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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 3160.4

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
CIF-77 Confidential dispatch 090516Z, of May 1953. The USS TAUSUG (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. SOUZEN, USN, ComCardDiv THREE, embarked in the
USS PRINCETON (CVA-37) and was composed of the following ships: USS BOXER
(CVA-21), USS PRINCETON (CVA-37), USS ERIE (CA-130), and units of
DesDiv 72-281-282 and CortDiv 11. At 0001 15 May ComCardDiv 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 ERIE (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 U.S. PICKING (DD-685) and re-
turned to Yokosuka, Japan on 29 May 1953.
12 May 1953  At 0647 I 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 THUSSIG (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 0600 in operating area Taro. No air operations due to replenishment. USS FARRAGUT (CV-37) and USS BOWIE (CL-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. BGI, ASP, CPL, 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 CPL sorties. LTG O. PEEL, 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 resecap, 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, CPL and photo missions. CPL 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 CPL. USS MANCHESTER (CL-83), Combat IV, and units of DesDiv 202 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.
23 May 1953 Conducted combat air operations consisting of close air support, strikes against industrial areas near Pukchong and coastal defense guns near Yonsan. AGM, TQ bombs, and photo sorties. G.P. and ASP were flown. USS MUNCHESTER (CL-3) departed Task Force.

24 May 1953 Conducted combat air operations consisting of AGM, TQ, attacks on mining areas, supply and troop shelters, G.P., ASP, and G.P. USS MUNCHESTER (CL-3) 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, AGM and photo, G.P., and ASP. USS MUNCHESTER (CL-3) left Task Force.

27 May 1953 USS WILLIAM PENN (CL-45) arrived Task Force relieving USS PHILIPPINES CL, which departed at 0700 for Yokosuka, Japan, by authority CIP-77 Confidential Dispatch 221/212 of 23 May 1953. USS PICKING (DD-665) accompanied USS PHILIPPINES CL and acted as plane guard. Launched ferry aircraft. Received ammunition from USS MOUNT RAINER (AK-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
      
      5"/38 M.G
      
      Rounds
      
      23

   b. Air Group - See enclosure (1).

3. Gunnery Exercises. Air 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.
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 absences among the personnel of the ship or embarked air group.

   The educational program continued to be popular with all hands.

   GED tests administered 18
   Enlisted 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.
SECURITY INFORMATION

A boxing smoker was conducted on the hangar deck and was well received. Dixie 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 off-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 1900. 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-SEVENTH, 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.
SECURITY INFORMATION

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c. Casualties

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

d. Venereal 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 import period of approximately three weeks has produced in the neighborhood of 157 cases of V.D. (including non-specific urethritis) so far.

PART VI - CONTENTS

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 2,495 aircraft launched from the starboard since the ship was commissioned.

   c. Arresting Gear

   227 arrested landings were made aboard during this period. This makes a total of 56,405 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 NEGE personnel. Air Group NEGE'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.
SECURITY INFORMATION

Aircraft Maintenance

During the period there was one arresting hook tip, NAF 603410, failure.
Ro-enamale hook tips received failed 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.

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 SHF Yokosuka, Japan, and there were no signs of powdered rust as experi-
    enced during the previous operating period. The ship's gasoline filters were
    also opened, inspected and found free of foreign material.

2. Gunnery

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

   Three Destroyers were refueled during this operating period.

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

Learning

<table>
<thead>
<tr>
<th>DATE</th>
<th>SHIP</th>
<th>QUANTITY</th>
<th>TRANSFER RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-21-53</td>
<td>USS VESUVIUS (AE-15)</td>
<td>350 Tons</td>
<td>52 T/hour</td>
</tr>
<tr>
<td>5-27-53</td>
<td>USS BAKERS (AE-4)</td>
<td>190 Tons</td>
<td>112.5 T/hour</td>
</tr>
</tbody>
</table>

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 trans-
   fer of large bombs.

3. Using #6 station (Housefall rig) for transfer of approximately 15
   tons of fuses 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 alongside.
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 (Frozen, Frozen, and Dry) twice as indicated below:

<table>
<thead>
<tr>
<th>DATE</th>
<th>PROV. ORDERED (TONS)</th>
<th>PROV. RECEIVED (TONS)</th>
<th>SHIP</th>
<th>TIME (MIN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-15-53</td>
<td>77</td>
<td>65½</td>
<td>USS PICTOR (AR-54)</td>
<td>58</td>
</tr>
<tr>
<td>5-25-53</td>
<td>78</td>
<td>66½</td>
<td>USS POLARIS (AR-11)</td>
<td>75</td>
</tr>
</tbody>
</table>

(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.

f. Engineering

a. No comment.

5. Damage Control

a. No comment.
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 are 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,lg 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  40,497
   Encrypted groups sent  9,890
   Visual messages received  114
   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 (12,500 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 covering 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'ou-mun (M.O. Misc. No. 15682-1) was made.

9. Photographic Interpretation

a. No comment.

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

11. Aerology

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 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 offsetting 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.

[Signature]

PAUL H. RAMSEY

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