88% of all observations.

Temperatures:

Average maximum Temperature	64 F
Average Minimum Temperature	54 F
Highest Maximum Recorded	79 F
Lowest Minimum Recorded	43 F

Precipitation:

Rain was observed a total of 120 hours, or on 15% of all observations. The longest continuous period was 23 hours on 14 October when the ship was sailing around the northern edge of Typhoon "Ruth". All precipitation was light; no moderate or heavy rain was recorded. No snow fell during this period.

Fog:

Fog was observed a total of 29 hours, or on 3.7% of all observations. Three hours of this fog was advection type; the remainder was caused by, and occured with precipitation. The maximum amount on any day was 7 hours on 14 October.

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Recommendations:

The location of the aerology balloon shack leaves much to be desired. The present location is not satisfactory for two reasons:

a. High wind releases at times are extremely difficult, if not impossible.

b. The exit from the balloon shack is frequently blocked with spotted aircraft on the flight deck.

The net result is twofold:

a. Waste of helium and balloons resulting from burst balloons, and loss of radar targets and radiosonde transmitters due to becoming entangled with parked aircraft.

b. If balloon release is impossible due to above mentioned conditions vital aerological data does not become available to interested parties.

It is recommended that in future carrier design and in present carrier modernization, the balloon shack be located aft of, and immediately under the flight deck. This location would greatly simplify releases, and overcome the handicaps mentioned above.

C. AIR INTELLIGENCE

The ship made every effort to obtain all materials, publications, charts, visual aid equipment, combination lock-type file cabinets, safes and office supplies prior to deployment to the Forward Area. Most of these supplies were obtained during the Underway Training. The Chart Section of ComAirPac is to be complimented for the efficient manner in which they surveyed the needs for charts and maps of carriers in the Operating Area, prepared these items already folded, indexed and ready for easy stowage, and delivered them aboard the Antietam. Many man hours were saved the shipboard personnel by this foresight and previous preparation. It is recommended that the same consideration be given by issuing agencies to deliver other voluminous items such as target dossiers in the same orderly manner. The latter were delivered to the ship after its arrival in the Forward Area, and were received in a very confused condition. Target dossiers should be arranged for easy filing and/or stowage prior to their being shipped to the operating carrier.

Personnel:

All officers to be assigned to Air Intelligence should be ordered to report to the carrier well in advance of its scheduled departure from the West Coast of the United States. The Ship's Air Intelligence Officer is a lieutenant commander. One lieutenant junior grade, naval aviator,

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attended the ComAirPac Intelligence School in Alameda and reported back to the ship just prior to its departure for the Forward Area. Another officer with the same rank, a graduate of the nine week Naval Intelligence School in Anacostia, reported to the Antietam after its arrival in Japan. Both of these officers, because of their unusual ability, enthusiasm and energy have rapidly become orientated in their basic duties and responsibilities and have completed a well-rounded Ship's Intelligence Organization.

Two enlisted yeomen strikers were assigned to ComAirPac for duty in the Chart Section for familiarization in the uses and proper filing of the numerous maps and overlays to be issued to us. This training proved to be valuable and it is recommended that other carriers follow this example before they depart from the West Coast. All enlisted personnel assigned to perform Air Intelligence Office duties should be graduates of the Air Intelligence School now being organized in Alameda. Moreover, it is recommended that these enlisted yeomen, technicians and cartographers be given numerical designation that will affiliate them in peace time with Air Intelligence functions so that a back log of such trained personnel may be made immediately available for assignment in event another emergency similar to the present one were to arise.

Purpose and Aim:

The purpose and aim of the Air Intelligence Office on the Antietam is to acquire all available intelligence possible for the use of the pilots in the performance of their functions to cause the greatest amount of damage to the enemy with the least amount of danger to themselves. To this end the Air Intelligence Office maintains hours around the clock with at least one officer and two enlisted men on duty at all times. Intelligence received from all sources which include the following is utilized in the preparation of the Ship's Daily and Periodic Intelligence Briefs:

Antietam Pilot's debriefing reports; Flash Report, Dispatches received from other carriers in the Task Force, Dispatches originating from other cognizant commands, periodic summaries and items of information from other services in the operating area. All these items are very minutely scrutinized for important information pertaining to the enemy situation, friendly intentions, Survival, Escape and Evasion, and flak information. These are compiled in a daily brief which is multigraphed and copies are furnished to all Squadron AI Officers and Ship's Officers who need to know this information.

