U.S.S. ANTIETAM (CV-36)
c/o Fleet Post Office
San Francisco, California

CV36/10
A16-13
Ser: 060
17 November 1951

CONFIDENTIAL
SECURITY INFORMATION

From: Commanding Officer, U.S.S. ANTIETAM (CV-36)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander Task Force SEVENTY SEVEN
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, FAR EAST
(5) Commander-in-Chief, U.S. Pacific Fleet

Subj: Action Report for the period 15 October through 16 November 1951

Ref: (a) OpNav Instruction 3480.4 dtd 1 July 1951

Encl: (1) Commander Carrier Air Group FIFTEEN ltr of 17 November 1951

1. The Action Report for the period 15 October 1951 through 16 November 1951 is hereby submitted in accordance with reference (a).

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ANTIETAM arrived at Yokosuka, Japan at 1400I on 4 October 1951. The period 4 - 11 October was spent at anchor in Yokosuka Harbor and was devoted to voyage repairs, restricted availability, and conferences with personnel from the U.S.S. BOXER (CV-21). At 1000I on 11 October 1951 the U.S.S. ANTIETAM got underway for the operating area to join Task Force SEVENTY SEVEN in accordance with CTF-77 Confidential dispatch 082216Z. The U.S.S. SHELTON (DD-790) accompanied the ship in order that refresher air operations could be conducted enroute. The ship joined the Task Force at 0600I on 15 October in the Operating Area near the 38th parallel near the east coast of Korea. The Task Force was commanded by RADM J.J. CLARK in the U.S.S. BON HOMME RICHARD (CV-31), and operated under Task Force 77 Operation Order 22-51 (Revised) dated 7 October 1951. It was composed of the U.S.S. BON HOMME RICHARD (CV-31), U.S.S. ESSEX (CV-9), U.S.S. NEW JERSEY (BB-62), U.S.S. HELENA, (CA-75), and other screening units. Air Group FIFTEEN was embarked in the U.S.S. ANTIETAM. After 31 days of operations, the ship departed for Yokosuka for a period of maintenance and upkeep, leaving the action area on 14 November 1951.

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The Mission of Task Force 77 was as follows:

(1) Conduct air operations from an operating area off the coast of Korea to provide close air support of friendly troop operations, interdiction of enemy routes of movement and supply, and armed reconnaissance of enemy installations and lines of communications.

(2) Provide air cover for replenishment ships and other friendly naval surface forces when necessary.

(3) Protect the force against air, surface, and subsurface attacks.

(4) Provide air spot to bombardment forces when directed.

(5) Conduct photo and visual reconnaissance as required.

(6) Coordinate air operations with the 5th Air Force through JOC, Korea.

(7) Exchange intelligence information with friendly naval forces engaged in surface interdiction operations on the east coast of Korea.

The Commanding Officer of Carrier Air Group 15 is CDR R. H. FARRING-TON, USN with the following complement of pilots and number of aircraft at the beginning of flight operations on 11 October 1951.

| SQUADRON | NO. OF PILOTS | NO. & TYPE OF AIRCRAFT |
|---|---|---|
| VF-713 | 26 | 17 F4U-4 |
| VF-831 | 22 | 16 F9F-2B |
| VF-837 | 23 | 16 F9F-2B |
| VA-728 | 27 | 7 AD-4, 9 AD-4L<br>2 AD-4Q. |
| VC-3 | 6 | 4 F4U-5NL |
| VC-11 | 5 | 3 AD4W |
| VC-35 | 6 | 4 AD-4NL |
| VC-61 | 4 | 3 F9F-2P |
| CAG-15 | 8 | - - - - - |
| HU-1 | 2 | 1 HO3S |

Particulars concerning loss of aircraft are given in enclosure (1).

## PART II

### CHRONOLOGICAL ORDER OF EVENTS

10/11/51 - The U.S.S. ANTIETAM (CV-36) in company with the U.S.S. SHELTON (DD-790) sortied from Yokosuka at 1000I after having been delayed four hours by dense fog. Refresher air operations were begun at 1530I and secured at 1730I. 27 Sorties were flown of which 7 were jet and 20 prop. At 1730I the ship began to secure to typhoon RUTH and headed for the Sea of Japan.

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10/12/51 - Steaming in company with U.S.S. SHELTON (DD-790) heading for Sea of Japan to avoid typhoon RUTH. No air operations. Inclement weather.

10/13/51 - Refresher air operations in Tsushima Straits Area began at 0800I and secured at 1400I due to inclement weather. 56 sorties were flown of which 18 were jet and 38 prop. U.S.S. EVERSOLE (DD 789) joined at 18451.

10/14/51 - Steaming in company with EVERSOLE and SHELTON on courses to avoid typhoon RUTH. Inclement weather all day. No air operations. AA firing scheduled was cancelled.

10/15/51 - Rendezvoused with TF-77 at 0600I. Began air operations at 1215I. Flew 14 jets and 21 prop sorties on CAP, armed recco, and railroad interdiction strikes.

10/16/51 - Began Air operations at 0430I and continued until 1645I. 74 sorties were flown of which 24 were jets and 50 were props. CAP ASP, armed recco, photo recco, and railroad interdiction strikes were flown.

10/17/51 - Replenishment day. AA firing in afternoon. The U.S.S. BON HOMME RICHARD (CV-31) departed during the night. Rear Admiral JOHN PERRY, ComCarDiv ONE, relieved Rear Admiral J.J. CLARK as CTF-77.

10/18/51 - Morning flight operations were delayed until 1030I because of fog and afternoon operations were secured at 1515I due to poor weather over target area. 16 jet sorties and 27 prop sorties were flown on CAP, ASP, armed recco, Naval Gunfire spot, and railroad strikes.

10/19/51 - Launched 10 jet and 14 prop sorties. Weather over Korea poor and air operations were secured at 1115I. Rendezvoused with replenishment group at 1400I and spent remainder of day replenishing.

10/20/51 - Bad weather over force and target area restricted flight operations to 7 jet and 26 prop sorties. Flew CAP, ASP, and strikes.

10/21/51 - Flew 31 jet and 47 prop sorties on CAP, ASP, armed and photo recco, NGF, and railroad strikes. LT A.S. KALAS, VC-61 Photo pilot, was hit by AA during a photo run. Plane was badly shot up but pilot made a successful landing at K-18. LT KALAS was wounded in left thigh. Made 19,000th landing.

10/22/51 - Flew 33 jet and 45 prop sorties. 2 F9F's landed at K-14, low on fuel. 1 AD-4W made a water landing at 2030I ahead of ship due to engine failure after taking one wave off. All three occupants rescued by plane guard destroyer.

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10/23/51 - Replenishment day. Poor weather forced cancellation of scheduled AA practice.

10/24/51 - Flew 75 sorties of which 34 were jets and 41 were props. In addition, recovered 2 F9F's and 2 AD's from K-3 which had been there for hook trouble, and 2 F9F's from K-14 which had landed there short of fuel.

10/25/51 - Flew 73 sorties of which 34 were jets and 39 were props. LTJG L.W. DORSEY, USNR, ditched his F4U in Wonsan Harbor due to engine malfunctioning caused by enemy small arms fire, and was rescued by the helicopter from the U.S.S. HELENA, (CA-75)

10/26/51 - Flew 75 sorties of which 34 were jets and 41 were props. Missions consisted of CAP, ASP, armed and photo recco, NGF spot, and railroad interdiction strikes.

10/27/51 - Replenishment day.

10/28/51 - Flew 39 jet and 48 prop sorties for a total of 87. Flew first close air support missions in addition to the usual offensive and defensive missions.

10/29/51 - Flew 43 jet and 37 prop sorties for a total of 80 on CAS, CAP, ASP, armed and photo recco, NGF, and railroad strikes.

10/30/51 - Flew 90 sorties of which 43 were jet and 47 were prop. LTJG R.E. KRAMER, VC-3, crashed over port side on night landing. Pilot rescued by U.S.S. EVERSOLE with no injuries.

10/31/51 - Replenishment day. Rear Admiral J.J. CLARK, USN in BON HOMME RICHARD relieved Rear Admiral J. PERRY as CTF-77.

11/1/51 - Poor weather over target area limited operations to 52 sorties; 23 jet and 29 prop.

11/2/51 - Poor weather over target area limited operations to 28 sorties. Landed 1 F4U and 2 F9F's from BON HOMME RICHARD with engine trouble.

11/3/51 - Flew 72 sorties; 29 jets and 43 props.

11/4/51 - Today was the ANTIETAM's red letter day. On the pre-dawn launch at 0500I a bridle broke on the port catapult and LTJG W.K. DONAHOE, VC-35 in an AD-4NL, crashed into the water. All three occupants of the plane were rescued unharmed by the U.S.S. UHLMANN (DD-687). Then at 0945I LT GEORGE S. BRAINARD, USNR, of VF-837 made a normal approach to the ship in his F9F but made a hard landing. The plane bounced without engaging a wire and the pilot pushed over to get down to the deck again, landing nose wheel first. The nose tire blew immediately and the nose wheel began to disintegrate at once. The plane went through all Davis barriers without actuating them and continued on up the deck crashing into the parked planes forward. The pilot and a deck crewman were killed instantly. Two other crew members died later in the day. One pilot received serious injuries and nine crewmen lesser injuries. Three F9Fs received strike damage, 1 F9F, 2 ADs, and 1 F4U received minor damage. Flight operations for remaining part of day cancelled. Flew 18 jet and 27 prop offensive and defensive sorties for a total of 45.

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11/5/51 - Replenishment day.

11/6/51 - Inclement weather over force and target area forced cancellation of all flights.

11/7/51 - Continued poor weather cancelled flight operations. Force rendezvoused with replenishment group at 0700I and devoted the morning to replenishing.

11/8/51 - Flew 79 sorties on jet CAP, armed and photo recco, and railroad interdiction strikes. At 1320I, LTJG H. G. GOODELL, USNR, VF-713, ditched his plane in Wonsan Harbor after being hit by AA fire. Pilot was rescued by helicopter from USS TOLEDO.

11/9/51 - Flew 77 sorties. CDR David MARKS, Commanding Officer of VC-35, made the 20,000th landing at night.

11/10/51 - Flew 76 sorties. General RIDGEWAY visited Task Force during the day and observed air operations from the U.S.S. BON HOMME RICHARD (CV-31) Marine Detachment celebrated the 176th birthday of Marine Corps by a special dress parade on the flight deck at 1600.

11/11/51 - Replenishment day.

11/12/51 - Inclement weather over the Task Force held air operations to only 10 sorties devoted to ASP, CAP, and night hecklers. At 0500I, LTJG L.O. WARFIELD, USNR, VC-3, crashed into the water after a normal catapult shot from the port catapult. Cause unknown. Pilot rescued unharmed by U.S.S. BOYD (DD-754)

11/13/51 - Flew 69 sorties on night heckler, ASP, CAP, NGF and railroad interdiction. Fired AA practice in afternoon.

11/14/51 - Flew 67 sorties on the usual offensive and defensive missions. Conducted AA practice. At about 1400I the U.S.S. ESSEX (CV-9) rendezvoused with the Task Force and at about 1420I the Antietam with DesDiv 172 less USS SHIELDS was detached to proceed to Yokosuka for yard availability. At about 1530I the task element rendezvoused with the replenishment group and topped off with fuel and ordnance.

11/15/51 - Enroute to Yokosuka. At about 1430I rendezvoused with ComCruDiv 3 in the U.S.S. TOLEDO (CA-133) who assumed tactical command of the task element. Scheduled AA sleeve firing and Z-3-G exercise were cancelled due to inclement weather.

11/16/51 - Enroute Yokosuka. About 1000I conducted AA sleeve firing practice. Four aircraft were launched at 1300I for Atsugi. The ship moored at Piedmont Pier, Yokosuka Naval Base at 1613I.

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## SUMMARY OF SORTIES

| DATE | REMARKS | | OFFENSIVE | | | DEFENSIVE | | | MISC | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | First Launch | Last Recov | Day Prop | Day Jet | Nite Prop | Day Prop | Day Jet | Nite Prop | Prop | Jet | |
| Oct 11 | Enroute | - - | - - | - - | - - | - - | - - | - - | 20 | 7 | 27* |
| 12 | " | - - | - - | - - | - - | - - | - - | - - | 38 | 18 | 56* |
| 13 | " | - - | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 14 | " | - - | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 15 | 1215 | 1745 | 21 | 6 | - - | - - | 8 | - - | - - | - - | 35 |
| 16 | 0430 | 1627 | 42 | 17 | 4 | 2 | 7 | 2 | - - | - - | 74 |
| 17 | Replenished | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 18 | 1030 | 1453 | 25 | 8 | - - | 3 | 8 | - - | - - | - - | 43 |
| 19 | Replenished | | 12 | 8 | - - | 2 | 2 | - - | - - | - - | 24 |
| 20 | 1230 | 1616 | 22 | 7 | - - | 4 | - - | - - | - - | - - | 33 |
| 21 | 0800 | 2040 | 35 | 21 | 4 | 6 | 10 | 2 | - - | - - | 78 |
| 22 | 0800 | 2049 | 33 | 23 | 4 | 6 | 10 | 2 | - - | - - | 78 |
| 23 | Replenished | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 24 | 0430 | 1552 | 35 | 25 | 4 | - - | 9 | 2 | - - | - - | 75 |
| 25 | 0445 | 1552 | 33 | 26 | 4 | - - | 8 | 2 | - - | - - | 73 |
| 26 | 0445 | 1548 | 35 | 27 | 3 | - - | 8 | 2 | - - | - - | 75 |
| 27 | Replenished | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 28 | 0700 | 2015 | 36 | 25 | 4 | 6 | 14 | 2 | - - | - - | 87 |
| 29 | 0800 | 1715 | 31 | 33 | - - | 6 | 10 | - - | - - | - - | 80 |
| 30 | 0800 | 2013 | 35 | 33 | 4 | 6 | 10 | 2 | - - | - - | 90 |
| 31 | Replenished | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| Nov 1 | 0500 | 1230 | 23 | 17 | 4 | - - | 6 | 2 | - - | - - | 52 |
| 2 | 0930 | 1400 | 16 | 2 | - - | 6 | 4 | - - | - - | - - | 28 |
| 3 | 0500 | 1400 | 33 | 17 | 4 | 4 | 12 | 2 | - - | - - | 72 |
| 4 | 0500 | 1109 | 19 | 10 | 4 | 2 | 8 | 2 | - - | - - | 45 |
| 5 | Replenished | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 6 | Inclement Wx | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 7 | Inclement Wx | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 8 | 0930 | 2015 | 32 | 23 | 4 | 2 | 14 | 2 | - - | - - | 77 |
| 9 | 0930 | 2015 | 29 | 25 | 4 | 2 | 15 | 2 | - - | - - | 77 |
| 10 | 0930 | 2012 | 30 | 22 | 4 | 2 | 16 | 2 | 1* | - - | 76 |
| 11 | Replenished | | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 12 | 0500 | 0935 | - - | - - | 6 | 2 | - - | 2 | - - | - - | 10 |
| 13 | 0500 | 1415 | 28 | 19 | 4 | 4 | 12 | 2 | - - | - - | 69 |
| 14 | | | 26 | 19 | 4 | 4 | 12 | 2 | - - | - - | 67 |
| 15 | Enroute | - - | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| 16 | " | - - | - - | - - | - - | - - | - - | - - | - - | - - | - - |
| TOTALS | | | 631 | 413 | 69 | 68 | 203 | 34 | 59* | 25* | 1418 |

* Not included in totals.

Total prop sorties: 802

Total Jet sorties: 616

TOTAL SORTIES: 1418

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PART III

## PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. Ammunition Expenditure (Aviation)

| | | | |
|---|---|---|---|
| 100 #G.P. Bomb | 2,312 | 5" Rocket Motors | 1,646 |
| 250 #G.P. Bomb | 1,952 | 5" Rocket Heads | 1,395 |
| 260 #G.P. Bomb | 528 | 6.5" Rocket Heads | 176 |
| 500 #G.P. Bomb | 439 | 3.25" Rocket Motors | 147 |
| 1000 #G.P. Bomb | 622 | 3.25" Rocket Heads | 147 |
| 2000 #G.P. Bomb | 100 | Flares, MK 6-4 | 66 |
| 100 # Incendiary Cluster | 89 | Drift Signals, MK 6-2 | 67 |
| 350 # Depth Bomb | 5 | Mine, MK 24 (thru damage) | 1 |
| Napalm Thickener, Type 1 | 5,520# | 50 Cal. inc. | 126,280 rds |
| Napalm Tanks | 112 | 50 Cal API | 126,280 " |
| Xylenol | 50 Gals. | 50 Cal APIT | 67,140 " |
| | | 20 MM inc. | 49,840 " |
| | | 20 MM HEI | 49,840 " |
| | | 20 MM APT | 21,420 " |

B. Ammunition Expenditure (Ship - for training)

40 MM 4,255 rds
5"38 Cal. 303 rds

C. Comment on performance of ordnance material and equipment.

1. Aviation

Napalm thickener-Type I has in many cases been found to be unsatisfactory for use. Most of the unsatisfactory thickener was manufactured by the Chicago Pulverizer Co., however, a small part of the thickener made by the Ferro Enamel Corporation was also unsatisfactory. In most cases. thickener made by the Ferro Enamel Corporation was in excellent condition. There should be some system devised for detection of damp and lumpy Napalm Thickener, or it should be thoroughly screened before being issued to aircraft carriers.

No difficulty was experienced with the VT Fuzes T90 and T91. In addition to the regular arming wire and jump-out pin, a second arming wire was attached to the sway brace and led through the arming safety plate, and then through the second hole in the additional jump-out pin (2 pins used). This eliminated the possibility of arming the fuzes while the bomb remained on the aircraft. In the case of the VT Fuze T90, the safety pin had to have an additional hole drilled due to the thickness of the fuze ring.

Aviation Ordnancemen are a critical rate and the allowance of personnel available for the V-3-0 Division should be increased to 100 men prior to deployment. This increase is necessary to operate on a two-shift basis, as is required in the type of operations this ship is performing.

The MK-10 type suspension band used on the 2000# G.P. Bomb has proved to be very satisfactory and is very easy to install. For carrier work, where time is critical, the MK-10 is highly recommended, however a great advantage and time saver would be gained if the magazine stowage space would accommodate the 2000# G.P. bomb with the

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suspension band installed prior to stowage.

The present type bomb skid in use should have several undesirable features improved, or a new skid should be devised. The bomb skids are easily overturned when carrying a maximum load of 260# Frag or 250# G.P. Bombs. Moving bombs from the forward part of the flight deck, to the after part of the flight deck, over arresting gear cables or cross-deck pendants is a very difficult and tiresome task which literally saps the strength of the personnel involved.