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Work and Stowage Spaces:

The shortage of Air Intelligence work and stowage space is similar to the condition found on other carriers of this type. However, we have alleviated this condition somewhat in the following manner:

The space, 2-53-1, Pilot's Gear Locker and the adjacent space, 2-51-1, Ladies Powder Room, are assigned the Photo Interpreter for his work and stowage. Suitable light fixtures and a work bench were installed by Ship's personnel. This has tended to alleviate the otherwise cramped condition of the Air Intelligence Office. The Cigar Mess Space, 2-56-2, is alloted for additional stowage of maps and charts while non-inflammable metal cases for holding visual aid equipment, etc., are conveniently stowed in space 2-78, which is in the immediate vicinity and easily accessible to the Air Intelligence Office.

No satisfactory briefing space is available. At first the Air Intelligence Office was used as a debriefing room because of the availability of charts, etc. However, this proved impractical as it disrupted the other functions of the office too greatly. At present the pilots are debriefed in the ready rooms. This is not a satisfactory arrangement because of the confusion and noise from other ready room activities. The assignment of a space large enough for 5 or 6 pilots and an AIO and not too far from the ready rooms would be the optimum solution. The compartment 2-103 is an example of the type space required.

The Air Group Intelligence Officer has been furnished a desk and file cabinet in the Air Intelligence Office and the Squadron AIO's use the office extensively in the conduct of their work.

Display Material:

The present bulkhead space in the Intelligence Office affords only the minimum needed for proper display of briefing and debriefing materials. In order to afford additional surfaces for display purposes, the installation of sliding panels as already installed on other carriers, has been requested. It is believed that this arrangement should be effected on all carriers, both in the Ship's Intelligence Office and that of the Staff, before deployment from the West Coast. It is further recommended that consideration be given the need for the best illumination possible in the Air Intelligence Office to aid in the reading and interpreting of photo material.

General Information:

The Ship's Air Intelligence Officers work in the closest harmony with the Air Group and Squadron AIO's. The duties of the Ship's Officers

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are rotated in such manner that each becomes acquainted with the mechanics of the others responsibilities. This should preclude any grave confusion in the case of one's lengthy absence due to sickness or inadvertent reassignment to duty elsewhere in the Navy. The same system is used in regard to the enlisted men and has not proven detrimental, but to the contrary, is apparently beneficial in that it tends to broaden everyone's knowledge of the functions of the Air Intelligence Office.

The Ship's Air Intelligence Officer maintains close liaison with the Air Group Commander, his staff members, and the Squadron personnel regarding their common interests and efforts. The Air Intelligence Office is always open to receive valuable information from, or, to give it to those officers who need it.

Photographic Interpretation:

In view of the increased emphasis on carrier photography it is felt that suitable facilities for processing should be provided. Production facilities, covered more thoroughly in the photographic section, are inadequate and poorly designated for the quantity of work required.

Roughly nine (9) prints of each negative are required under the present distribution system. This number of prints could be substantially reduced by day to day screening of the photography accomplished. Damage assessment and status photography have a limited use for other than the purpose intended. A system should be worked out whereby these activities desiring prints of routine photography could obtain them by request to the ship concerned, or, if the need is not immediate, to a shore based film library. Such a system would increase the communication load and be less flexible than the present system of sending one of everything to everybody. But, it is felt that it would bring the carriers production requirement more in line with their potential.

The old problem of no space - no personnel - no equipment plagued the photographic interpreter. It is felt that the proposal to deploy a trained photo interpretation team consisting of an officer and at least two men with the photo team is sound. Suitable space must be provided if an efficient organization is expected. This space should be near the Air Intelligence Office and large enough for the photo team as well as the photo interpreter.

Closest coordination between the photo interpreter, the photo officer, the photo team and the Air Intelligence Officer has been maintained. This is essential if the work schedule is met.

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D. CIC

1. General

(a) CIC began operations with nine officers and thirty-nine enlisted personnel (including one chief). Since joining Task Force 77 the enlisted complement has been increased to forty-seven. This complement is considered adequate for our operations, although occasionally men from an off-duty section have to be called to fill extra stations.

(b) There are six qualified CIC Watch Officers, five of whom are qualified all-weather Controllers, (one LCDR, three LTs, one LTJG), and three assistant CIC Watch Officers (three Ensigns). The chief radarman has also been standing j.o. watches.