The No. 3 (upstage) Bomb Elevator is inadequate due to it's limited capacity, location and small size. In order to be able to arm a "strike" in a limited amount of time, bombs must be pushed (including 2000# G.P. bombs) from the after Bomb-Arming station on the third deck frame 150, where a 2000# G.P. stowage is located, to No. 2 (upstage) Bomb Elevator (Frame 83), to be sent to the Flight Deck. It is recommended that No. 3 (upstage) be increased in size and capacity at the next overhaul period, in order that it will accommodate 2000# bombs.

Three-hundred napalm tanks, MK-77 were issued to this ship upon deployment to the Korean Area. Stowage aboard ship was provided in the hangar deck overhead in original crates. Forty were stowed in what was formerly 20 MM gun tubs forward on the port side. The MK-77 Napalm Tanks have proven satisfactory except that they are fragile when assembled and must be handled with extreme care to prevent leaking at joints due to buckling or denting. A few of the igniter cavities on the Napalm Tank had to have burrs removed by filing before an igniter could be inserted. The MK-77 tank when jettisoned from the flight deck, readily falls apart and this is a very desirable disposal feature. The MK-8 universal Bomb Hoisting Band has proved satisfactory for hoisting the Napalm Tank MK-77.

It was found that to a certain degree, some stockpiling of Ordnance on the Flight Deck, forward of the island structure and No. 51 5" Gun Mount was absolutely necessary if planes were to be completely re-armed for closely scheduled strikes, which allow only a minimun amount of time for re-arming with Bombs and Rockets before normal warm-up prior to the next launch. Due to periodic and common malfunctioning of Bomb Elevator limit switches requiring electrical repairs and constant attention by the ship's electricians, and also due to the limited capacity and small size of No. 3 upstage Bomb Elevator, some stockpiling cannot be totally avoided if aircraft are to be fully armed, and launched on time.

All fuzing of Bombs was performed by the squadrons on the Flight Deck, with the exception of Rocket Fuzing, which was performed on the third deck, in accordance with Task Force 77 Instructions.

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## PART IV

## BATTLE DAMAGE

A. Damage to ship

1. None

B. Loss and damage of aircraft.

1. See enclosure (1).

C. Damage inflicted on the enemy.

1. See enclosure (1).

## PART V

## PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Performance of duty and morale has been excellent.

B. Casualties

1. There were no personnel casualties suffered by ship's company personnel as a result of enemy action.

2. The plane crash on the flight deck on 4 November 1951 resulted in the following casualties to ship's company. Casualties to Air Group personnel are reported in Enclosure (1).

| NAME | RATE | USN or R | Service No. |
|---|---|---|---|
| ARNESON, W.D. | AA | USN | 299 30 37 |
| Fracture, simple, right radius and ulna. | | | |
| BENNETT, R.S. | AN | USN | 323 87 73 |
| Contusion, hip and left leg. | | | |
| KELLEY, L.C. | ABAN | USNR | 260 62 30 |
| Contusion, left thigh muscles | | | |
| LIGHT, T.L. | AN | USN | 426 12 23 |
| Amputated, traumatic, distal phalanx, right big toe | | | |
| ROSPRIM, F.A. | AN | USN | 334 38 53 |
| Fracture, compound, left fibula, with artery and nerve involvement. | | | |
| WHITWORTH, S.C. | AN | USN | 211 44 10 |
| Contusion, head. | | | |

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| | DEAD | INJURED | TOTAL |
|---|---|---|---|
| OFFICERS | 1 | 1 | 2 |
| ENLISTED | 3 | 9 | 12 |
| TOTAL | 4 | 10 | 14 |

## PART VI

## GENERAL COMMENTS

### A. AIR DEPARTMENT

#### 1. Flight Deck

Operations with thirty five (35) jet aircraft aboard poses many aircraft spotting and maintenance problems when jet launches are small. It is believed that the number of missions presently scheduled could be met nearly as well if only a twenty-four (24) plane squadron and three (3) photo planes were aboard.

Jet blast deflectors have worked very well and are considered a necessity for efficient handling of jets. Blast dangers to personnel are considerably reduced and dud aircraft can be handled safer and more expeditiously with their use.

Jet CAP is always launched first and standby is spotted just forward of deckedge elevator in order to facilitate rendezvous of CAP in case of a dud. The CAP standby is usually briefed for another type flight in order to provide an additional standby if needed.

The split spot for propeller aircraft has been used exclusively with two rows of AD's on port side and two rows of F4U's on starboard side spotted aft for deck launch. However, with the large number of aircraft aboard it was found necessary to spot AD's aft of F4U's in order to provide more deck run for the six and seven thousand pound loads of the AD's.

It is necessary to spread the AD wings in order to load wing stations. This is accomplished at night for the initial launches, but subsequently must be accomplished when taxiing aircraft forward after a launch or when spotting them forward after a recovery.

It was found necessary to remove the governors from all tractors in order to cut down respotting time. No adverse tractor maintenance problems have been encountered as result of this measure.

Jet nose wheel tiller bars that can remain on the aircraft while it is being taxied are highly desirable. Such tiller bars would make it easier to taxi aircraft at slow speeds and expedite handling at the catapult spot.

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2. Hangar Deck

The handling of large numbers of jet aircraft on the hangar deck has posed many problems. The entire area of bay one has been used for maintaining and servicing jet aircraft and number one elevator is seldom used. Many minor aircraft handling accidents have resulted from the close spot required, and the close tolerance of clearance of jet wing tip tanks with the overhead.

The non-skid deck treads installed as a ship alteration on the hangar deck has proved very satisfactory, although it is recommended that only the area from the center line to port be covered in order to facilitate movements of heavy cargo sleds during replenishment.

3. Catapults.

The Catapult engines have required only routine maintenance to keep them functioning properly. However, it is apparent that the great use of catapults at high pressures is beginning to take its toll on the hydraulic pumps. To date one pump has failed completely on the starboard catapult and one is not building up pressure at the required rate, while one pump on the port catapult is slow building up pressure. It is feared that at least two more pumps will become inoperative during subsequent operating periods this tour and should be on hand for installation during availability periods in Yokosuka.

Considerable difficulty has been experienced with the present lot of bridles aboard. One F9F and two AD bridles have broken to date and it is believed the breaks resulted because of faulty manufacture. This opinion was substantiated by visiting representatives from BuAer. New lots of bridles are being requisitioned and RUDM's have been submitted on faulty bridles. Sample bridles have been shipped for test and inspection.

4. Arresting Gear

Experience to date has been routine with respect to normal landings. With present flight schedules, wires will stand an average of 80 to 100 landings per wire before a change is necessary. The greatest problem has been keeping yielding elements near the deck center functioning properly. In many cases, jet tail skags inflict major damage to yielding element parts. The use of nailed down blade-type elements in such cases is expedient while repairs are being effected.

One malfunction of the Davis barrier was experienced. An F9F-2 passed through two barriers, both of which were ineffective. While the cause is still being investigated, it can be said that the nose strut began to break apart before barriers were engaged, and wreckage of the strut was grinding on the deck passing through the barriers. Copies of NAVAER 3142, with photographs, are being sent to all appropriate commands in the area.

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This ship is experiencing a very heavy usage of Davis barriers by reason of dropped tail hooks and miscellaneous taxi damage. Constant pressure on tractor drivers and plane directors has had favorable results. During the period of this report, more than a six month's allowance of spare lifter straps has been expended, and it is recommended that the present allowance be doubled.

During this period we have also been experimenting with a bomb barrier, fabricated of 3/8" and 5/16" wire rope. Stanchions used are 24" high, resulting in about an 18" height of wire net at deck center. Experience has shown the best location to be immediately aft of #1 barrier. Such a barrier has been successful in stopping hung ordnance dropped from landing aircraft. Also arresting wires have been successful in stopping dropped rockets when yielding elements are left in the up position after aircraft has landed.

5. Aircraft Maintenance

General

Aircraft maintenance personnel attached to the ship have for the most part been integrated into air group maintenance organization. This has resulted in much better utilization of manpower than otherwise would be the case if personnel were assigned specific jobs of engine buildup, wing changes and non-aviation metalsmith work. In addition, both rated and non-rated men are getting a much broader background in line maintenance work.

Transportation

Tractor maintenance has consisted of routine work such as replacing spark plugs, starter, water pumps and carburetors. Three major overhauls have been accomplished. It is anticipated that four tractors will be turned into the pool at Yokosuka for replacement. Replenishment day usage is particularly hard on this type tractor due to the large loads equipment must handle.

Aircraft Starting Facilities

Only four jet aircraft can be started from the two jet starting motor generators presently installed near the catapults. The remaining jets spotted for the launch must be started by the three (3) wheeled jet starting jeeps. It would be desirable to have more jet starting motor generators installed on the ship at the following locations: Frame 60 starboard, frame 75 port, frame 110 port, frame 130 port, and frame 145 starboard. With this coverage all jets could be started by ships power and coverage would also be afforded in the event of a power casualty on any one of the starting motors. This installation would not require the use of jeeps on the flight deck except in cases where more than one power casualty might occur. A minimum of three jet starting jeeps would still be required for hangar deck turn-ups and such emergency uses as might be required.

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The 28 volt D.C. starting system for propeller driven aircraft has given satisfactory service, however indications are that in the future some difficulty may be experienced as the 250 amperage output may not be sufficient for cold weather. APU's have been turned over to individual squadrons for operation, while the ship's aviation electric shop provide service and maintenance. No particular service or maintenance problems have been encountered. Five self propelled jet starting units are aboard. One is used for electronic work, and of the remaining four (4), one has been out of commission since the first day of operations this period. This has been due to failure of blower drive chain, a part which could not be obtained through supply channels because it is not a maintenance spare. With exception of above unit, no serious problems of either mechanical or electrical nature have been experienced which assigned personnel could not repair.

Oxygen

The oxygen generating plant has not presented any particular problems outside of regular maintenance required for such installation. However, modifications have been introduced which greatly facilitate aircraft oxygen servicing. Service outlets at Frame 70 starboard, flight deck; frame 191 starboard, flight deck and frame 70, hangar deck; have been equipped with 250' lengths of hydraulic hose (Stk No. R-33-H-3-3000#) which greatly speeds refilling operations as bottle removal is not required. This is a much more convenient method than using the re-charging service trailers, as no problem is encountered moving in a tight deck spot. It is felt that with the present system, two trailers for hangar deck servicing only is sufficient.

6. Aviation Electronics

General

The aviation electronics maintenance has been performed under the joint supervision of the ship's aviation electronics officer and the air group staff aviation electronics officer. Electronics personnel are organized into three groups: Trouble shooters, check crews, and shop technicians. Rotation of personnel will be made to afford an opportunity for training, and for men to gain experience in all phases of maintenance.

Shop Facilities

All test equipment and shop installations have operated satisfactorily during this operating period.

The size of shop #1 is inadequate to efficiently perform maintenance on all electronic equipment now being supported. There are 18 different equipments regularly being serviced in one shop for the support of four squadrons and three composite units. Often a technician has to wait his turn to get to a test position due to the crowded conditions in the shop. At least one more shop is urgently needed in addition to the present.

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shop #1 and shop #2 (AEW shop). It would be advisable to equip this additional shop primarily for radar maintenance leaving shop #1 on the 02 level for the lighter weight communications equipment. Due to the radar being bulkier and heavier it would be desirable to locate this shop on the hangar deck level, possibly in B-127-L on the starboard side just outboard of the number 3 aircraft elevator.

Power

Present power supplies to all the shops is adequate and is performing satisfactorily.

Four-hundred cycle power is available on the flight deck and hangar deck but no eight-hundred cycle power is available at either place. The ship was advised prior to departure from Alameda to procure a Waukeshaw auxiliary power unit and istall a 800-1-D alternator on it with the output fed to the plane through a Kellogg Compensating Capacitor.

After the air group embarked it was found that VC-11 had a three wheeled starting jeep equipped for a 600 cycle power output; and VC-35 had a locally designed and manufactured kit capable of 800 cycle power output for their planes. Of the three different portable power units now available on the ship the kit made by VC-35 is considered the most practical. The kit contains an 800-1D alternator, and a Kellogg Compensating Capacitor built into a small metal box with a handle on top of the box for carrying. It can be carried like a suitcase by one man to the hangar or flight deck and plugged into any 28 volt outlet box on the ship. The kit is usually placed in the catwalk out of the way of slipstream and the output fed to the plane by means of a 75-foot extension cord. The output is controlled by the installation of an ON-OFF switch built into the box. The kit is cheap in comparison and easy to manufacture. It presents no stowage problem and does not require the use of an elevator in moving it between hangar deck and flight deck.

Performance

All airborne equipment in use has performed in a satisfactory manner. The APS-20 radar performance has been particularily outstanding requiring no more than routine upkeep. Although the APS-31-B radar in the AD4-NL was causing trouble at the beginning of the cruise it is now giving excellent performance. The APS-31 radome on the AD4-NL, protruding as it does, receives much abuse. Of the three planes on board all have patched radomes. No spares were available in the forward area at this time.

Supply

No information on availability of Section R spares can be given at this time as all requisitions for replenishment of spares have been marked for delivery on the ships return to Yokosuka.

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7. Gasoline

The main problem encountered in servicing aircraft with fuel has been refueling of jet aircraft with their wings folded. This necessitates the use of wing ladder and experiments to date have not resulted in a satisfactory ladder. The ladder must be light in weight and yet strong enough to withstand constant heavy usage . New ladders of thin-walled steel tubing are on order and it is hoped they will provide the answer.

The present arrangement for use of oil proportioners for mixing jet fuel is not satisfactory for flight deck use in cold weather. The oil will not flow properly during cold weather and it is necessary to use regular gasoline cans to pour warm oil in the after main tanks of jet aircraft.

Considerable difficulty was experienced initially in taking aboard aviation gasoline at required rates during initial replenishments and it is recommended that carriers be allowed to replenish with aviation gasoline during the Underway Training period and prior to deployment to the forward area.

There is often much "lost time" in hook ups due to the fact that loose "Y" fittings are encountered in the six-inch hose furnished by the tanker. It should be standard practice for the tanker to tighten hose fittings prior to sending over fueling hose.

It is also recommended that it become standard practice for the tanker to flush out hose with gasoline just prior to sending over the hose in order to diminish the possibility of getting water, oil, and foreign matter in the carrier's gasoline system.

8. Safety

A constant safety drive is carried on by the flight deck safety officer who is the Flight Deck Boatswain and Repair VIII Officer. He is constantly patrolling the flight deck to insure that safety precautions are complied with and providing "on the spot" instruction for those personnel observed violating precautions. Furthermore, all air department personnel have signified in writing that they have read and understand all existing safety precautions.

B. AEROLOGY

1. Weather Summary.

Upon leaving Yokosuka for the operating area, the ANTIETAM was given a typical Western Pacific meteorological welcome. A severe 120 knot typhoon named "Ruth" was heading north from Okinawa. Recurvature to the east of Japan was indicated for "Ruth", but after passing close to Okinawa on a northerly course, it appeared that the storm would enter the Sea of

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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 lll 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:

[redacted]

[redacted]

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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

Copy to:
CNO (2 advance)
CinCPacFlt (5) (2 advance)
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U.S.S. ESSEX (CV-9)
U.S.S. BOXER (CV-21)
U.S.S. BON HOMME RICHARD (CV-37)
U.S.S. VALLEY FORGE (CV-45)
U.S.S. PHILIPPINE SEA (CV-47)
CVG - 2
CVG - 5
CVG - 11
CVG - 15 (5)
CVG - 19
CVG - 101
CVG - 102
ATG - 1
Naval War College (2)
ComFairJap
[redacted]

ORIGINAL

U.S.S. ANTIETAM (CV-36)
c/o Fleet Post Office
San Francisco, California

7 Jan

CV36/10
A16-13
Ser: 002
[7 Jan 1952]

DECLASSIFIED

CONFIDENTIAL
SECURITY INFORMATION

From: Commanding Officer, U.S.S. ANTIETAM (CV-36)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander Task Force SEVENTY-SEVEN
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, FAR EAST
(5) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period 26 November to 31 December 1951

Ref: (a) OpNav Instruction 3480.4 dtd 1 July 1951

Encl: (1) Commander Carrier Air Group FIFTEEN ltr of 31 December 1951

1. The Action Report for the period 26 November to 31 December 1951 is hereby submitted in accordance with reference (a).

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ANTIETAM arrived at Yokosuka Naval Base at 1613I on 16 November 1951 upon completion of its first combat tour. The period 16 to 26 November was spent at the Yokosuka Naval Base where the ship had a restricted yard availability and for rest and recreation. At 0600I on 26 November 1951 the U.S.S. ANTIETAM in company with the U.S.S. WISCONSIN (BB-64) (Commander SEVENTH FLEET embarked) and Destroyer Squadron THREE got underway for the operating area to join Task Force SEVENTY-SEVEN in accordance with CTF-77 Confidential dispatch 230554Z of November. Extremely high winds encountered enroute to the operating area prevented the ship from conducting refresher air operations and other training. The ship joined the Task Force at 2230I on 28 November in the operating area near the 38th Parallel near the East Coast of Korea. The Task Force was commanded by Rear Admiral J. J. CLARK in the U.S.S. BON HOMME RICHARD (CV-31), and operated under Task Force 77 Operation Order 22-51 (Revised) dtd 7 October 1951, and further revised on 6 December 1951. It was composed of the U.S.S. BON HOMME RICHARD (CV-31), U.S.S. ESSEX (CV-9), U.S.S. WISCONSIN (BB-64), U.S.S. LOS ANGELES (CA-133), and other screening units. Air Group FIFTEEN was embarked in the U.S.S. ANTIETAM (CV-36). After thirty days of operations, the ship departed for Yokosuka for a period of maintenance, upkeep, rest and recreation, leaving the action area on 28 December 1951.

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[redacted]

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The mission of Task Force 77 was as follows:

(1) Conduct aerial interdiction against the enemy lines of communication, transportation, industrial and supply facilities.
(2) Provide Close Air Support for the ground forces as directed.
(3) Protect this force against air, surface and subsurface attacks.
(4) Provide Naval Gunfire Spot for surface interdiction and naval gunfire support as practicable.
(5) Conduct photo and armed reconnaissance in support of the interdiction program.
(6) Provide air cover for UN naval forces as directed.
(7) Operate as a Fast Carrier Striking Force when directed.

The Commanding Officer of Carrier Air Group 15 is CDR R. F. FARRINGTON, USN with the following complement of pilots and number of aircraft at the beginning of flight operations on 29 November 1951.

| SQUADRON | NO. OF PILOTS | NO. & TYPE OF AIRCRAFT |
|---|---|---|
| VF-713 | 28 | 17 F4U-4 |
| VF-831 | 21* | 15 F9F-2 |
| VF-837 | 21 | 15 F9F-2 |
| VA-728 | 27 | 6 AD-4, 4 AD-4L<br>7 AD-2, 1 AD-4Q |
| VC-3 | 6 | 4 F4U-5NL |
| VC-11 | 5 | 3 AD-4W |
| VC-35 | 5 | 3 AD-4NL, 1 AD-4Q |
| VC-61 | 4 | 3 F9F-2P |
| CVG-15 | 6** | |
| HU-1 | 2 | 1 HO3S |

* One (1) pilot TAD at U.S. Naval Hosp., Yokosuka during operating period.
** Four LSO's included in this figure.

Particulars concerning loss of aircraft are given in enclosure (1).

## PART II

## CHRONOLOGICAL ORDER OF EVENTS

11/26/51 - The U.S.S. ANTIETAM in company with the U.S.S. WISCONSIN (BB-64) and Destroyer Squadron THREE sortied from Yokosuka at 0600I. Extremely high winds precluded air operations and other training exercises.

[redacted]

[redacted]

SUMMARY OF SORTIES



| DATE | REMARKS | | OFFENSIVE | | | DEFENSIVE | | | MISC | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | FIRST LAUNCH | LAST RECOV | DAY | | NITE | DAY | | NITE | | | |
| | | | PROP | JET | PROP | PROP | JET | PROP | PROP | JET | |
| NOV. 26 | Enroute - Inclement weather | | | | | | | | | | |
| 27 | Enroute - Inclement weather | | | | | | | | | | |
| 28 | Enroute -- | | | | | | | | | | |
| 29 | 0530 | 1603 | 37 | 22 | 4 | 4 | 6 | -- | -- | -- | 73 |
| 30 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| DEC. 1 | 0845 | 1932 | 25 | 22 | 3 | 6 | 12 | 2 | -- | -- | 70 |
| 2 | 0845 | 1926 | 24 | 26 | 4 | 6 | 12 | 2 | *1 | -- | 74 |
| 3 | 0845 | 1933 | 23 | 28 | 4 | 6 | 12 | 2 | -- | -- | 75 |
| 4 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 5 | 0430 | 1645 | 40 | 30 | 4 | - | 12 | 2 | -- | -- | 88 |
| 6 | 0430 | 1620 | 36 | 32 | 4 | - | 12 | 2 | *1 | -- | 86 |
| 7 | 0430 | 1621 | 36 | 34 | 4 | - | 12 | 2 | -- | -- | 88 |
| 8 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 9 | 0815 | 1950 | 36 | 31 | 4 | 6 | 16 | 2 | -- | -- | 95 |
| 10 | 0815 | 1941 | 37 | 26 | 4 | 6 | 16 | 2 | *1 | -- | 91 |
| 11 | 0810 | 1940 | 35 | 27 | 5 | 6 | 16 | 2 | *1 | -- | 91 |
| 12 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 13 | 0515 | 1539 | 37 | 32 | 4 | 1 | 12 | 2 | -- | -- | 88 |
| 14 | 0530 | 1605 | 37 | 31 | 2 | - | 12 | 2 | *1 | -- | 84 |
| 15 | 0530 | 1656 | 36 | 29 | 2 | - | 12 | 1 | *1 | -- | 80 |
| 16 | Replenishment** | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 17 | 1430 | 1937 | 16 | 8 | 2 | 2 | 4 | 2 | -- | -- | 34 |
| 18 | 0825 | 1931 | 30 | 21 | 4 | 6 | 16 | 2 | -- | *2 | 79 |
| 19 | 0823 | 1950 | 31 | 21 | 3 | 6 | 16 | 2 | *2 | -- | 79 |
| 20 | 0824 | 1949 | 35 | 28 | 3 | 6 | 16 | 2 | -- | -- | 90 |
| 21 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 22 | 0530 | 1639 | 33 | 23 | 3 | - | 12 | 2 | -- | -- | 73 |
| 23 | 0525 | 1545 | 33 | 26 | 3 | - | 12 | 2 | *1 | -- | 76 |
| 24 | | | 31 | 26 | 2 | - | 12 | 2 | -- | -- | 73 |
| 25 | Replenishment | | | | | | | | | | |
| 26 | Inclement weather | - | - | - | - | - | - | - | -- | -- | -- |
| 27 | Inclement weather | - | - | - | - | - | - | - | -- | -- | -- |
| 28 | 0525 | 1549 | 30 | 18 | 2 | 0 | 12 | 2 | *2 | -- | 64 |
| 29 | Enroute | | | | | | | | | | |
| 30 | Enroute | | | | | | | | | | |
| 31 | Enroute | | | | | | | | | | |
| TOTALS | | | 678 | 541 | 70 | 61 | 262 | 39 | *11 | *2 | 1651 |

* Not included in totals

** Due to inclement weather replenishment on 16 December carried over until 1300 on 17 December.

Total prop sorties: 848

Total jet sorties: 803

Total sorties: 1651

[redacted]

[redacted]



11/27/51 - Steaming in company with U.S.S. WISCONSIN (BB-64) and Destroyer Squadron THREE. High winds prevented flying and other training exercises.

11/28/51 - Steaming as before. At 2230I, rendezvoused with Task Force SEVENTY SEVEN.

11/29/51 - Began air operations at 0530I. Flew 73 sorties on CAP, Railroad Interdiction, Jet Recco, Jet Photo, ASP, and Night Heckler.

11/30/51 - Replenishment day.

12/1/51 - Air operations. Flew 70 sorties of the usual offensive and defensive type.

12/2/51 - Flew 74 sorties on the usual offensive and defensive missions.

12/3/51 - Flew 75 sorties.

12/4/51 - Replenishment day.

12/5/51 - Air operations. Flew 88 sorties.

12/6/51 - Air operations. At about 0730I an AD crashed ahead of the ship immediately after a deck take-off. Cause unknown. The pilot was rescued with no injuries by the helicopter. Flew 86 sorties.

12/7/51 - Air operations. Flew 88 sorties.

12/8/51 - Replenishment day.

12/9/51 - Air operations. Flew 95 sorties.

12/10/51 - Air operations. Flew 91 sorties.

12/11/51 - Air operations. Flew 91 sorties. The U.S.S. VALLEY FORGE (CV-45) joined Task Force SEVENTY SEVEN. The 21,000 landing aboard the ANTIETAM was made today. Today marked the ninth consecutive flying day with perfect flying weather during which time the ANTIETAM combined with the ESSEX accounted for 937 railroad cuts and destroyed many locomotives, railroad bridges and oxcarts. It is believed that this long stretch of perfect clear cold weather is unprecedented in this area at this time of the year.

12/12/51 - Replenishment day.

[redacted]

[redacted] DECLASSIFIED

12/13/51 - Air operations. Flew 88 sorties. 1 AD-4NL on morning heckler hop received heavy AA damage and landed at K-18. Aircraft received strike damage. No injuries to personnel. At about 1330I an F4U-5NL flying escort to ASP made forced landing in the water about twenty miles south of the force. Pilot was rescued by helicopter from VALLEY FORGE with no injuries.

12/14/51 - Air operations. Flew 84 sorties. At about 1130I an AD landed in the water off Songjin after being hit by AA over North Korea. The pilot was rescued by the U.S.S. SWENSON (DD-729) at about 1330I. Pilot had no injuries but suffered from two hour exposure in his rubber boat.

12/15/51 - Air operations. Flew 80 sorties. Vice Admiral T. L. SPRAGUE, ComAirPac, and Rear Admiral Harrison, Material Officer from ComAirPac visited ship for a short period in the afternoon.

12/16/51 - Rendezvoused with replenishment group at 0600I, but due to heavy seas and snow storm did not begin replenishment until 1300I. Secured at 1615I to continue tomorrow.

12/17/51 - At 0600I continued replenishment. Began air operations at 1430I. Flew 34 sorties.

12/18/51 - Air operations. Flew 79 sorties. At about 1000I LT. WILSON, VF-713, bailed out of his F4U over Wonsan Harbor and was rescued by the U.S.S. COLLETT (DD-730)

12/19/51 - Air operations. Flew 79 sorties. At about 1530I ENS. RILEY, VF-713, was hit in his F4U west of Wonsan and kept the plane in the air until he reached Wonsan Harbor where he bailed out. Pilot made a successful jump but apparently could not get out of his parachute harness after hitting the water and was dragged from three to five miles before pilot and parachute were observed to disappear.

12/20/51 - Air operations. Flew 90 sorties.

12/21/51 - Replenishment day. Senator Ferguson, member of The Armed Forces Policy Committee, visited the ship for a few minutes in the morning.

12/22/51 - Air operations. Flew 73 sorties. LT. MARSHALL, VA-728, was shot down in his AD about 35 miles west of Wonsan. Pilot bailed out successfully and was rescued by the WISCONSIN's helicopter which was operating from Yodo island.

12/23/51 - Air operations. Flew 72 sorties.

12/24/51 - Air operations. Flew 73 sorties.

12/25/51 - Christmas Day was spent replenishing.

[redacted]

[redacted]

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12/26/51 - Today marked the end of almost a month of perfect flying weather. There was no flying due to high winds and a severe snow storm.

12/27/51 - Continued inclement weather cancelled all flight operations.

12/28/51 - Air operations. Flew 64 sorties. At about 1615I U.S.S. ANTIETAM (CV-36) in company with U.S.S. ST. PAUL (CA-73), ComCruDiv 1 embarked departed operating area for Yokosuka.

12/29/51 - Enroute to Yokosuka. Conducted CIC training exercises, tactical drills, new signal book and tactical instructions, AA firing and other training exercises.

12/30/51 - Enroute to Yokosuka.

12/31/51 - Enroute to Yokosuka. At 0807I the ship moored at Piedmont Pier, Yokosuka Naval Base.

## PART III

## PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. Ammunition Expenditures (Aviation)

| | | | |
|---|---|---|---|
| 2,000 #G.P. | 21 | Napalm Thickener, Navy Type 1 #540 | |
| 1,000 #G.P. | 804 | Napalm Tanks, MK. 77 | 11 |
| 500 #G.P. | 479 | MK. 6 Para. Flares | 108 |
| 350 #D.B. | 8 | MK. 6 Float Lights | 24 |
| 260 # Frags | 199 | Signals, Drift MK. 5 | 20 |
| 250 # G.P. | 3,927 | | |
| 100 #G.P. | 1,795 | 50 Cal. API | 101,080 rds. |
| 5" HVAR Heads | 457 | 50 Cal. INC | 101,080 rds. |
| 5" Rocket Motor | 638 | 50 Cal. APIT | 51,460 rds. |
| 6.5" ATAR Heads | 181 | 20MM HEI | 57,355 rds. |
| 3.5" ASR Motors | 180 | 20MM INC | 57,355 rds. |
| 3.5" ASR Heads | 182 | 20MM APT | 24,400 rds. |
| | | XYLENOL | 11 gals. |

B. Comment on performance of ordnance material and equipment.

1. Aviation

Ordnance performance.

Jet A/C have used 250#G.P. bombs exclusively during this operating period, and there have been many cases where bombs have fallen off A/C at the time of catapulting. In all cases the arming wire has remained on the A/C allowing the dropped bombs to partially arm. Most of the difficulty was experienced at the latter part of the operating period

[redacted]

[redacted] 

and it is believed that the defect is in the solenoid return spring and causes rack to release upon catapulting. Solenoid spring has only 4 oz. tension which is considered insufficient. R.U.D.A.D.E. on MK 55 Mod 0 bomb racks is being submitted.

Some difficulty has been experienced during darkness with bomb skids and bomb skid handles protruding over bomb elevator platform into the shafts of No. 1 and No. 2 upstage elevators. In order to guard against this condition it has been recommended that steel plates twelve (12) inches high be attached to the elevator platform in much the same manner as the plates installed in No. 3 upstage and all downstage elevators.

## PART IV

## BATTLE DAMAGE

A. Damage to ship

1. None

B. Loss and damage of aircraft

1. See enclosure (1).

C. Damage inflicted on the enemy

1. See enclosure (1).

## PART V

## PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Performance of duty and morale has been excellent.

B. Casualties

1. There were no personnel casualties suffered by ship's company personnel as a result of enemy action.

2. Casualties to Air Group personnel are reported in enclosure (1).

## PART VI

## GENERAL COMMENTS

A. AIR DEPARTMENT

1. Flight Deck

The present type of jerseys provided for identifying personnel at flight quarters is considered unsatisfactory for cold weather. The jerseys do not fit over cold weather clothing, they are difficult to remove or don when coming in or going out of shelters, attrition rate is

[redacted]

[redacted]



high, and they do not contribute to the warmth and comfort of personnel. Colored cloth has been stitched on cold weather clothing and seems to be much more satisfactory and is more economical.

Tires on all mules are being painted white in an effort to make for safer aircraft handling during darkness.

Jet nose wheel tiller bars that can remain attached and unattended during taxiing were manufactured during last availability period and aided in speeding up jet launches.

2. CATAPULT

Considerable difficulty was experienced with broken bridles prior to installation of new articulating shuttles. It is believed that at least part of the cause for these failures can be attributed to the old type shuttles in that bridle lays could get trapped between the spreader and the deck plates. It is recommended that new type shuttles be installed in all carriers prior to deployment.

Due to the stretch in tow cables and the installation of the new shuttles it was necessary to cut the cables and pour new sockets. Each catapult was down for about twenty-four (24) hours.

The catapults have functioned exceptionally well during this operating period and this performance record can be attributed largely to the outstanding maintenance accomplished during replenishment periods.

3. ARRESTING GEAR

Operations have been routine except for the problems introduced by cold weather. A great deal of trouble has been experienced with air valves freezing during operations. It has been necessary to keep two gasoline torches in constant use in order to keep gear operating properly.

Barrier repairs have been speeded up by the use of cold weather grease, stock No. 14-L-189-920 on all cable fittings. Use of this grease makes barrier changes much easier in low temperatures.

Trouble with yielding elements is chronic and colder weather is increasing the seriousness of the problem. Drainage under present type elements is not effective, and jet recoveries often batter the entire housing to the point where water leaks into spaces below due to gasket failure between the housing and deck. The blade type element installed in some carriers is considered to be more efficient and economical than the type presently installed.

Davis barriers functioned properly at all times, however,

[redacted]

arresting gear personnel are eagerly awaiting installation of the new positive stop barricade during next availability period.

4. HANGAR DECK

A space saving program was instituted on the hangar deck during this operational period and has paid great dividends. Each piece of equipment used on the hangar deck by personnel of various units was marked for stowage at definite frame number and was so labeled; e.g., stow at frame 161P. Also an area was painted on deck large enough to accomodate the equipment at that frame number, and gear is always stowed and tied down there when not actually in use. Integrity watch and routine patrols can easily spot gear that is out of place, and this system insures that equipment will be in its proper stowage when needed.

5. MAINTENANCE

All of the personnel in the V-2 division that are not assigned to office or shop spaces are assigned to active work on aircraft. It is believed that the integration of these personnel with squadron maintenance personnel provides valuable training for men concerned and insures most cooperative and effective use of shop spaces.

The bay three area aft of frame 184 has been used exclusively for heavy engine and structural maintenance. A total of nine engines were changed during the period of this report, and the large amount of structural damage caused by flak has necessitated continuous and efficient use of this area.

There is a definite need for more jet starting motor generators and loads in order to facilitate jet starting.

6. GASOLINE

The present arrangement for using oil proportioners for mixing jet fuel on the flight deck is unsatisfactory for cold weather operations. It is believed that the use of lighter oil at flight deck outlets will help correct this situation.

New ladders of thin walled steel tubing were manufactured during the last availability period and proved to be satisfactory during the last operational period. It is believed that twelve (12) such ladders is the minimum necessary to service jet aircraft in the time allotted.

With experience the problems encountered in taking aboard aviation gasoline have for the most part been solved, although fittings supplied by different tankers are not standardized and often causes some delay in hook-ups.

[redacted]



During replenishment the reception of fuel oil and gasoline is started simultaneously. However, the average time for oil fueling is two hours compared to three and one-half hours for gasoline. The ship must therefore remain alongside the tanker an hour and a half after oil fueling is completed.

Gasoline is received aboard at an average rate of 45,000 gallons per hour. This is little more than half the pumping capacity of the tankers. The low rate of reception is attributed to the pressure limits imposed by displacing salt water from the gasoline tanks.

Recommendation: That a Shipalt be issued, and incorporated, replacing the present five inch overboard discharge line with a larger one, or paralleling the present discharge line with a larger one, or paralleling the present discharge line with an additional line (reference C.O., U.S.S. BOXER conf. ltr CV21/4-egf S23 ser 037 dtd 22 May 1951).

7. SAFETY

Under the direction of the Air Department safety officer all hands are constantly striving to improve safety orders and procedures in order to minimize the dangers to personnel and equipment in the department.

B. OPERATIONS DEPARTMENT

1. AIR OPERATIONS

Other sections of this report have covered all the major activity in which air operations has had a part. Air Plot itself has no outstanding reports to make of its basic functions, but several of its problems in collateral duty are believed worthy of note. These are mentioned herein in the hopes that they may be of assistance to other carriers coming to the Korean Area.

The Carrier Onboard Delivery Service, known as Codfish, provided by VR-23 Detachment at Itazuka posed a problem. Since they always arrive during a regularly scheduled flight operation of launching or landing it has proved impossible to delegate anyone from the Air Department or Operations Department to meet the plane, meeting the plane is essential in that frequently passengers arrive who have no idea where to go, or how to get there, when aboard a carrier. Also the matters of proper orders and endorsements, clearance, manifests, and the like take more time than can normally be spared, during flight operations, by anyone in the previously mentioned departments. An officer whose other duties are not affected by flight operations is required as an official "Meeter and Greeter". He should have an excellent knowledge of the ship and its organization, and of the air group embarked;

[redacted]

he should be personable since he will be the first person met by the arriving passengers and pilots. The ANTIETAM is fortunate in that an Ensign in the Executive Department, having all these qualities, has been assigned this duty. Now, when a COD plane lands on board it is met almost as soon as the chocks are in place by this "Fighting Man's Grover Whalen". He gives all a cordial greeting then expeditiously tends to their baggage, and the freight, Guard or O.M. Mail, takes the passengers in hand, makes berthing and messing arrangements for them, has their orders properly processed and makes the necessary arrangements through Air Plot if they are to be further transferred. When the COD is departing, the "Greeter" makes sure that all passengers have properly processed orders, that their baggage is properly loaded, and that the passengers are ready to go in sufficient time so that the launch will go as scheduled in an unhurried manner. He also performs the same functions for destroyers coming alongside. This system has worked admirably, since the Ensign's other duties (Aide to the Executive Officer, Movie Officer, and Assistant Personnel Officer) are affected but little by flight operations.