(c) The watch has been organized to accommodate two requirements: air control and surface control. Air control is rotated among the air controllers, and surface control among the junior officers, with a CIC Watch Officer assigned responsibility for the overall performance of CIC. Thus there are three watch officers during air operations.

(d) Surface control operates somewhat independently under the supervision of the assistant CIC Watch Officer. He ensures that a log is maintained on the primaryand secondary tactical nets, that all tactical signals are broken and relayed to the bridge, that a surface summary plot is kept up to date. When the CIC Watch Officer is occupied the assistant watch officer will make course and speed recommendations.

(e) The following stations are manned to facilitate this surface control:

(1) VJ: The VJ operator keeps a surface summary plot of the formation and monitors the secondary tactical net.

(2) TBS recorder: The TBS recorder logs all transmissions over the primary tactical net.

(3) DRT plotter: The DRT plotter plots surface contacts and aids in the breaking of tactical signals.

(4) VG Plotter: The VG plotter plots surface contacts and provides maneuvering board solutions for keeping station.

(5) VF Operator: The VF operator provides ranges and bearings as desired.

(6) VS Talker (CIC)

(7) JS Talker (bridge): Operates bridge VF

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2. Radar Performance:

(a) The SX, SPS-6B, SK, and SU have been in almost constant operation, though the SX and the SPS-6B have been down some ten or twelve hours each during this period of operation. Through a long period of maintenance and disposal of defective parts, the electronics personnel have been able to bring our radars up to a near-peak performance. Some discrepancies have been noted in altitude readings on the SX height system; it is intended to run altitude calibrations more frequently.

(b) Reliable ranges on aircraft are as follows:

RADAR	TYPE AIRCRAFT	ALTITUDE	RANGE
SX search	props	8,000 ft.	75
	jets	12,000 ft.	25
SX height	props	8,000 ft.	50
	jets	12,000 ft.	30
SPS-6B	props	8,000 ft.	60
	jets	12,000 ft.	45
SK	props	8,000 ft.	60
	jets	12,000 ft.	20

Ranges on jets at high altitudes may be increased on the SX search and height system if the antennaes are tilted.

(c) The SX has been the most reliable and efficient long range surface and air (props) search; the SPS-6B provides much better results with jet aircraft and is used for air and identification (Mark 111 IFF); the SU is used for station keeping and it has been inoperative approximately 15 minutes during this operating period.

(d) The PO gear has provided CIC with excellent information.

3. Air Control

(a) The first few days of operations with CTF 77 we were assigned no air control duties; this was advantageous in that we were able to observe air control techniques before assuming any control. No difficulty has been experienced either in control of CAP or strikes.

(b) One limiting factor in the control of aircraft is the location of the Mark V IFF control box. The Mark V can be put into the SX consoles or the SPS-6B console. However, the SX is non-directional

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and the SPS-6B console is located in the Radar Indicator Room. Therefore, it is recommended that the Mark V be made directional on the SX (which necessitates removal of the Mark 111 directional antenna) and that a Mark V control be piped into a radar repeater in CIC.

(c) In order to facilitate identification of jet aircraft we have assigned a radar controller who sits at number two radio communications console and aids the air controller in identification. This has proved satisfactory, and as a result we use our main vertical plot more than we ordinarily would.

(d) The following stations are manned during air operations. (1) SX search; (2) SX height (3) SPS-6B; (4) SX; (5) Radar controller; (6) Vertical Plot; (7) URD-D/F; (8) Strike or FAD net; (9) CIC net

4. Communications (CIC)

(a) The TDQs are gradually proving satisfactory, though we still keep one of the ARC-1 ready for service. Reception has been better on the ARC-1s than on the TDQs, and there is less interference on the ARC-1 receivers. An investigation is now being made to determine the extent of the effect of antenna location on TDQ transmission and reception.

(b) The RCA communications consoles have caused considerable difficulty---feedback and bleeding; however, this difficulty, also is gradually being surmounted.

(c) Radio and radar equipment was in a deplorable condition at the time of re-commissioning, and it has been a long struggle for our technicians to achieve what success we have had so far with our equipment.

(d) The radio relay system ("Middleman") carried by the ASP has been used with considerable success, expecially when reports from aircraft over the beach are required.

E. Communications

1. Communications on the whole have been good, except for atmospheric disturbances in the operating area which occasionally play havoc with NDT RATT and RATT weather schedules.