2. AIR INTELLIGENCE

The functions of the Air Intelligence Office were performed smoothly during this operating period. Comments on possible improvements of the present organization and facilities have been previously submitted.

The lack of a teletype in the office has been a handicap. There is no direct 19MC connection between CIC and this office. CIC messages and instructions from CTF-77 have to be relayed to Air Plot to be passed on to Air Intelligence. Often there is a delay in relaying messages because Air Plot is busy launching and landing planes. To remedy this situation, we cut a 6" by 6" hole in the non-watertight bulkhead between the Air Intelligence Office and Ready Room 3. This was covered with clear plexiglass on both sides. The slight air space between keeps out the noise, yet gives a clear view of the teletype in Ready Room 3.

Reports of Intentions of the Fifth Air Force for the following day are incomplete as received by dispatch. The Night Hecklers have several times reported commencing an attack on a target only to have an unidentified plane suddenly dive out of nowhere on the same target. This is a hazardous situation for both the Air Force and Navy pilots. At present, the night sorties intention of the Fifth Air Force are listed on the dispatch only as a certain number of flights.

Recommendation: That the flights be broken down into areas of operations and number of planes in each and time over targets. This can be accomplished through the NLO at JOC Korea.

One of our pilots who had to ditch was picked up by the U.S.S. SWENSON (DD-729) and spent several days aboard that vessel.

[redacted]



One of the comments he brought back was that the destroyers did not have the code name designations of rail routes as used in TF-77. At present, when passing over a naval element, our pilots must give the grid coordinates of their intended targets to the element commanders. If each destroyer had a list of the area names, the pilots could give these. This would offer more security than the use of grid coordinates.

Upon deploying for WesPac we were issued a three month supply of Naval Air Warfare Reporting Forms as authorized by ComAirPac Instruction 3840.1 (Formerly 384.1). This supply proved to be adequate for only a month's operations due to the high frequency of aircraft losses and damage.

Recommendation: That original issue be revised in accordance with present requirements.

3. PHOTO INTERPRETATION

Emphasis on photographic intelligence has shifted from routine rail status and damage assessment to target searches, flak analysis and pilot briefing aids. This has resulted in a considerable lessening in the daily number of photographs for interpretation and reproduction. The result of this has been a more thorough inspection of each photo and an increased effort in the production of briefing aids. Construction of strip mossaics of all rail routes has been completed. Flak analysis mossaics of several rail routes, all major bridges scheduled for strikes and numberous other special strike targets were made.

The photographic production potential of the photo detachment exceeds by a considerable amount the capacity of one photo interpreter. If one minute is devoted to inspection of each photograph for a full eight hour period, less than five-hundred prints can be covered. When sorting, arranging, photo pilot briefing, and innumerable other details are added it makes a long day for one interpreter.

Strike damage to a large extent has been assessed by use of the K-25 camera. A shortage of camera pods has prevented more adequate coverage of all strike damage.

It is believed that the new program of limiting reconnaissance photography to flak analysis and target search will not only affect a monetary saving but will also result in better photo intelligence.

4. PHOTOGRAPHY

During this period of operations, fifty-nine (59) photo missions were flown making 7825 nine-inch by nine-inch negatives, from which 53,547 prints were made using 256 rolls of paper. All aerial rolls were printed with the Sonne Printer rather than the contact printer. The latter process is too slow and, in spite of the fact that the lab works on two

[redacted]

twelve-hour shifts, the production rate is not fast enough to have the prints ready for delivery by the next day.

Film exposed on the early morning and late afternoon flights had to be overdeveloped to the point of fog to produce a printable negative.

The new Morse A10A Dryer has speeded up the drying of aerial film and will dry Sonne Paper at least twice as rapidly as the Matte Dryer. When the Morse was first installed it would heat up to 120 degrees and then cut out. After an extensive search by the ship's electricians it was found that there was too much tension on the spring controlling the mercury switch and the switch would cut out when the ship would pitch and roll. After the tension on the spring was decreased slightly no further difficulties were encountered.

5. COMMUNICATIONS

The heavy rush of Christmas Mail points up the complete inadequacy of alloted Post Office space to handle the work load of incoming and outgoing mail. Although we are using an adjacent passageway for additional space for package handling, it is still inadequate for peak loads and far from ideal from the point of convenience. The attraction of cheap and novel goods in Japan has swelled the outgoing package mail to enormous proportions and makes it almost impossible to keep a sufficient supply of stamps on hand even with a stamp allotment of ten thousand dollars.

Recommendation: To meet these conditions it is recommended that (1) the post office be re-located in a larger space; (2) that stamps be made available at local Fleet Post Offices for sale to ships in the forward area and (3) that postage meters be made available for large ships in the forward area.

NDT RATT FOX continues subject to propagation difficulties necessitating many services for missing numbers. The present system of double transmission of headings and single transmission of the text is considered superior to the former method of running everything twice. It is believed that a system of double transmission as used by the RATT component of HOW FOX, i.e. single transmission with a rerun one half hour later would be a still greater improvement. At present, the rerun follows so closely that it is subject to the same propagation difficulties when such exists.

Considerable difficulty has been experienced in passing traffic to replenishment ships on C2E. This has resulted in undue delay on several important dispatches and further loading of ship to shore and FOX circuits to deliver this traffic. It is believed that improved guard arrangements among replenishment groups would alleviate this difficulty.

6. AEROLOGY

Weather Summary

Meteorologically speaking, our second tour on the line can be divided into two very unequal parts. The first, from 29 November to 25 December and, the second, from 26 December to 28 December. From past records and experience, it was expected that at least one third of the total scheduled flying time would be lost due to inclement weather. Instead, not one flying day was lost during the first four weeks. Except for a few days that had localized air mass showers, weather was mostly clear with unrestricted visibilities up through 25 December. The spell was broken on 26 December when a deepening and rapidly moving low entered the Sea of Japan from the southwest. There were no flight operations on the 26th and 27th of December due to low stratus and freezing precipitation. Seas were very rough with northeasterly winds between 30 and 40 knots. Flight operations were resumed on the 28th, our last day on the line.

The outstanding feature of the December weather charts was the permanence of the Siberian High pressure system. Only four weak cold front passages were recorded during this period with practically no attendant weather. It was the cold air moving in behind these fronts that produced what little weather was observed in the first four weeks. This consisted mainly of instability air mass showers caused by the cold polar air moving south over the relatively warm water of the Sea of Japan. These showers were a mixture of rain and snow. The temperatures observed were no less remarkable than the weather. In a month where freezing temperatures were to be expected over 50% of the time, only one day with temperatures less than 32F was recorded between 29 November and 25 December. And, at that, the temperature dipped to 28F for only one hour. Below freezing temperatures were recorded daily during the period of 26-28 December.

Two typhoons appeared on the weather charts during this period - "Amy" and "Babs". Neither one was considered a threat to our operating area, but 100 knot typhoons always bear watching and tracking. "Amy" was a severe 100 knot storm that caused considerable damage to the central Philippines. "Babs" recurved to the northeast, and passed well to the east of the Japanese Islands.

Weather Statistics: The permanence of the Siberian High is reflected in the wind direction summary. Wind directions from between west and northwest were observed 62% of the time. The trend observed from our last operating period was the shifting of the prevailing wind from northeast to northwest.

Wind Directions:

| Direction | Percentage of Observations |
|---|---|
| North | 4 % |
| Northeast | 11 % |
| East | 2 % |
| Southeast | 2 % |

[redacted]



| Direction | Percentage of Observations |
|---|---|
| South | 2 % |
| Southwest | 17 % |
| West | 20 % |
| Northwest | 42 % |

The absence of low wind velocities was again noted during December. Only 6% of all observations recorded winds of under 5 knots with no calms. Average wind velocities were 18 knots for the entire period. Winds above 30 knots were observed 8% of the time. The trend during December was for a slight increase in wind velocities. Highest observed velocity was northwest 53 knots during a cold front passage on 13 December.

Wind Velocities:

| Velocity Range (knots) | Percentage of Observations |
|---|---|
| Calm | 0% |
| 0-5 | 6% |
| 6-10 | 17% |
| 11-15 | 18% |
| 16-20 | 21% |
| 21-25 | 17% |
| 26-30 | 13% |
| 31-35 | 5% |
| 36-40 | 2% |
| 40 or above | 1% |

Ceilings under 500 ft. were observed only about 1% of the time, and 71% for ceilings above 10,000 ft. Percentage of all ceilings above 1000 ft. was 96%. This helps to illustrate the excellent weather of our first four weeks. Only one zero ceiling was observed, and that was for a few minutes in a heavy snow squall.

Ceilings:

| Ceiling Range (feet) | Percentage of Observations |
|---|---|
| Zero | 0% |
| 0-500 | 1% |
| 500-1000 | 3% |
| 1000-5000 | 23% |
| 5000-10000 | 2% |
| 10000 or above | 71% |

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The percentages on visibilities also emphasized the excellent weather encountered during December. Visibilities less than 3 miles observed only 3% of the time. Unrestricted visibilities, or visibilities greater than 6 miles, were recorded on 95% of all observations. Only one zero visibility was observed, and that for a few minutes in a heavy snow squall.

Visibilities:

| Visibility Range (miles) | Percentage of Observations |
|---|---|
| Zero | 0% |
| 0-3 | 3% |
| 3-6 | 2% |
| 6-10 | 6% |
| 10 or more | 89% |

Temperatures:

| | |
|---|---|
| Average Maximum Temperature | 57 F |
| Average Minimum Temperature | 46 F |
| Highest Maximum Recorded | 62 F |
| Lowest Minimum Recorded | 28 F |

The abnormally high temperatures during the month of December are evident from the above statistics.

Precipitation: Rain or snow was observed a total of 69 hours, or about 8% of all observations. This is just about half of what was recorded during our previous tour on the line from October 15 to 14 November. From 29 November to 25 December only 30 hours of precipitation were recorded, and all of it due to localized air mass showers. The longest continuous period was 24 hours on 26 December. Heavy hail was observed during a cold front passage on 8 December.

Fog: Fog was observed a total of 8 hours, or less than 1% of all observations. All the fog was of the precipitation type, and was observed with rain or snow on the 26th of December. The fog observed was only one third of that recorded during our previous tour of 15 October to 14 November.

The above statistics on ceilings, visibilities, precipitation, and fog more than emphasize the "unusual weather" and excellent flying conditions of the period 29 November to 25 December.

7. CIC

a. General: The organization of the CIC watch remained the same as that described in last periods report. The CIC team is becoming more efficient and new personnel are being integrated satisfactorily.

[redacted]

An AEW watch, composed of one man from VC-11 and one man from CIC, has been established to operate the P.O. Gear.

b. Radar Performance: Insofar as practical all radars have been operated continuously and replenishment days have been utilized for maintenance. Much difficulty has been experienced with the SX height system; repairs to be made in port should make a marked difference in altitude determination. The SX search system and the SPS have provided excellent ranges on aircraft. We are particularly pleased with the performance of the SPS on jet aircraft. Jets have been tracked out to 85 miles; reliable ranges on returning jets are 50 to 55 miles. There have been a few maintenance problems with the SK, and the SK is used primarily for identification of aircraft (Mark III IFF). The SX Console 3 has been adjusted so that the MSS scope can be used on the SPS radar below the 50 mile range. Oddly enough, the Mark V display from the SPS Console filters through to this SX Console and the display is controlled by the Mark V control box on the SX.

c. Air Control: No difficulty has been experienced either in CAP Control or Strike Control. Our SPS has been operating sufficiently well to allow us to make all intercepts on a radar repeater which does not have a Mark V display. When information is needed the Air Controller has the CAP plotted on the Vertical Board.

d. Communications: We recommend the use of a different, lower, frequency for the Combat Information Net. The present frequency of the Primary C.I. Net is so high that transmission and reception are affected by atmospheric conditions, and lobing. A frequency in the VHF range is recommended; this should alleviate the present problem of good reception one moment, no reception the next.

Communications equipment has been more satisfactory than during the last period. The TDQ Transmitters have been used in conjunction with the AN/ARC-1 receivers.

e. Lookouts: The O-L Division is a part of the CIC Organization, and all lookouts have been trained to supply Combat, as well as the Bridge, with pertinent information on surface and air contacts.

C. GUNNERY DEPARTMENT

During the period of 26 November through 31 December, the activities of this department were generally restricted to ship replenishments and ordnance maintenance. Due to the restrictions on ammunition training allowances, we participated in but two day's training exercises. The ammunition expended in the training exercises was:

5"/38 - 98 AAC
40MM - 916
5"/38 - 77 FCL (VT)

[redacted]



17

Maintenance of the ordnance equipment resolved itself into routine upkeep, with but one exception; a 40MM elevation power motor stator burned out and was replaced. Cause of casualty attributed to improper maintenance.

The deck seamanship is constantly improving. The "know how", which can be gained only through experience, has been the controlling factor in this improvement. The ammunition on-loading proficiency of the ship has been hampered considerably by the available handling equipment. The deck winches presently installed will handle but 3,000 pounds, and that only with considerable difficulty. It is believed that winches of heavier duty characteristics should be installed.

D. SUPPLY DEPARTMENT

1. General Stores.

Issue of material continued at a very high rate. Squadron consumption of consumable supplies was higher than would normally be expected. No difficulties were encountered because stock levels were high and replenishment while in Yokosuka has been excellent. Office supplies, rags and hand tools, were the classes of material hardest hit. Consideration is being given to the establishment of budgetary limits for squadrons to enforce closer control over material consumption. Economy of material is mandatory in order to reserve material for actual requirements. The consumption of stores must be maintained within the limits of ability to replenish or logistic support of operations will ultimately be deficient.

2. Winter Clothing.

The problems of winter clothing are being realized now that cold weather has set-in. The primary difficulty has been the issuing of clothing to personnel not employed in weather areas. Present allowances of winter clothing does not permit the issue of clothing to all hands. Clothing outfits for personnel working on the flight deck includes the following:

| Quantity | Description | Quantity | Description |
|---|---|---|---|
| 1 | Helmet, winter | 1 | Facemask |
| 1 | Jacket, winter | 1 | Mitten, wool |
| 1 | Trousers, winter | 1 | Mitten, leather |
| 2 | Drawers | 1 | Artics, sea |
| 2 | Undershirts | 2 | Socks, wool |
| 1 | Goggles | | |

This outfit is varied for all other personnel depending upon requirements. A general review of clothing allowances for cold weather operations should be made. During extreme cold weather nearly one hundred percent of the crew requires protective clothing. To accomplish this, the allowance should be modified and additional funds alloted to provide for procurement.

3. Excess Material.

Excess stock is being turned-in to clear storage space for new material. During the ships re-activiation, material was procured which has proven to be in excess of requirements. The bulk of this material has been in classes 17, 42, and 45. Considerable money value is expected to be recovered which will permit additional replenishing or procurement of authorized equipage without additional allotment allocations.

4. Aviation Material.

Activity in Aviation stores was much higher than normal. This was essentially due to the high number of hours flown. A few AOG's developed but were resolved by COD shipments or transfers from other CV's. The following items reflected high consumption during the month which will require expediting action to insure availability:

| Stock No. | Nomenclature | 90 Day Allow. | 30 Day Usage |
|---|---|---|---|
| R16-A-5056 | Antenna | 6 Ea. | 18 Ea. |
| R82-CV-VS-37013-1 | Wing, F4U-4 | 1 " | 1 " |
| R82-CV-VS-37013-2 | " " | 1 " | 2 " |
| R82-DG-5256004-514 | " AD-4 | 1 " | 1 " |
| R82-DG-5256004-515 | " " | 1 " | 2 " |
| R82-DG-5256004-546 | " " | 1 " | 1 " |
| R82-DG-5256004-547 | " " | 1 " | 1 " |
| R82-DG-5256125-15 | Elevator, Assy AD-4 | 3 " | 3 " |
| R82-DG-5266173 | Mechanism " " | 1 " | 4 " |
| R82-DG-5266173-1 | " " " | 1 " | 4 " |
| R82-GR-132860L | Tank, Tip, F9F | 2 " | 5 " |
| R82-GR-132860R | " " " | 2 " | 6 " |
| R86-ST-64B2-390940-17 | Carburetor, F4U-5 | 1 " | 2 " |
| R87-APD-100017 | Propeller, AD-4 | 7 " | 6 " |
| R94-S-800505 | Switch | 9 " | 7 " |
| R85-BPB-118922-3 | TJC, F9F | - | 1 " |
| R85-BPB-119525-3 | TJC, F9F | - | 12 " |

5. Commissary.

The General Mess responded to the Holiday season with the traditional Christmas Dinner (Turkey and Ham with all the trimmings). Consideration is being given to establishment of a snack or soup kitchen near the flight deck for flight deck personnel during the winter operations. This is considered desirable for morale and also to provide a stimulant to reduce the vigors of the cold weather.

6. Ship's Store and C and SS

Sales through the ship's store were very high. Purchases for Christmas were heavy due to the availability of Japanese merchandise which was sold very rapidly. Japanese merchandise is sold at the lowest possible mark-up to allow all hands the maximum benefit.

Arrangements are being made to sell more merchandise to officers through the officers' ships store. In this manner, service to the officers will be improved and the crew will have almost exclusive service at the main ship's stores.

Clothing and Small stores maintained the normal business volume until the end of the month. The lowering of prices effective 1 January, caused sales to drop off as was suggested by an announcement to all hands.

7. Administration.

Third quarter allotments have been the main consideration. The distribution of the allotment was worked out with department heads. All departments have been requested to reduce expenditures to the bare minimum in conformity to needed economy announced by the Commanding Officer.

E. WELFARE AND RECREATION

1. AT SEA

The following activities were conducted by the welfare and recreation office during this period at sea:

a. Issue of a daily news sheet.
b. Issue of a weekly ship's paper plus a separate Christmas edition.
c. Radio programs and daily newscasts broadcast over the RBO system.
d. Motion pictures were shown on twenty (20) occasions.
e. A special Christmas show was staged for all hands by the officers and the Ship's band.

f. A Christmas decoration contest was held with a suitable prize for the winning display.
g. Inter-departmental athletics were conducted whenever operating conditions permitted.
h. The Shrine Crippled Children's Fund was adopted by the crew as a charitable project for this cruise.
i. The Hobby Shop is open for the benefit of all hands.
j. The Library is open daily at specified hours.
k. A motion picture entitled "Operation Morale Lift", produced, directed and released by ComAirPac, was shown for the first time on Christmas Day and repeatedly since then. This movie received wide and popular acclaim from all hands.

2. IN PORT

The following activities were conducted during the ship's last in-port period from 16-26 November, 1951:

a. A total of 121 officers and 300 enlisted personnel enjoyed the facilities of the Rest and Recuperation Hotels in Japan.
b. Basketball games with other ships and station teams were played in the Fleet Activities Gym in Yokosuka.
c. Division and Squadron parties were held.
d. Fifty (50) Japanese orphans were brought aboard for Thanksgiving dinner with the crew.

3. DIVINE SERVICES

a. Catholic Mass and General worship services are held every Sunday. Mass is said daily.
b. Protestant Chaplains were invited aboard to hold religious services on Sunday and Thanksgiving when the ship was in port.
c. Special Christmas Services were held on Christmas Eve and Christmas Day.
d. Mormon and Jewish services are held weekly.

George J. Dufek

GEORGE J. DUFEK

CV36/10
A16-13

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Copy to:
CNO (2 advance)
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U.S.S. BON HOMME RICHARD (CV-31)
U.S.S. VALLEY FORGE (CV-45)
U.S.S. PHILIPPINE SEA (CV-47)
U.S.S. PRINCETON (CV-37)
CVG-2
CVG-5
CVG-11
CVG-15 (5)
CVG-19
CVG-101
CVG-102
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U.S.S. ANTIETAM (CV-36)
c/o Fleet Post Office
San Francisco, California

CV36/10
A16-13
Ser: 073



From: Commanding Officer, U.S.S. ANTIETAM (CV-36)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander Task Force SEVENTY-SEVEN
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, FAR EAST
(5) Commander in Chief, U.S. Pacific Fleet



Subj: Action Report for the period 16 January to 9 February 1952

Ref: (a) OpNav Instruction 3480.4 dtd 1 July 1951.

Encl: (1) Commander Carrier Air Group FIFTEEN ltr of 16 January 1951 p. 20

1. The Action Report for the period 16 January to 9 February 1952 is hereby submitted in accordance with reference (a).

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ANTIETAM arrived at Yokosuka Naval Base at 0807I on 31 December 1951 upon completion of its second combat tour. The period 31 December 1951 to 16 January 1952 was spent at the Yokosuka Naval Base where the ship had a restricted yard availability and for rest and recreation. At 0700I on 16 January 1952 the U.S.S. ANTIETAM got underway for the operating area to join Task Force 77 in accordance with CTF-77 Confidential dispatch 121026Z of January. At 0720I on 17 January the U.S.S. PURDY (DD-734) rendezvoused with the ANTIETAM west of Van Dieman Straits. Anti-aircraft practice was conducted during the morning and refresher air operations were conducted during the afternoon. The ship joined the Task Force at 0641I on 18 January in the operating area near the 38th parallel near the east coast of Korea. The Task Force was commanded by Rear Admiral J. PERRY in the U.S.S. ESSEX (CV-9) and operated under Task Force 77 Operation Order 22-51 (Revised) dated 6 December 1951. It was composed of the U.S.S. ESSEX (CV-9), and various screening units. Air Group FIFTEEN was embarked in the U.S.S. ANTIETAM. After 19 days of operations the ship departed for Yokosuka for a period of maintenance, upkeep, rest and recreation leaving the action area on 6 February 1952.

The Mission of Task Force 77 was as follows:

(1) Conduct aerial interdiction against the enemy lines of communication, transportation, industrial and supply facilities.
(2) Provide Close Air Support for the ground forces as directed.
(3) Protect this force against air, surface and subsurface attacks.

(4) Provide Naval Gunfire Spot for surface interdiction and naval gunfire support as practicable.
(5) Conduct photo and armed reconnaissance in support of the interdiction program.
(6) Provide air cover for UN Naval Forces as directed.
(7) Operate as a Fast Carrier Striking Force when directed.

The Commanding Officer of Carrier Air Group 15 is CDR R. F. FARRINGTON, USN with the following complement of pilots and number of aircraft at the beginning of flight operations on 18 January 1952.

| SQUADRON | NO. OF PILOTS | NO & TYPE OF AIRCRAFT |
|---|---|---|
| VF-713 | 28 | 15 F4U-4 |
| VF-831 | 20 | 16 F9F-2 |
| VF-837 | 21 | 16 F9F-2 |
| VA-728 | 26* | 8 AD-2, 3 AD-4<br>3 AD-4L |
| VC-3 | 5 | 4 F4U-5NL |
| VC-11 | 4 | 3 AD-4W |
| VC-35 | 6 | 2 AD-4Q, 2 AD-4NL |
| VC-61 | 4 | 3 F9F-2P |
| CVG-15 | 6** | |
| HU-1 | 2 | 1 HO3S |

* One (1) pilot TAD at U.S. Naval Hospital, Yokosuka during Operating period.
** Four LSO's included in this figure.

Particulars concerning loss of aircraft are given in enclosure (1).

## PART II

## CHRONOLOGICAL ORDER OF EVENTS

1-16-52 U.S.S. ANTIETAM sortied from Yokosuka at 0700I. Steaming singly enroute to the operating area.

1-17-52 Rendezvoused with the U.S.S. PURDY (DD-734) at 0720I. Conducted anti-aircraft firing during the morning and refresher air operations during the afternoon. At about 1420I LT A. MODANSKY crashed off the port bow in an F9F shortly after take-off. Cause of the crash is unknown. Pilot was rescued with slight injuries by the helicopter and was back aboar the ship within four (4) minutes from the time of the crash.

1-18-52 Rendezvoused with Task Force 77 at 0641I. Began air operations at 0830I. Flew 72 sorties on CAP, railroad interdiction, jet recco, jet photo, ASP and night heckler. The 22,000th landing was made today.

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1-19-52 Air Operations. Flew 78 sorties. Night flying cancelled due to inclement weather.

1-20-52 Replenishment day.

1-21-52 Air Operations. Flew 86 sorties. At about 0900I LT WALLEY, VA-728 ditched his AD in the water near Hungnam after being disabled by anti-aircraft fire. Pilot was rescued unharmed by the U.S.S. WISCONSIN's helicopter which was operating from Yodo Island.

1-22-52 Air Operations. Flew 80 sorties.

1-23-52 Air Operations. Flew 86 sorties.

1-24-52 Replenishment day.

1-25-52 Air Operations were cancelled today due to snow, ice and very rough seas.

1-26-52 Air Operations. Flew 70 sorties.

1-27-52 Air Operations. Flew 75 sorties. Today was a record day for the Air Group with a total of 114 railroad cuts, 68 of which were made in one 12 plane strike.

1-28-52 Replenishment day.

1-29-52 Air Operations. At about 0750I, LT S. B. MURPHY, VC-3, crashed landed his F4U-5NL in flames near Hungnam. After a very narrow escape from being captured, and after suffering a gun shot wound from his Communist pursuers, he was rescued by a helicopter. At 1426I, LT STAN KALAS, VC-61, hit the ramp with the port wheel of his F9F-2P and skidded on up the deck and over the port side into the water. The crewmen of the ANTIETAM helicopter had to enter the water to assist in the rescue of pilot who was stunned. Pilot recovered with only minor injuries. At 1505I, ENS W. W. MARWOOD, VF-713, was hit by AA near Wonsan and crashed into the water 5 miles south of Yodo Island. After a 52 minute search for the pilot by 8 aircraft and a helicopter, the search was abandoned. 80 sorties were flown this date.

1-30-52 Air Operations. 75 Sorties were flown today in spite of extremely high winds, sometimes as high as 60 knots, across the flight deck.

1-31-52 Air Operations. Flew 80 Sorties.

2-1-52 Replenishment day. U.S.S. VALLEY FORGE (CV-45) joined the force today and the U.S.S. ESSEX (CV-9) departed for Yokosuka.





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2-2-52 Air Operations. Only 24 sorties were flown due to very high seas and severe pitching of the flight deck.

2-3-52 Air Operations. Flew 82 Sorties. At 1750I, the U.S.S. PHILIPPINE SEA (CV-47) joined the Task Force.

2-4-52 Air Operations. Flew 84 Sorties. At 0951I, LTJG R. E. WILSON landed his F9F in the water ahead of the ship due to loss of power. The pilot was rescued unharmed by ANTIETAM's helicopter. At 1110I, LTJG C. E. GILLETTE, VF-713, ditched his F4U in Wonsan Harbor due to Lube Oil Pressure Failure. The pilot was rescued by the U.S.S. WISCONSIN's helicopter.

2-5-52 Replenishment day.

2-6-52 Air Operations. Flew 46 sorties. At 1200I, departed the task force in company with the U.S.S. ST PAUL (CA-73), Rear Admiral E. E. STONE, USN, ComCruDivONE embarked, and three (3) destroyers. The Twenty three thousandth landing aboard ship was made today by LT. W. A. JONES, of VF-713.

2-7-52 Enroute Yokosuka. Scheduled AA Practice was cancelled due to rain and low ceiling.

2-8-52 Enroute Yokosuka.

2-9-52 Enroute Yokosuka. At 0833I anchored in Berth 11, Yokosuka Harbor.

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## SUMMARY OF SORTIES

| DATE | REMARKS | | OFFENSIVE | | | DEFENSIVE | | | MISC | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | FIRST LAUNCH | LAST RECOV. | DAY PROP | DAY JET | NITE PROP | DAY PROP | DAY JET | NITE PROP | PROP | JET | |
| Jan.16 | Enroute | | | | | | | | | | |
| 17 | Enroute | | | | | | | | | | |
| 18 | 0820 | 2012 | 25 | 24 | — | 4 | 16 | 2 | 1 * | - - | 71 |
| 19 | 0822 | 1720 | 27 | 31 | — | 4 | 16 | — | 2 * | - - | 78 |
| 20 | Replenishment | | — | — | — | - | — | — | — | - - | — |
| 21 | 0525 | 1548 | 34 | 32 | 4 | 2 | 12 | 2 | 1 * | - - | 86 |
| 22 | 0522 | 1550 | 31 | 28 | 3 | 4 | 12 | 2 | — | - - | 80 |
| 23 | 0527 | 1555 | 35 | 30 | 3 | 4 | 12 | 2 | — | - - | 86 |
| 24 | Replenishment | | — | — | - | - | — | - | — | - - | — |
| 25 | Inclement Weather | | | — | - | - | — | - | — | - - | — |
| 26 | 0825 | 2040 | 28 | 17 | 3 | 4 | 16 | 2 | 4 * | - - | 70 |
| 27 | 0822 | 1719 | 28 | 27 | — | 4 | 16 | — | — | - - | 75 |
| 28 | Replenishment | | — | — | — | - | — | — | — | - - | — |
| 29 | 0523 | 1725 | 28 | 29 | 5 | 4 | 12 | 2 | 1 * | - - | 80 |
| 30 | 0628 | 1650 | 34 | 29 | — | 2 | 8 | 2 | — | — | 75 |
| 31 | 0529 | 1555 | 32 | 30 | 2 | 2 | 12 | 2 | — | — | 80 |
| Feb.1 | Replenishment | | — | — | - | - | — | - | — | — | — |
| 2 | 1133 | 1730 | 14 | — | — | 2 | 8 | — | 1 * | - - | 24 |
| 3 | 0824 | 2032 | 32 | 29 | 3 | 4 | 12 | 2 | — | — | 82 |
| 4 | 0826 | 2010 | 34 | 30 | 4 | 2 | 12 | 2 | 1 * | — | 84 |
| 5 | Replenishment | | — | — | — | - | — | - | — | - - | — |
| 6 | 0526 | 1145 | 16 | 16 | 4 | — | 8 | 2 | — | — | 46 |
| 7 | Enroute | | | | | | | | | | |
| 8 | Enroute | | | | | | | | | | |
| 9 | Enroute | | | | | | | | | | |
| TOTALS | | | 398 | 352 | 31 | 42 | 172 | 22 | 11* | | 1017 |

* Not included in totals

Total Prop Sorties: 493
Total Jet Sorties: 524
Total Sorties: 1017

[redacted]

[redacted] DECLASSIFIED [redacted]

## PART III

## PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. Ammunition Expenditures (Aviation)

| | | | |
|---|---|---|---|
| 2000 #G.P. | 79 | Flares, MK-6 | 34 |
| 1000 #G.P. | 660 | Float Lights, MK-2-6 | 12 |
| 500 #G.P. | 224 | 20MM AEI | 39,300 |
| 350 #D.B. | 1 | 20MM INC | 39,300 |
| 260 #Frag. | 108 | 20MM APT | 18,400 |
| 250 #G.P. | 1,946 | 50 Cal. API | 50,040 |
| 100 #G.P. | 1,747 | 50 Cal. INC | 50,040 |
| Anti-Sub Rockets | 78 | 50 Cal. APIT | 20,500 |
| Thickener, Napalm (Type 2) | 440# | XYLONOL | 8 Gals. |
| Tank, Napalm, MK-77 | 16 | | |
| Igniters, Napalm, M15 | 9 | | |
| Igniters, Napalm, M16 | 8 | | |

B. Comment on Performance of Ordnance Material and Equipment:

1. Aviation Ordnance Performance

Jet aircraft have installed MK-51 bomb racks which have been used exclusively during the period of this report. There has been only one case of hung ordnance on these racks and no bombs have been dropped when aircraft were catapulted. They have carried 500# and 250# bombs exclusively. It is extremely important to judge wind conditions accurately during low wind conditions in order not to get 500# bombs loaded and make their removal necessary at launch time. At present, these bombs must be loaded and unloaded by hand, and there is a grave need for development of a suitable mechanical hoist.

Some trouble has been experienced with heavy grease preservation in bomb fuse cavities of general purpose bombs, and this condition is aggravated by low temperatures.

2. Performance of Ship's Ordnance Equipment.

(a) Due to restrictions of ammunition training allowances firing exercises were held a total of one (1) time. twenty-four (24) rounds of AAC were expended.

(b) Maintenance of ordnance equipment was for the most part routine. The exception was to be found in the train power motors of 40MM mounts numbers 41 and 42. On separate occasions these motors smoked upon being energized. The cause was determined to be a zero ground in the stator winding. In the case of Mount 41 it was necessary to rewind the stator.

[redacted]



6

In the case of mount 42 the coils were washed in fresh water, baked and revarnished. At this time both mounts are performing satisfactorily. The casualties appear to have been caused by salt water entering the motor during heavy seas. These motors are splash proof but not watertight.

(c) At this writing a casualty as yet unsolved has arisen in the MK 56 GFCS in 40MM mount 44. When tracking is done in full radar control, oscillation occurs when target is tracked optically.

## PART IV

## BATTLE DAMAGE

A. Damage to ship

1. None

B. Loss and damage of aircraft

1. See Enclosure (1).

C. Damaged inflicted on the enemy

1. See Enclosure (1).

## PART V

## PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Performance of duty and morale has been excellent.

B. Casualties

1. There were no personnel casualties suffered by ship's company personnel as a result of enemy action.

2. At 0432I on 21 January 1952, FARRELL, Edward J. C., AN, 211 90 56, USNR, VF-837, while working on the flight deck in preparation for the morning launch became disoriented during a snow squall and fell overboard. A search by two destroyers until 0600I and by one destroyer until 0800I had negative results.

3. Casualties to Air Group personnel are reported in Enclosure (1).

[redacted]

## PART VI

## GENERAL COMMENTS

### A. Air Department

#### 1. Flight Deck

There were several opportunities to test the snow and ice removal equipment during the period of this report. The rotary brooms were found to be absolutely essential to keep the flight deck clear, and must be turned up and checked daily to insure that they will be operational when needed. At times, there were over two hundred brooms and shovels working besides the rotary brooms.

The attrition of mules has been quite high this operating period and can be attributed to the heavy work load to which they are subjected, plus the fact that the initial allowance of section M tractor spares has been completely depleted. The tractor spares of this allowance should be doubled prior to deployment of any carrier.

The large size chocks (NAF DWG No. 89735) manufactured by the Grumman Company have proved unsatisfactory. Due to the small wheel and tire size of jet aircraft these chocks are ineffective for chocking jets. Furthermore, the attrition is so great that they often last less than one week with careful handling. Report of Unsatisfactory and Defective Materials has been submitted, and recommendations for chock improvement have been made.

The attrition of standard tie down reels has also been quite high and it is belived that the initial allowance should also be substantially increased, particularly for ships that are in areas where heavy seas and high winds are often encountered.

It has been necessary to keep tie down reels on aircraft that are turning up aft prior to take off, because sometimes the deck is slippery and allows chocks to work forward into other aircraft even though pilots are holding full brakes.

It has also been necessary to leave jury struts in propellered aircraft that are turning up for launch until the ship is into the wind. This is particularly true during high wind conditions when the turn from downwind subjects inboard wing panels to heavy cross winds and may cause them to extend past the vertical and damage other aircraft.

#### 2. Catapult

The catapults have been in excellent working and material condition during this period, and there have been no cases of broken bridles since installation of new articulating shuttles.



8

3. Arresting Gear

There has been only one barricade engagement and that was not a good test of the present installation because two Davis barriers were actuated first. A total of eight hundred and fifty seven (857) landings were made using the initial barricade webbing prior to this engagement. The time for re-rigging two Davis barriers and the barricade in this instance was twelve (12) minutes. This was the total elapsed time from the time of engagement until the time the deck was ready to recover aircraft and was quite good considering the extreme cold weather and high winds that prevailed.

The use of arresting gear spaces for berthing is not satisfactory during winter weather.

4. Hangar Deck

There were no new problems connected with hangar deck operations, and the space saving program is still in full swing. However, there must be a continuous campaign to keep gear in spaces marked for it, and it is difficult to keep unauthorized gear and equipment off of the hangar deck. The program has paid dividends as there have been more than forty-three (43) aircraft on the hangar deck at times.

There is a need for jet power outlets at either side of the deck edge elevator. Many turn ups can be accomplished there.

5. Maintenance

There is still a definite need for more jet starting motor generator units for jet starting, and this is further emphasized because two starter jeeps have needed replacement since the beginning of this operating period. It was found that one of the new jeeps received in Yokosuka had a cracked block when it was first used, and the other was soon out of commission because of a broken piston ring.

The maintenance officers from the ship and air group have maintained a more rigid control of service control functions and increased availability has resulted.

The APA-19 radar bomb stowage takes on growing importance because the APS-19 radar is seldom used except for ASW missions. Hence, there must be adequate stowage for all of those not used.

Due to the frequent need for calibrating radio altimeters it would be highly desirable to have an additional test bench installation in the AEW shop.