2. UHF RATT has been an especially useful circuit enabling this command to pass operational traffic very rapidly to the force commander and other heavy ships of the force. It has also been very useful in obtaining rapid services on messages when fox reception was poor.

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3. Considerable difficulties were encountered with Army addressees in the handling of encrypted traffic. Long services had to be sent as many as four times, and the information was useless by the time it had been completely cleared. This difficulty could possibly be eliminated by closer Army-Navy liaison in communications centers where considerable traffic is handled from both activities.

4. Sufficient point-to-point circuits are available to handle almost all operational traffic direct. However, much traffic which could be cleared direct is still placed on already crowded Fox Schedules which results in considerable delay in delivery. Better indoctrination of radio supervisor personnel in use of these circuits would speed up handling of traffic and reduce the load on the Fox Schedules at the same time.

F. PHOTOGRAPHY

During this initial operating period the Photo Lab made over 55,000 prints on aerial sorties. A great number of prints were also made for secondary requirements such as public information, RUDM's copies of charts, grid overlays, and processing gun camera film, K-25 COD film, and K-20 flight deck film.

Supplies for this volume of photography are not adequate. The allowance list as put forth in Section P, NAVAER 0035QP-2 for CV's is not congruent with the above work load. A full six months quota of all items were aboard when the ship left the United States. After one operating period only 25% of some of the most necessary items remain. Moreover, stowage space for sensitized materials and chemicals is very small. Sufficient materials for four operating periods could not be stowed in the present available spaces.

Several items of the original commissioning allowance still have not been received, namely, the 100 foot capacity 16 mm motion picture cameras on a 10" X 10" enlarger.

The model J film dryers were received in Pearl Harbor. These have been recently replaced with advantage by a MORSE A10A film dryer.

All aerial cameras assigned to the ship had just been overhauled prior to departure for the forward area. However, due to the large number of breakdowns in the K-25, K-20 and speed graphic cameras a need is felt for a photographers mate who has been schooled in camera repair, and for the issuance of a complete stock of spare parts to carrier labs.

It is recommended that all aerial cameras sent to a carrier be packed in disposable crates since no stowage space is provided for camera cases.

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G. SUPPLY

Aviation Supply. DECLASSIFIED

The first month of operations did not present many difficulties. The large stock of aviation spare parts enabled the filling of nearly every request submitted by the squadrons. The outfitting of the U.S.S. ANTIETAM was based upon an allowance of 180 days with a triple (war time conversion) allowance of many items. This outfitting, as directed by Commander Air Force, Pacific Fleet, was more than justified by the results achieved. There were supply problems but they were mainly due to factors relative to outfitting personnel and not because of operations. As shown by the following examples:

Flight Deck Clothing.

It has been almost impossible to maintain the flight deck crews in proper clothing. The constant changing of personnel in flight deck divisions, and the general idea that flight deck clothing is consumable and therefore not accountable, contributed to the difficulty. It became necessary to restrict the issue of flight deck clothing on an "exchange basis only". This action produced an immediate result and has almost stopped the excessive issue of flight deck clothing.

Survival Equipment

The very important factor of survival has had a complete review during the first month of operation. All personnel are aware of the coming cold weather and want to be prepared. Many items (1) Barter Kits, (2) Survival Vests, and (3) Shoepacs, were received from the USS BOXER upon our arrival in Yokosuka. Additional procurement of these items has been initiated by Commander Air Force, Japan. It is recommended that they be made available from normal supply channels in the States.

Hand Tools:

Replenishment of squadron Section "U" hand tools has been heavy. The lack of storage space and heavy continuous maintenance work has caused excessive consumption. Hand tools have been available so far and it is anticipated that consumption will fall off shortly. It has been necessary to screen all tool requisitions very carefully.

General Stores.

No major problems have been encountered in the procurement of issue of general supply items. The main task accomplished during the operating month was the issuance of cold weather clothing. Restrictions were initially placed on who could draw winter clothing in order to insure the proper outfitting of personnel working in weather areas. Winter underwear has not been issued to anyone except pilots and air crewmen but as the cold weather sets in, all weather deck personnel will be issued wool underwear.

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Disbursing.

The transition from American Currency to "Military Payment Certificate" was affected without incident. Considerable confusion was anticipated but it did not develop. To insure accuracy and speed in handling MPC Currency, payments were made in multiples of five dollars also Japanese Yen was stapled in $5.00 bundles.