9

6. Safety

It has been found that as personnel are better trained and more familiar with their jobs and the equipment they handle they tend to minimize the ever present dangers that exist. Hence, it has been necessary to promulgate a complete new set of safety rules including those compiled by ComAirPac as a guide. Division officers are required to read a portion of these rules daily to all personnel in their divisions and to read them in their entirety not less than once each month. It is hoped that these continuous reminders will keep personnel constantly alert to the dangers at hand and will help to prevent any serious accidents or injuries.

B. OPERATIONS DEPARTMENT

1. CIC

a. General:

Operations during this period were conducted as before; watch assignments and operating procedures have been discussed in previous reports. CIC experienced no difficulties in maintaining air control and radar radio guards as assigned by the Commander Task Force.

Several pilots in the air group have evidenced an interest in checking out in CIC operations, and a program is being worked out to qualify them as watch-standers.

b. Radars:

(1) SPS-6-B: The SPS-6-B is proving to be the most versatile radar for longe range air and surface search, and though limited greatly by target definition, it has been used for station keeping and navigation.

Results on jet aircraft have been excellent. Ranges of 60-70 miles are not unusual, and fortunately, these targets are held on the radar almost every sweep. However, on jet aircraft at 35,000 feet, range of detection is only 35-45 miles. On initial pick-up of conventional aircraft, the SPS-6-B lags somewhat behind the SX.

Frequent tuning and good maintenance has increased the overall efficiency of the SPS-6-B, and no severe maintenance problems have been encountered. High winds have effected antenna rotation, but this problem has been alleviated somewhat by reversing the rotation of the antenna. It is still necessary to secure the antenna in extremely high winds.

[redacted]



10

(2) SX: The search system still provides the best ranges on conventional aircraft, but range of detection of jet aircraft is only 35-40 miles; furthermore, jet aircraft are not held on the search system every sweep and jets at 35,000 feet are seldom picked up at all. The search system has been extremely efficient for long range surface search and long range navigation.

The height system is finally working properly; repairs which were made in port increased the accuracy of the equipment to within one and two thousand feet of actual altitude. Calibration checks are being made to effect more accuracy. Ranges on jet aircraft are limited, though occasionally altitude has been determined at 45-50 miles. Altitude on conventional aircraft has been determined at 65 miles or more.

(3) SK: The SK radar has performed quite satisfactorily though it is less consistent in range of detection than the SX or the SPS-6-B. The SK is used primarily for identification (Mark 111-IFF) and short range air search and for the tracking of aircraft over land. The SK, with its low frequency, will provide some protection for the ship in the event that the higher frequency radars are jammed; and it is adequate for the tracking of conventional aircraft.

(4) SU: The SU radar has performed excellently during this period, for it has been operated continuously for station keeping, short range surface search, and piloting. Difficulty experienced with the AFC unit, which increased the minimum range of the radar, has been overcome by a new installation.

(5) IDENTIFICATION EQUIPMENT: The Mark V IFF equipment has been operated at all times that jet aircraft are airborn, and it has been most successful. Ranges of reception of the Mark X equipment have been in excess of 100 miles.

The Mark 111 IFF equipment has been used continuously for identification of conventional aircraft; both the A band and the G band have proved successful as an aid in identification.

c. Air Control

1. All air control is done on the 7 VJ radar repeater with the SPS-6-B radar repeater piped into it, and no difficulty has been experienced either in CAP control or strike control. The radar controller, an enlisted man who sits at the console near the air controller, keeps the vertical plot up to date and air contacts properly identified. This system, particularly for strike control, has been successful, because the radar controller, under the supervision of the air controller, can coordinate the three search radars to provide an accurate vertical plot.

2. AEROLOGY

a. Weather Summary:

From a meteorological standpoint this tour was marked by no weather of unusual significance. It was, in fact, completely normal for the area and the season. Conditions for flight operations were generally good and only one full day was lost because of inclement weather. In addition, the early morning heckler flights of 30 January and 2 February were cancelled because of weather as were also the late afternoon hecklers of 19 January and 27 January.

The most prominent feature of the weather in the operating area during January and early February was the presence of the Siberian high pressure system; only four cold front passages having been recorded during this period. In each instance the cold front was associated with a wave on the polar front which formed over northern Korea or eastern Manchuria. Following each frontal passage these lows deepened rapidly as they moved out across the Sea of Japan. In three cases the storms moved eastward so rapidly that the ship was not affected by the weather of the low pressure system. The low associated with the cold front of 25 January, however, intensified rapidly to the northeast of the task force and resulted in a few hours of strong northerly winds and a heavy swell from the northeast which lasted all day and prevented flight operations for that day.

These cold fronts were relatively weak and were attended by little or no weather. However, as fresh polar continental air from Siberia moved in behind the front and out over the relatively warm water of the Sea of Japan it was heated from below and the resulting instability within the air mass produced light snow showers for a few hours after the front passed. Although these outbreaks of polar air brought sub-freezing temperatures to northern Korea and the adjacent Sea of Japan they resulted in good flying weather over most of the target area.

The shear line, which has been noted previously during naval operations in the area in winter, was present whenever the air flow aloft over Manchuria was northerly or northeasterly. It was particularly well developed during the period of 2 to 5 February, when its mean position was approximately forty miles offshore and paralle to the southeast coast of Korea. Thus it was possible for the ship to be operating under VFR or CAVU conditions if it was west of the shear line; or in snow showers, low ceilings and poor visibilities when it was east of the line. In addition, the shear line had a definite effect on the weather of the target area in the vicinity of Songjin, where it approached the coast. As a rule, weather in th Songjin area was worst during the morning when low ceilings, restricted visibilities and snow showers frequently prevented target operat

Generally this condition cleared in the afternoon as the slight surface heating and local foehn effect pushed the shear line a few miles offshore.

Replenishment on the 5th of February was hampered somewhat by snow, winds of 25 to 35 knots and rough seas. In this case the replenishment group was operating in the Sea of Japan east of the shear line and the weather encountered was typical of the area.

b. Weather Statistics:

Wind directions: The wind directions observed during this period are characteristic for the area and the season. In the winter months the outflow of air from the Siberian high pressure system shows a predominant westerly to northwesterly component north of 35° N. Wind directions between west and northwest were observed approximately 65% of the time.

| Directions | Percentage of Observations |
|---|---|
| North | 16.8% |
| Northeast | 10.6 |
| East | 2.1 |
| Southeast | 0.4 |
| South | 6.9 |
| Southwest | 7.4 |
| West | 48.9 |
| Northwest | 16.7 |

Wind Velocities: There were relatively few periods of light winds, the great majority of observations showing winds of 15 knots or higher. Only 4% of all observations were under 5 knots. However, there were more observations of winds over 30 knots than during the last operating period and in this instance slightly over 8% of all observations showed winds of 30 knots or higher.

| Velocity Range (Knots) | Percentage of Observations |
|---|---|
| Calm | 0.2 % |
| 0-4 | 4.1 |
| 5-9 | 15.9 |
| 10-14 | 14.8 |
| 15-19 | 21.0 |
| 20-24 | 23.2 |
| 25-29 | 12.6 |
| 30-34 | 6.0 |
| 35-39 | 1.6 |
| 40 or higher | 0.6 |

[redacted]

Ceilings: Low ceilings were recorded on only a few occasions; with less than three percent of observations showing ceilings of less than 1000 feet. Ceilings of 10,000 feet or better were observed more than 71% of the time.

| Ceiling Range (Feet) | Percentage of Observations |
|---|---|
| Zero | 0.2 % |
| 0-500 | 0.4 |
| 500-1000 | 1.6 |
| 1000-5000 | 18.8 |
| 5000-10,000 | 7.5 |
| 10,000 or above | 71.3 |

Visibilities: Visibilities were generally excellent with 93% of all observations showing ten miles or better. Visibilities of less than 1 mile were recorded less than 1% of the time.

| Visibility Range (Miles) | Percentage of Observations |
|---|---|
| Zero | 0.0 |
| 0-1 | 0.6 |
| 1-3 | 0.8 |
| 3-6 | 1.6 |
| 6-10 | 4.2 |
| 10 or more | 92.8 |

Temperatures: Temperatures recorded during this period again reflect the dominance of the polar continental air mass which governs the weather of this area during the winter months. Recorded temperatures averaged considerably lower for this tour of duty than for that of December.

| | |
|---|---|
| Average Maximum Temperature | 43° |
| Average Minimum Temperature | 27° |
| Highest Maximum Recorded | 58° |
| Lowest Minimum Recorded | 18° |

Precipitation: Little rain or snow was recorded during this period, further evidence of the influence of the dry, polar continental air which dominated the weather charts during the winter months. Only 5 hours of rain and 20 hours of snow were recorded during the entire period. The longest continuous period of precipitation occurred on the morning of 25 January when 8 hours of light snow were observed, following a cold front passage.

[redacted]

[redacted]

3. COMMUNICATIONS

Communications on the whole have been very satisfactory during the third period of operation. The following suggestions and notations are made in an effort to further improve existing conditions.

NDT Ratt Fox has been highly successful during this period of operation with the addition of the new frequency 123 KC. This frequency has been found invaluable for reliable receipt of the NDT Broadcast schedules. This frequency has, during two transits of Van Diemen, given consistent results where we formerly experienced an almost complete blackout of reception with the other available frequencies for periods up to six hours. The addition of this one frequency to the NST Broadcast schedules has reduced our requests for repetitions of messages to almost 30% of former needs.

It is believed that the NDT Ratt Fox Broadcasts could be still further improved by the adoption of a system of transmission such as is used by the Ratt component of HOW Fox, where double transmission is used at half hour intervals, i.e. single transmission with a re-run 1/2 hour later.

4. PHOTOGRAPHY

During the period covered by this report 37 photo sorties were flown making 5,132 negatives from which 41,135 prints were made. Added to the totals of previous reporting periods, the photo planes have made a grand total of 155 sorties, resulting in 20,007 negatives fr which 150,237 prints were made.

There have been more camera failure during this period of operations than previously. Most of these failures occured with the K-25 pod cameras which either failed to operate at all or made out-of-focus pictures on part of the rolls. It is believed that most of these failures were caused by using non-winterized cameras during cold weather operations. Although the lowest registered temperature on the flight deck was only eighteen degrees above zero, the new 16mm motion picture cameras would not run a constant 64 frames per second when exposed to that temperature for even a short time.

5. AIR INTELLIGENCE

Intelligence functions performed smoothly again with no notable difficulties encountered. The Air Navigation Department at Atsugi has provided excellent service in replenishing maps and charts with as little as 4 days elapsing between the time the request was dispatched and the items were received on board.

[redacted]

[redacted]

C. SUPPLY DEPARTMENT

1. Winter Clothing

The cold weather continued to cause problems in providing adequate clothing to personnel. Flight deck crews were well protected with long underwear, helmets, jackets, face masks, trousers, wool socks, arctics and gloves. Gunnery department personnel had to be issued additional clothing to insure adequate protection to the men standing top side watches. The primary difficulty encountered with winter clothing is excessive losses due to inadequate storage space.

2. General Stores

General stores personnel continued their inventory program, and the removal of excess stock. Every effort is being made to bring all classes of material into balance with requirements. Consuming departments are also returning excess material to the Supply Department.

3. Commissary

The assignment of a Chief Boatswain as Mess Deck Master-at Arms has provided the required leadership to put the mess halls in top condition. All hands are enthusiastic about the improvements being made.

The Commissary Officer instituted the serving of hot soup to all personnel on the flight deck. The soup is required during the cold weather and is definitely a morale booster for these important men.

Soup is made in the galley and taken to the flight deck for consumption during operating lulls.

The Commissary is now working practically around the clock,, early breakfasts for Air Department personnel, three meals a day for all hands, midnight meals for night watch standers and maintenance crews, and soup day and night for flight deck personnel.

4. Ship's Stores.

January was another record month in ship's stores sales. The sale of Japanese merchandise continued at a high level.

It is impossible to manufacture sufficient ice cream to meet demands. Due to inadequate refrigerator space, ice cream sales must be limited to two (2) cups per man. It is recommended that additional refrigerator equipment be provided ship's store.

[redacted]

5. Aviation Stores

Issue of aviation spares continued at a high level. Aviation stores personnel issued material around the clock to meet the demands of night check crews. Close coordination and cooperation between Supply and Squadron Material departments have resulted in mutual understanding and better support for the maintenance and engineering work.

Few difficulties were encountered during the month. AOG's were kept within reasonable limits and mutual assistance between the accompanying carriers was very satisfying.

The following parts were in short supply:

| STOCK NO. | NOMENCLATURE |
|---|---|
| R83-DG-3266263 | Cylinder, Aileron Boost, AD |
| R83-CLF-E46690 | Oil Cooler, AD |
| R82-GD-G3-521-M1 | Wheel, Nose, F9F |
| R82-GR-130009L | Flap Assembly, F9F |
| R82-GR-130009R | Flap Assembly, F9F |
| R82-DG-5258882 | Panel, After Cowl, AD |
| R82-CVVS-37013-2 | Wing Assembly, F4U |

6. Administration

Allotment accounting requires constant attention. Commander Air Force, Pacific Fleet granted an augmenting allotment of forty thousand dollars for the replenishment of stock and equippage procurement. Each department is straining to stay within budgetary limits but adequate allotment is believed to be available.

A program was inaugurated during the month to establish new equipage records from which the annual equipage inventory will be taken. Records are being converted from S and A Form 306 to S and A Form 460. The task involved brings the ships allowance lists up to date and enterir all ship alterations and change letter data that occured during the ships inactive period.

New accounting procedures have required close administrative control to insure sufficient funds to accomplish required projects. In certain cases departmental allotments have been broken down to provide for these special expenditures. For an example: The Engineering Department is allocated three allotments, one for Engineering Department operational expenses, one for procurement of paint for the entire ship, and one for ship maintenance and repair work. In this manner, expenditures for these items can be controlled and limited to funds provide

[redacted]

Procurement of photographic materials has caused some financial strain. Current policies prescribe the financing of consumable photo supplies and laboratory equipment from the operating allotment. The cost of these items is estimated at $15,000 quarterly. The mission of the photographic laboratory is to support aircraft operations and whether or not expenses incident to this support may ultimately be financed through the Appropriation Purchases Account or by additional allotment allocation has been referred to Commander Air Force, Pacific Fleet.

D. ENGINEERING DEPARTMENT

No major material problems developed during this period. Firesides of two (2) boilers cleaned during underway replenishment periods. Except when securing for specific work, eight (8) boilers are kept in use. This is nearly as economical in fuel consumption as shifting the number of boilers in use and appears to be far easier on the boilers and brickwork. Releases to inactive duty and transfers to other ships is rapidly reducing the department's potential to accomplish routine repairs during the underway replenishment periods and the inport upkeep periods.

Statistics as of 2400 6 February 1952:

| | |
|---|---|
| Miles Steamed: | 7,956 |
| Fuel Used: | 1,249,111 Gallons |
| Average Speed: | 15.2 Knots |

E. WELFARE AND RECREATION

1. In Port:

a. Ninety-four (94) officers and two hundred (200) enlisted personnel enjoyed the facilities of Rest and Recuperation Hotels.

b. Seven hundred (700) personnel took advantage of free sightseeing tours made possible by the Transportation Officer of Fleet Activities, Yokosuka.

c. Motion pictures were held nightly aboard.

d. The FltActs gymnasium at Yokosuka was used on numerous occasions by the Ship's basketball team.

e. The Protestant Chaplain from the Hospital at Yokosuka came aboard for Divine Services on two (2) occasions.

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2. At Sea:

a. Motion pictures were shown for all hands whenever conditions permitted.

b. One (1) Happy Hour was held on the Hangar Deck.

c. The Hobby Shop was open at regular times.

GEORGE J. DUFEK

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ORIGINAL

U.S.S. ANTIETAM (CV-36)
c/o Fleet Post Office
San Francisco, California

CV36/10
A16-13
Ser: 0102

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CONFIDENTIAL
SECURITY INFORMATION

APR 2 1952

From: Commanding Officer, U.S.S. ANTIETAM (CV-36)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander Task Force SEVENTY SEVEN
(3) Commander SEVENTH FLEET
(4) Commander Naval Forces FAR EAST
(5) Commander in Chief, U.S. Pacific Fleet

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Subj: Action Report for the period 18 February to 22 March 1952

Ref: (a) OpNav Instruction 3480.4 dtd 1 July 1951

Encl: (1) Commander Carrier Air Group FIFTEEN ltr of 24 March 1952

1. The Action Report for the period of 18 February to 22 March 1952 is hereby submitted in accordance with reference (a).

PART I

COMPOSITION OF OWN FORCES AND MISSION

The U.S.S. ANTIETAM (CV-36) arrived at Yokosuka Naval Base at 0833I on 9 February 1952 upon completion of its third combat tour. The period 9 - 18 February 1952 was spent at anchor in Yokosuka Harbor where the ship had a restricted availability and for rest and recreation. At 0600I on 18 February 1952 the U.S.S. ANTIETAM got underway for the operating area to join Task Force 77 in accordance with ComCarDiv ONE Confidential Dispatch 140022Z of February, in company with U.S.S. ESSEX (CV-9), ComCarDiv ONE, Rear Admiral J. Perry, USN, embarked, with U.S.S. WISCONSIN (BB-64), Vice Admiral H. M. MARTIN, ComSEVENTHFlt embarked, U.S.S. HANSON (DD-832), U.S.S. TAUSSIG (DD-746), U.S.S. WALKER (DD-517), and the U.S.S. MACKENSIE (DD-836). Anti-Aircraft practice was conducted during the afternoon of 18 February and refresher air operations were conducted during the afternoon of 19 February. The ship joined the task force at 1037I on 20 February in the operating area near the 38th parallel near the east coast of Korea. The Task Force was commanded by Rear Admiral J. PERRY in the U.S.S. ESSEX (CV-9), and operated under Task Force 77 Operation Order 22-51 (Revised) dated 6 December 1951. At various times it was composed of U.S.S. ESSEX (CV-9), U.S.S. PHILIPPINE SEA (CV-47), U.S.S. VALLEY FORGE (CV-45), U.S.S. SAINT PAUL (CA-73), U.S.S. WISCONSIN (BB-64), U.S.S. ROCHESTER (CA-124), U.S.S. MANCHESTER (CL-83), and various screening units. Air Group 15 was embarked in the U.S.S. ANTIETAM (CV-36).

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[redacted]



After 29 days of operations the ship departed for Yokosuka for a period of maintenance, upkeep, rest and recreation leaving the action area on 19 March 1952.

The Mission of Task Force 77 was as follows:

(1) Conduct aerial interdiction against the enemy lines of communication, transportation, industrial and supply facilities.
(2) Provide Close Air Support for the ground forces as directed.
(3) Protect this force against air, surface and subsurface attacks.
(4) Provide Naval Gunfire Spot for surface interdiction and naval gunfire support as practicable.
(5) Conduct photo and armed reconnaissance in support of the interdiction program.
(6) Provide air cover for UN Naval Forces as directed.
(7) Operate as a Fast Carrier Striking Force when directed.