Ship's Stores.

To meet the anticipated requirements, authority was received to increase the value of the Ship's Store inventory to $200,000.00 which permitted the stocking of many desirable items. Watches, Jewelry, wallets and other luxury items have sold very rapidly, however sales are expected to reduce to a normal level. These luxury items have been marked up approximately 10% to 20% in order to permit selling of volume items at nearly cost. Japanese merchandise has been procured for resale in Ship's Store on a limited basis only. Initial procurement was restricted to normal cost items plus an arrangement for taking orders for chinaware. Most personnel desire to purchase souvenier items direct from Japanese merchants. It is planned to stock relatively expensive items that are not readily available in local Japanese stores and which can be sold through Ship's Store at a savings to navy personnel.

The Officer's Ship's Store was opened adjacent to the Wardroom. This store sells only necessities (candy, toilet articles, etc.) but orders are taken for all items sold through the main stores. The officer's store has been very successful because of it's convenience to officers and also because it makes the other stores more available to the crew.

Commissary.

The General Mess went all out during this first month of operations. The Commissary Officer instituted the serving of night rations to all watch standers and special meals to personnel working night shifts. The ration served to watch standers consists of coffee, soup or chili, etc., and bread and crackers. This was an important contribution to high morale and was a contributing factor in deciding to serve a full hot ration to night crews. Due to the restrictions on ration costs it has been necessary to limit the serving of full night ration to personnel authorized by department heads or squadron commanders. In addition to serving night rations, the general mess serves many special meals to ordnance crews and flight deck personnel when operations do not permit these personnel to eat at regular meal time.

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Reprovisioning at Sea.

The service received from logistic ships was exceptional. The Burton Method for transfer of stores was used. Cargo nets of material continually streamed across on two whips and were landed, nets and all, on eight foot square sleds which were towed by aircraft tractors to a sorting area or to the hatch nearest the place of final storage, depending on the contents of the load. In this way the receiving area was clear at all times. The coordination between Fleet Activities, Yokosuka and the Service Force provided for the early delivery of cargo to the USS ANTIETAM. The arrival of needed cargo via tanker was always welcome. The receipt of stores while at sea has proven its value. Stores are handled efficiently and the total effort put into the task is reduced as compared with loading stores in port.

The COD Courier also brought out the high priority items needed. One item of importance was frisket paper which had been expedited from open purchase in the states. The paper was not received prior to departing Yokosuka and therefore concern developed over how we could get it brought out to the operating area. Its receipt via COD Courier was due to the closely coordinated liaison of Commander Fleet Activity, Yokosuka and Commander Fleet Air, Japan. This type of support is invaluable. The primary factor apparent to us as new arrivals was the constructive and helpful attitude of all logistic elements. The general attitude prevailing throughout has been "Share and share alike".

ENGINEERING

1. No major Engineering problems or casualties occurred. Continuous eight boiler operation involving speeds from ten (10) knots to full power was encountered for the first time.

Two boilers were secured each replenishment day for routine maintenance and their firesides hand steam lanced. However, in several instances the choice of boilers selected for maintenance was dictated by leaking Babcock and Wilcox economizer hand hole plugs caused by apparent gas pits or mechanically damaged seats in headers. This operation was accomplished with an average of 161 operating personnel in the boiler division. This number is considered insufficient for continuous operation and upkeep particularly because of the shortage of petty officers.

2. Miles steamed - 13,803.41

H. WELFARE AND RECREATION

AT SEA

The following activities were initiated by the welfare and recreation office during their period at sea:

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(a) Issue of a daily news sheet.
(b) Issue of a weekly ship's paper.
(c) Daily newscast over PA system.
(d) Daily operation of ship's radio station MYTA which consisted of regular radio broadcasts and recordings over the RBO system.
(e) Happy hours when operations permitted. A total of three were held this cruise.
(f) Daily operation of the Hobby Shop.
(g) Exercise room for physical training.
(h) Divine services -
    (1) Catholic mass daily.
    (2) General worship every Sunday.
    (3) Mormon services every Sunday and Tuesday.
    (4) Jewish services every Sunday.
    (5) Nightly prayer over IMC circuit.
(i) Movies as operations permitted. 78 showings were held during this report.
(j) Library open at regular hours for all hands.

GEORGE J. DUFEK

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