The Commanding Officer of Carrier Air Group 15 is CDR R. F. FARRINGTON, USN, with the following complement of pilots and number of aircraft at the beginning of flight operations on 20 February 1952:

| SQUADRON | NO. OF PILOTS | NO. & TYPE OF AIRCRAFT |
|---|---|---|
| VF-713 | 27 | 15 F4U-4 |
| VA-728 | 26* | 8 AD-2, 3 AD-3, 3 AD-4, 3 AD-4L |
| VF-831 | 20 | 16 F9F-2 |
| VF-837 | 20 | 14 F9F-2 |
| VC-3 | 5 | 2 F4U-4, 2 F4U-5NL |
| VC-11 | 4 | 3 AD-4W |
| VC-35 | 6 | 2 AD-4Q, 2 AD-4NL |
| VC-61 | 4 | 2 F9F-2P |
| CVG-15 | 6** | |
| HU-1 | 2 | 1 HO3S |

* One (1) pilot TAD at U.S. Naval Hospital, Yokosuka during operating period.

** Four (4) LSO's included in this figure.

Particulars concerning loss of aircraft are given in enclosure (1).

## PART II

## CHRONOLOGICAL ORDER OF EVENTS

[redacted]

2/18/52 - U.S.S. ANTIETAM (CV-36) sortied from Yokosuka Harbor at 0602I in company with U.S.S. ESSEX (CV-9), ComCarDivONE, Rear Admiral J. PERRY, USN, U.S.S. WISCONSIN (BB-64), Vice Admiral H. M. MARTIN, Com7thFlt embarked, U.S.S. HANSON (DD-832), U.S.S. TAUSSIG (DD-746), U.S.S. WALKER (DD-517), and the U.S.S. MACKENZIE (DD-836). Conducted AA firing in the afternoon.

2/19/52 - Steaming as before enroute to operating area. At 1400I conducted refresher air operations.

2/20/52 - Enroute to operating area. At 0715I began refresher air operations. At 1037I rendezvoused with Task Force 77 which was replenishing.

2/21/52 - Air Operations. Flew 85 sorties on CAP, Railroad Interdiction, Jet Recco, Jet Photo, ASP and Night Hecklers. Mr. James D. Michener, author and war correspondent visited this ship today.

2/22/52 - Air Operations. Flew 83 of the usual sorties.

2/23/52 - Despite early morning snowstorm, 70 sorties were flown today.

2/24/52 - Replenishment day.

2/25/52 - Air Operations were curtailed today due to inclement weather. Flew 49 sorties.

2/26/52 - Due to inclement weather the Task Force replenished today. Two sorties were flown on ASP.

2/27/52 - Air operations. Flew 83 sorties.

2/28/52 - Air operations. Flew 82 sorties.

2/29/52 - Air Operations. Flew 77 sorties. At 1005I an F9F accidentally fired one 20MM round upon landing. Cause of accident not yet determined. The projectile hit GREENWAY, W.L. AB3, 211 48 37, USN, critically wounding him in the abdomen.

3/1/52 - Replenishment day.

3/2/52 - Air operations. Flew 80 sorties. At about 1430I LT G. W. JOHNSON, USNR, VA-728 was shot down by AA over Hungnam. The pilot was not recovered.

3/3/52 - Air operations were limited to eight (8) sorties due to inclement weather.

3/4/52 - Air operations. Flew 81 sorties.

3/5/52 - Replenishment day. At 0800I the U.S.S. ESSEX (CV-9) departed the force for Yokosuka and the United States. At 1150I the U.S.S. VALLEY FORGE (CV-45) joined the force. The following message was received from RADM J. PERRY, upon his departure, addressed to the ANTIETAM, CAG-15 and CAG-5:

> "IT HAS BEEN A PLEASURE AS WELL AS A PRIVILEGE OPERATING WITH YOU X THE WORK YOU GUYS HAVE BEEN DOING SHOULD MAKE ANY BOSS LOOK GOOD X THANK YOU CMA GOOD LUCK AND I HOPE WE MEET AGAIN X PERRY"

3/6/52 - Air operations. Flew 86 sorties.

3/7/52 - Air operations. Flew 91 sorties.

3/8/52 - Air operations were held to only 10 sorties due to inclement weather. LTJG R. E. WILSON, VF-837, made the 24,000th landing in his F9F.

3/9/52 - Air operations. Flew 88 sorties. LTJG JOHN SHERMULIS, VA-728, took off for the 5,000th combat sortie of the ship today.

3/10/52 - Replenishment day.

3/11/52 - Air operations. Flew 91 sorties.

3/12/52 - Air operations. Flew 88 sorties.

3/13/52 - Air operations. Flew 90 sorties.

3/14/52 - Replenishment day.

3/15/52 - Air operations. Flew 86 sorties.

3/16/52 - Air operations. Flew 92 sorties.

3/17/52 - Air operations. Flew 94 sorties.

3/18/52 - Replenishment day. The following message addressed to the Task Force was received from CTF-77 today:

> "THE PAST TWO WEEK PERIOD OF OPERATIONS HAS BEEN AN EXCELLENT ONE X WHILE LOW WINDS DURING ALMOST THE ENTIRE PERIOD FORCED MUCH HIGH SPEED RUNNING THERE WAS A COMMENDABLE LACK OF STEAMING CASUALTIES X REPLENISHMENT OPERATIONS WERE SMARTLY CONDUCTED X THE RESULTS OF AIR OPERATIONS IN TERMS OF DAMAGE TO THE ENEMY REACHED NEW HIGHS X SURFACE GUNFIRE SUCCESSFULLY CONTRIBUTED TO THE TOLL X WELL DONE TO ALL HANDS."

[redacted]



3/19/52 - All flying was cancelled due to inclement weather. At 1005I the U.S.S. PHILIPPINE (CV-47) and U.S.S. ROCHESTER (CA-124) joined the force. At 1142I the ANTIETAM, U.S.S. WISCONSIN and U.S.S. James E. KYES were detached for Yokosuka. CTE-77.03, Commanding Officer, U.S.S. ANTIETAM (CV-36), At about 1730I the U.S.S. SHELTON (DD-790) rendezvoused with the task element. At 2030I the U.S.S. KYES was detached for Sasebo to transfer an injured man to a hospital ship. ComCarDivFIVE sent the following message to the Antietam upon her detachment:

"WE WILL MISS ANTIETAM AND AIR GROUP 15 ON THE LINE WHERE THE REDS HAVE FELT THE POWER OF YOUR PERSISTENT AND ACCURATE STRIKES I ENJOY YOUR WELL DESERVED REST."

3/20/52 - Enroute Yokosuka. At 0930I the U.S.S. KYES rejoined.

3/21/52 - Enroute Yokosuka. At 1000I launched 17 aircraft for NAS Atsugi. At 1400I moored port side to piedmont Pier Yokosuka.

Summary of Sorties on page #6

PART III

PERFORMANCE OF ORDNANCE MATERIAL AND EQUIPMENT

A. Ammunition Expenditures (Aviation)

| | | | |
|---|---|---|---|
| 2000 #G.P. | 23 | MK 6 Flares | 176 |
| 1000 #G.P. | 1,042 | MK 5 Float Lights | 65 |
| 500 #G.P. | 276 | 20MM HEI | 87,000 |
| 260 #Frag. | 309 | 20MM INC | 87,000 |
| 250 #G.P. | 3,004 | 20MM API | 39,780 |
| 100 #G.P. | 2,635 | 50 Cal. API | 91,800 |
| 5" HVAR | 268 | 50 Cal. INC | 91,800 |
| 3.25" ASAR | 188 | 50 Cal. APIT | 49,920 |
| Thickener, Napalm (Type 1 & 2) | 3,000# | | |
| Napalm Tanks (MK77) | 66 | | |
| XYLONOL | 50 Gals. | | |

B. Comment on Performance of Ordnance Material and Equipment:

1. Aviation Ordnance Performance

The web hold down straps on the MK-4 bomb skid adapters have proved unsatisfactory because the buckles bend or break easily. New bomb skids have recently arrived that employ commercial load binders with heavy cast locking lever and have proved excellent.

The number of dud ordnance and hung bombs has decreased appreciably during this operating period.

[redacted]

CV36/10
A16-13

[redacted]



SUMMARY OF SORTIES

| DATE | REMARKS FIRST LAUNCH | REMARKS LAST RECOV. | OFFENSIVE DAY PROP | OFFENSIVE DAY JET | OFFENSIVE NITE PROP | DEFENSIVE DAY PROP | DEFENSIVE DAY JET | DEFENSIVE NITE PROP | MISC. PROP | MISC. JET | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Feb.18 | Enroute | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 19 | Enroute | | -- | -- | -- | -- | -- | -- | 19* | 10* | 29* |
| 20 | Enroute & Replenishment | | -- | -- | -- | -- | -- | -- | 16* | 17* | 33* |
| 21 | 0508 | 1720 | 32 | 27 | 4 | 4 | 16 | 2 | 1* | -- | 85 |
| 22 | 0515 | 1800 | 31 | 25 | 5 | 4 | 16 | 2 | -- | -- | 83 |
| 23 | 0543 | 1752 | 32 | 12 | 4 | 4 | 16 | 2 | 3* | -- | 70 |
| 24 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 25 | 0809 | 1509 | 16 | 17 | -- | 4 | 12 | -- | 1* | 1* | 49 |
| 26 | Replenishment and Inclement Wea. | | | | | | -- | -- | -- | -- | 2 |
| 27 | 0807 | 2055 | 31 | 27 | 4 | 4 | 15 | 2 | 2* | -- | 83 |
| 28 | 0809 | 1758 | 34 | 28 | -- | 4 | 16 | -- | -- | -- | 82 |
| 29 | 0808 | 1636 | 33 | 28 | -- | 4 | 12 | -- | 2* | -- | 77 |
| Mar. 1 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 2 | 0509 | 1747 | 34 | 19 | 5 | 4 | 16 | 2 | 2* | -- | 80 |
| 3 | Inclement Weather | | -- | 4 | 4 | -- | -- | -- | -- | -- | 8 |
| 4 | 0509 | 1808 | 30 | 26 | 3 | 4 | 16 | 2 | -- | -- | 81 |
| 5 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 6 | 0759 | 2116 | 32 | 29 | 3 | 4 | 16 | 2 | 2* | -- | 86 |
| 7 | 0753 | 2107 | 32 | 31 | 6 | 4 | 16 | 2 | -- | -- | 91 |
| 8 | Inclement Weather | | -- | -- | 2 | 8 | -- | -- | -- | -- | 10 |
| 9 | 0753 | 2114 | 32 | 28 | 6 | 4 | 16 | 2 | -- | -- | 88 |
| 10 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 11 | 0456 | 1805 | 36 | 30 | 3 | 4 | 16 | 2 | 1* | -- | 91 |
| 12 | 0453 | 1725 | 32 | 30 | 4 | 4 | 16 | 2 | 1* | -- | 88 |
| 13 | 0457 | 1828 | 36 | 29 | 3 | 4 | 16 | 2 | 3* | -- | 90 |
| 14 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 15 | 0804 | 1825 | 33 | 31 | -- | 6 | 16 | -- | -- | -- | 86 |
| 16 | 0754 | 2131 | 35 | 30 | 5 | 4 | 16 | 2 | 1* | -- | 92 |
| 17 | 0754 | 2102 | 35 | 34 | 3 | 4 | 16 | 2 | 1* | -- | 94 |
| 18 | Replenishment | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 19 | | | | | | | | | | | |
| 20 | Enroute | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 21 | Enroute | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 22 | Enroute | | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| TOTALS: | | | 576 | 481 | 62 | 82 | 287 | 28 | 55 | 28 | 1578 |

* Not included in totals.

Total Prop Sorties: 748
Total Jet Sorties: 768
Total Sorties: 1516

[redacted]

[redacted]



## PART IV

## BATTLE DAMAGE

A. Damage to ship

1. None

B. Loss and damage of aircraft

1. See enclosure (1).

C. Damaged inflicted on the enemy

1. See enclosure (1)

## PART V

## PERSONNEL PERFORMANCE AND CASUALTIES

A. Performance

1. Performance of duty and morale has been excellent.

B. Casualties

1. There was no personnel casualties suffered by ship's company personnel as a result of enemy action.

2. At 1005I on 29 February 1952 an F9F accidentally fired one 20MM round upon landing. The projectile hit GREENWAY, W.L., AB3, 211 48 73, USN, critically wounding him in the abdomen. Later in the day GREENWAY was transferred to a destroyer for further transfer to a hospital ship at Pusan. At the time of this writing GREENWAY is still on the serious list. The cause of the accidental firing has not yet been determined.

3. Casualties to air group personnel are reported in enclosure (1).

## PART VI

## GENERAL COMMENTS

A. Air Department

1. Flight deck

[redacted]

[redacted]

Chocks continue to be in short supply and although one hundred fifty were ordered some time ago delivery is not expected soon because it was learned that they had to be manufactured. As an operational expedient, crude but sturdy chocks were manufactured using 1 1/4" pipe as a cross piece with a set screw adjustment at one end. The chock attrition has averaged about one (1) per day during operations in the forward area during the last six months. During this period nine (9) jet tiller bars, four (4) universal tow bars, about one thousand (1000) tie down reels were used beyond economical repair and seven (7) tractors were turned in for overhaul. In addition it has been necessary to replace about nine thousand (9000) running feet of flight deck planking and it is estimated that another fifteen thousand (15,000) running feet are required to put the flight deck in good condition.

2. Catapult

The catapults have been in outstanding operating and material condition during this operating period. There have been a total of 3355 shots fired on both catapults during the six months period just finished in the forward area, and the majority of these were for jet launches using maximum pressures. There was rarely a time during the entire period that either catapult was inoperative. This excellent operational record was possible only because of the outstanding maintenance and servicing performed between launches and on replenishment days. Three hydraulic pumps have been replaced in the forward area and one replacement pump for the port catapult is required prior to another service tour.

3. Arresting Gear

The positive stop barricade installation has not had a true test since it was installed, however it has been found necessary to change entire webbings about once each one thousand (1000) landings due to deck traffic. Davis webbings require changing about every two hundred (200) landings due to deck traffic. During the period of this report there was only one minor Davis barrier engagement on number two barrier when a jet caught a late wire.

There has been heavy usage of yielding elements during the last six months and an average of one (1) per operating day was used. The initial allowance has not proved sufficient for sustained operations during a six month tour.

It has been found that cross deck pendants had to be changed after seventy-five (75) to one hundred (100) hits per wire. Greasing F9F tail hooks has been a definite factor in the pendant life.

It is noted with pleasure that during the entire six month operating period there was not a single barrier engagement at night.

[redacted]

[redacted]



4. Hangar Deck

The number of handling accidents and operational problems on the hangar deck were substantially reduced during this operating period. This is a direct result of experience, constant training and necessary rotation of some directors.

The metal apron leading to the deck edge elevator is of insufficient strength and requires replacement using heavier material. An alteration request is being submitted.

5. Maintenance

Aircraft availability during this period has been outstanding. This has resulted from more positive control of service control functions, increased experience and close coordination of maintenance officers with the aircraft handling officer.

It has been found that the 250 ampere output APUs are ineffective for engine starts at temperatures below 25°F. It is recommended that the heavy Wakasha units be used for cold weather and they should have minimum of 300 ampere output.

6. Safety

The daily reading of safety precautions, the personal supervision of the safety officer, all other officers and petty officers has been largely responsible for the highly successful safety program of the air department. It has required the constant attention and alertness of all hands to keep personnel from minimizing the ever-present dangers of flight operations, particularly during the last few days of operations when the end of one tour was near.

B. OPERATIONS DEPARTMENT

1. CIC

Operations during this period have been conducted as before, and CIC has experienced no difficulty in air control, radio and radar guards assigned by the task force commander.

Radar reception of jet-type aircraft has improved considerably. Single B-45s at 35,000 feet have been detected on the SPS-6B at fifty miles, on the SX height system at forty miles, and on the SX search system at thirty-five miles. Jet-type aircraft at lower altitudes (10,000 to 16,000 feet) have been detected at eighty-five miles on the SPS-6B, at fifty-five miles on the SX height system and the SX search system.

[redacted]

Two air controllers (day) have been qualified during this operating period.

2. AEROLOGY

a. Weather Summary

The operating period just completed was one of generally good to excellent weather; with approximately four and a half days lost because of inclement weather. In addition, the night hecklers were cancelled, due to weather, on 28 February and 15 March.

The continuing dominance of the Siberian high pressure system was indicated by the high percentage of west to northwest winds, by good ceilings and good visibilities, and by the relatively slight amount of precipitation. At the same time, the weakening of the Siberian high, preceding the onset of the summer monsoon, was reflected in the greater percentage of light winds, (which on several occasions forced jets to carry reduced bomb loads), lower average wind velocity, higher temperatures, and the slightly greater frequency of southerly winds.

Although several cold fronts passed through the operating area during the period, most of them were weak and produced little weather of consequence. The weakening high pressure system in Siberia and the increasing strength of southerly winds resulted in the formation of a number of waves on the polar front in the East China Sea southwest of Japan. The poorest weather conditions in the operating area were experienced when these waves pushed rapidly north and east producing warm front clouds and precipitation over Korea and the adjacent Sea of Japan. With one exception the center of these low pressure areas moved east-northeast along the south coast of Honshu and the operating area was not seriously affected. On 18 March, however, a wave developed in eastern China and the low center passed across the northern part of the East China Sea and southern Korea. The resulting snow and rain, poor visibilities, high winds and rough sea forced the cancellation of all flight operations of 19 March.

b. Weather Statistics

Wind Directions:

The wind directions observed during this operating period show the continued influence of the Siberian high pressure system, as indicated by the preponderance of winds from the west, northwest and north.

| Directions | Percentage of Observations |
|---|---|
| North | 26.4 |
| Northeast | 5.0 |
| East | 12.4 |
| Southeast | 2.0 |
| South | 12.4 |
| Southwest | 2.4 |

| Directions | Percentage of Observations |
|---|---|
| West | 28.6 |
| Northwest | 10.5 |
| Calm | 0.3 |

Wind Velocities:

The change from the winter monsoon to the summer monsoon in the Korean area occurs gradually through the spring months. It was indicated during this operating period by a definite decrease in observed wind velocities. Winds during January showed a maximum number of observations in the 20-24 knot range while in the current period the maximum observations were recorded in the 10-14 knot range. Light winds (0-9 knot range) were greater by the 10% than during the January operating period.

| Velocity Range (knots) | Percentage of Observations |
|---|---|
| Calm | 0.3 |
| 0-4 | 8.2 |
| 5-9 | 22.7 |
| 10-14 | 24.1 |
| 15-19 | 20.1 |
| 20-24 | 14.6 |
| 25-29 | 6.5 |
| 30-34 | 2.5 |
| 35-39 | .95 |
| 40 or higher | .15 |

Ceilings:

Relatively few instances of low ceilings were recorded - less than 2% of all observations showing ceilings of less than 1000 feet while ceilings of 10,000 feet or better were recorded 73% of the time.

| Ceiling Range (feet) | Percentage of Observations |
|---|---|
| Zero | 0.0 |
| 0-500 | 0.4 |
| 500-1,000 | 1.0 |
| 1,000-5,000 | 19.1 |
| 5,000-10,000 | 6.5 |
| 10,000 or above | 73.0 |

Visibilities:

Visibilities were excellent throughout the period, with more than 88% of all observations showing ten miles or better and only 2% of all observations showing less than three miles.

[redacted]

| Visibility Range (miles) | Percentage of Observations |
|---|---|
| Zero | 0.0 |
| 0-1 | 1.2 |
| 1-3 | 0.7 |
| 3-6 | 4.1 |
| 6-10 | 5.5 |
| 10 or more | 88.5 |

Temperatures:

Temperatures recorded during this period are indicative of the weakening of the Siberian high pressure system and the slight increase in southerly winds over the operating area.

| | |
|---|---|
| Average Maximum Temperature | 47° |
| Average Minimum Temperature | 34° |
| Highest Maximum Recorded | 62° |
| Lowest Minimum Recorded | 22° |

Precipitation:

Precipitation remained low during this period and only 15.6 hours of snow and 30.8 hours of rain were recorded during the operating period.

3. COMMUNICATIONS

a. Speed Keys

There have been an increasing number of speed keys in use by unauthorized personnel. Since the percentage of errors is so great when this occurs, traffic is slowed down and accuracy is sacrificed.

It is recommended that commands take positive action to insure that only qualified personnel use speed keys.

b. Antennae

VHF Antennae have presented a continuous maintenance problem due to accumulation of moisture. Working experimentally with a VHF antennae redesigned for VHF frequencies, we have obtained excellent results.

It is recommended that VHF installations be improved.

c. TBS

Occasional inconvenience has occured by material failure of the TBS

[redacted]



which has a remote control unit on the open bridge.

It is recommended that a selector switch be installed in the pilot house which would make it possible to utilize the remote control on the open bridge with any of the three TBS installations which are available.

d. RATT

Radio teletype circuits can be a very effective means of clearing traffic when operating properly. They make it possible to handle traffic quickly and accurately with less highly trained personnel than required for radio or visual communications. We have experienced very little difficulty with this type of equipment due, we believe, to the fact that we have had at least one excellent teletype maintenance man aboard at all times.

It is recommended that at least one man with a thorough knowledge of teletype maintenance and repair be assigned to each ship with RATT equipment. If this is not feasible due to personnel shortage, it is recommended that properly qualified people be assigned to force commanders for use as required by the ships of the force.

4. AIR OPERATIONS

The results of the Air Operations activities for this operating period are covered for the most part by the reports from the Air Department, the Air Group, and Aerology. During this last period of operations 1509 sorties were scheduled and 1516 were flown. Two major factors account for this: The maintenance of aircraft has improved to such a degree that the average availability was well over 80 percent, and the policy of scheduling two strong prop strikes of eight planes each type rather than three strikes of four to six of each type gave plane and deck crews a better chance to make each plane completely ready for flight.

One item which has been used and is believed by many to expedite rendezvous and departure is for Air Plot to tell the leader of a flight when the last man of that flight has been launched, if there were any duds or substitutions, or of any changes in his flight. The leader then knows who to look for as his flight joins. It has also been found expedient to inform incoming aircraft as they are given the signal to land of the number of planes and type in the pattern and of any flights they may pass on their way to the pattern.

5. PHOTOGRAPHY

With only one photo plane in operations during most of the first two weeks of this period and the reduction in the number of sets of prints made for distribution, work in the photo lab was considerably reduced. Forty photo missions were flown taking 6,323 negatives from which 33,803 prints were made.

[redacted]

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The totals for all operating periods are 195 photo missions, 26,738 negatives and 184,040 prints.

No serious trouble was encountered with the photographic equipment but with eleven new Patco Aerial Developing Outfits to start with only four reels still remain in a usable condition and all of them will have to be replaced.

6. PHOTO INTERPRETER

After the initial dispair caused by crowded conditions, lack of trained personnel, coordination difficulties and an avalanche of photography was overcome, Antietam's photographic effort functioned smoothly. The technical skill and spirit of cooperation of VC-61 Unit Dog was outstanding. The photo lab, with a personnel and space allotment designed for a much smaller work load, performed minor miracles. Distribution requiring as many as fourteen (14) prints of reconnaissance photography and up to six hundred (600) 8 X 10 prints, was effected on the day following photography. This total reached as high as 6,000 prints on a single day. Routine ship's photography was carried on as usual.

The daily routine and division of responsibility were as follows:

a. The photo plan from CTF-77 was received and discussed by the COMPRON 61 detachment leader and the photo interpreter. A photographic brief was prepared by the Photo Interpreter. This consisted of a discussion of the coverage desired, its purpose and other pertinent points. Flight lines were drawn on 1:50,000 scale maps when desirable. These maps and previous photography of the same area were placed in an acetate envelope for the pilots' use.

b. COMPRON 61 personnel loaded and checked the cameras and airplanes. After exposure they processed the film and made one print. These steps were under the direction of the COMPRON 61 Detachment Leader and the ship's Photographic Officer.

c. The pilot edited and marked the film. Titling and splicing were completed by COMPRON 61 personnel and the film delivered to the ship's Photographic Officer for printing and distribution.

d. Rough data sheets were prepared by the pilot and reproduced by the photo lab.

e. Plotting was done by the Photo Interpreter and reproduced by the photo lab.

f. A master plot and sortie log were maintained by COMPRON 61 and the Photo Interpreter.

[redacted]

[redacted]



g. Interpretation was made from the unmarked print. This routine was arrived at through experience. It worked very well under the operating conditions imposed.

h. There was an early need for a pictorial representation of the interdiction targets. This was provided by construction of folding mosaic strips of all major rail routes. These were briefing aids. Flak increased steadily from the beginning. Early in the second operating period flak positions were located and plotted on strip mosaics. These were copied in sections and made into booklets for pilot briefing. These flak booklets were adopted by CTF-77. They were improved and expanded to include regular and complete coverage of all major rail routes. It is believed that they represent the major contribution of the photographic effort.

Carrier photography has not realized its potential. There are three basic reasons for this:

(1) The Korean war does not lend itself readily to photo interpretation's strong points. There are no worthwhile strategic targets. There are no active airfields. Beach analysis has not been required.

(2) The distribution of Photo Interpreters has been such that only first phase interpretation is possible. Effective photographic interpretation requires an extensive library of photography. Each Photo Interpreter should specialize in one or two aspects of the intelligence project. One Photo Interpreter cannot carry on an effective program.

(3) A carefully planned continuing photographic project is mandatory.

It is recommended that study of future requirements of naval photography be made by the photo Interpretation Center. A planning guide could be made for general or predictable situations. Included also should be recommendations for a staff of photographic interpreters such as the World War II INTERPRONS, or organized photo interpretation detachments.

The F9F2P as presently configurated is not an adequate photo plane. Provisions for mounting a 24 or 36 inch vertical camera and at least a 12-inch oblique should be made.

7. AIR INTELLIGENCE

The period from 21 February to 19 March was a period of smooth operations with but one new development in operating procedure, that being in flak intelligence. This is covered in a subsequent paragraph.

SUMMARY OF ENTIRE TOUR

ADMINISTRATION:

[redacted]

[redacted]



The organization of the Intelligence Department as set up when first reporting to Task Force 77 proved very efficient and was not changed during the entire cruise. Responsibility for reports was divided among the Air Intelligence Officer, Air Plot, CAG Air Intelligence Officer and the Squadron Air Intelligence Officers. That office which could most easily obtain the information was given the responsibility. However, the ship Air Intelligence Officer coordinated all reports.

The information and intelligence received was published and distributed as follows:

a. A compilation of all pertinent items was made and entitled "Current Information Bulletin". When the information changed or new information was accumulated the CIB was revised and a new issue released. Broad headings included were: Recognition, Communications, Restricted Areas, Target Information (General), Escape and Evasion, Search and Rescue, Essential Elements of Information, Enemy Characteristics, Standing Notes and Special Notes.

Used concurrently with the CIB were the "Daily Brief Notes" published nightly and including all new and changing intelligence. This included Target information (detailed), Recognition Codes, Friendly Force Intentions, Flak information, and other applicable notes for the next day's operations.

PERSONNEL:

It is believed that two Air Intelligence Officers are the minimum requirement for the ship. It is desirable to have three for the particular type operations being conducted in the Korean conflict thereby permitting the Intelligence Office to be manned by an officer 24 hours a day.

One of the greatest difficulties experienced is the "greenness" of all the intelligence officers when first arriving in the war zone. Some effort has been made to remedy this by sending two or three of the Air Intelligence Officers out to the area a month or so ahead of time to pick up what information can be obtained by watching combat operations and the other AIO's actually at work. However, this does not seem to eliminate the problem entirely and opening day finds the AIOs of the new carrier befuddled by a lot of little details. Also it means that the advance guard will have several additional months duty away from home.

RECOMMENDATION:

The assistant ship's Air Intelligence Officer, and CAG Air Intelligence Officer should be sent out on TAD orders two months ahead of time to relieve the corresponding officers on the carriers which is next

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to be relieved. They will then have two months of participation in actual operations. When their own carrier arrives, those two AIs should then return to their own ship. This will give the new carrier two AIOs with some acquaintanceship with the problems existing and a few of the answers. In turn, they will be relieved four months later by the two corresponding AIs from the carrier which is next scheduled to report for Korean duty. This experience and knowledge of the current situation should alleviate numerous difficulties on newly arriving carriers and should be extremely valuable to "Green Pilots".

Two rated yeomen, who are graduates of the Intelligence school for enlisted men at COMFAIRALAMEDA, and two yeoman strikers are the minimum requirements for enlisted personnel. All men assigned should have an ample length of obligated service to cover the entire tour in the forward area. It is much easier to replace a seaman in some of the other departments than in the Intelligence Office, where his special training is required daily.

SPACES:

The problem of storing the many charts required was solved by filing only a small number of each type and scale in the small stowage room in the rear of the AI office. The excess was stored in the fan room 2-78 and Cigar Mess Locker 2-56-2. When re-supply was necessary only small lots, of 10 or 20, were ordered. Delivery of maps from FEAMCOM at Tachidawa Air Base and Air Navigation Department at Atsugi was excellent.

Charts originally issued to each pilot included AMS Series 1:250,000 and AF charts 1:1,000,000, 1:5000,000 and 1:250,000 of all North Korea. The 1:50,000 scale charts were issued to the pilots prior to each Naval Gunfire Spot, Close Air Support or Strike Mission as necessary and were collected by ship's AIOs upon pilot's return.

Proper stowage space for voluminous classified materials received, such as target Dossiers and Air Objective Folders, is entirely inadequate. Basic requirements were described in Commanding, U.S.S. ANTIETAM ltr Serial 1399 of 11 December 1951, Subject: "U.S.S. PHILLIPINE SEA (CV-47) Alteration Request No. 10-51; comments on". Expansion of the chart room in the AI office and its conversion into a type of walk-in vault with a combination lock door is one possible solution. Another possibility is the expansion of this same space to accomodate the safe-lockers recommended by the referenced letter and numerous shelves which can be installed by ship's force. The bulkhead between this space and the AI office is a non-water tight bulkhead and could be moved three to six feet inboard without major alteration.

[redacted]

[redacted]



RESCUE EQUIPMENT:

The Air-Sea Rescue services provided by the helicopters of Task Force 77 and Task Force 95 and the ships of Task Force 95 deserve commendation for the excellence and efficiency of their efforts.

It is recommended that the above services be augmented by an amphibious type rescue aircraft orbiting in the Songjin-Chingjin sea during the hours that strikers are being conducted in that area. This is especially desirable during the winter months when time is the essence of survival. The Air Force operates this type of SAR facility on the West Coast of Korea and has proven its value by the quick rescue of many pilots in North Western regions.

LIAISON BETWEEN SERVICES:

Several near accidents between Navy Night Hecklers and Air Force or Marine Air Wing Night Attack planes indicated the necessity of closer liaison between the services.

Complete and prompt information should be furnished on all friendly aircraft movements. Greater coordination in scheduling night missions should be effected in order to avoid sending aircraft from various services into the same areas at the same time without properly promulgating such information to all pilots concerned. This is especially important in view of the fact that the enemy is sending night fighters deep into our perimeter of operations.

FLAK INTELLIGENCE:

During four periods in the forward areas the ANTIETAM launched planes on 76 of 83 scheduled days. Operations on the seven remaining days were cancelled due to poor flying weather. The number of combat sorties over Korea totalled 4302; the following is a breakdown of flak damage suffered:

a. Planes damaged due to AA: 128
b. Planes lost directly due to AA: 11
c. Total planes hit by AA damaged and/or downed; 139
d. Percent of total planes hit as per total combat sorties: 3.2%

DAMAGED BY TYPES OF FIRE

Small arms: 70 planes
Percent of total planes hit: 50%

[redacted]

[redacted]



DAMAGED BY TYPES OF FIRE

Automatic Weapons: 44 planes
Percent of total planes hit: 32%

Heavy: 0

Unknown: 25 planes
Percent of total planes hit: 18%

PILOTS CASUALTIES

Killed: Directly due to AA - 1

Indirectly due to AA - 1
(Pilot drowned after bailing out over water)

Injured: Directly due to AA - 6

Indirectly due to AA - 5

TOTAL: 13

At the commencement of our Korean tour of duty, enemy anti-aircraft protection of the main supply routes, which were our primary targets was very inclusive in its coverage. During our tour, this situation became progressively worse until by the end of the tour there was scarcely a mile of main supply route that wasn't protected by some form of AA fire. One of the reasons for this, it is believed, was that the stalemate at the battle line enabled the Reds to move some of their AA defenses from there to the rear area, to be placed near vital defense points.

In view of the above fact, our low percentage of AA damage and low casualties bear some review. A good record may depend on good luck. However, judicious use of flak information helps. This was done as follows:

1 to 50,000 scale portable charts, covering not more than 2 rail routes were pasted to a stiff backing and covered with friskit. Then, the exact positions of all light, medium and heavy guns were plotted from the best available information, primarily from photographs. Over this was placed a piece of .015 acetate and on it was plotted flak information as reported by TF-77 pilots. The latter information usually gives the location of planes when observing flak and not the actual gun positions.

Each squadron AIO had access to the flak plot of a certain route when his squadron had that route assigned as a target. Small discs, cut to scale, indicating the effective range of each AA gun at various altitudes of the plane, were made and used to create a flak danger area on the plot. Then the pilot could satisfactorily determine the least dangerous area on the route as his dropping point.

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In the outset, we were somewhat handicapped with this setup because the latest flak photo analysis of some routes were more than a month old. It was recommended to TF-77 staff Intelligence Officer that a weekly photo analysis be made of each of the routes hit most often (about a dozen). This would take only about 40% of the total photo sorties scheduled for one week. Some progress had been made towards achievement of that request during the last two weeks in the Korean area.

The above set-up worked out fine. However, it was not until the fourth period in the operating area that enough was known about the flak problem and the best method of combatting it. This may account for the high losses and damage suffered during a new carrier's first period on the line. It should be the task of the relieving carrier to give a complete picture of the flak situation to her relief and demonstrate the positive and detailed method of meeting it. This should be augmented by a complete file of latest flak analysis photographs issued by TF-77 Intelligence Officer before the carrier actually reports to TF-77 for duty.

C. SUPPLY DEPARTMENT

1. Supply Administration

The annual equipage inventory was started with the objective of clarifying many of the material shortages that have been encountered. The inventory will be based upon new equipage records and prepared from allowance lists which have been brought completely up-to-date. The material deficiencies that reveal themselves are to be reviewed to determine if the items are actually required. Equipage found to be authorized but not required will be reported with recommendations for modification of the allowance lists. The deletion of many items presently being carried will reduce the storage and handling problems, reduce requirements for additional funds and finally permit the close equipage accountability.

2. General Stores Inventory

The Annual General Stores Inventory was initiated on a new schedule that will permit balancing the stock records and class ledgers at the end of the fiscal year. Due to the short period prior to the ship's commissioning, material in storage during the ships inactivation was not completely accounted for. The new inventory is being accomplished in an excellent manner which will permit thorough replenishment of stock upon return to the United States and also permit elimination of dead stock.

3. Winter Clothing

The clothing issued to personnel during the winter operating period proved to be inadequate. The use of clothing was in excess of planned requirements, but no frost bite or injuries due to cold were encountered. The ship did not have adequate clothing to permit replacing torn or dirty

[redacted]

clothing during the winter months and therefore most of the winter clothing is in very poor condition. It is estimated that 20% of all clothing will have to be surveyed as being beyond repair or reconditioning. The allowance of winter clothing is very inadequate for the number of personnel presently assigned operating carriers. It is recommended that clothing allowances be determined on a more realistic basis which will provide basic clothing (jacket, hat, gloves) to all hands and additional items, (underwear, artics, rain gear, face masks, etc.) to all personnel employed in weather areas. Allowances of clothing should also authorize a certain percentage (20%) for sizing, and replacement of lost and damaged clothing. The realistic approach to reduce the clothing problems aboard ship is to provide all hands minimum clothing requirements, which will discourage thefts and losses and at the same time maintain close accountability and responsibility.

4. Aviation Supply

The repair facilities on this vessel are adequate but the repairing of minor damages to surfaces was not accomplished on a large scale.

Critical items in many classes did exist, but this was kept at a very low percentage by the reallocation of material by ComFairJap and exchanges between vessels.

5. Disbursing

Officers and enlisted men are paid on the 1st and 16th of the month. During periods of combat operations it is necessary to hold payday at night. A total of four Supply Officers can pay the entire ship's company in approximately one and a half to two hours, depending on the number of personnel drawing money. Stragglers are then paid the following morning.

Each individual is required to sign for all yen bought from the Disbursing Officer. This is done on a form prepared locally and the forms are retained by the Disbursing Officer. This, if the occasion arises, can be used as a basis to determine whether yen was obtained by an individual through legitimate channels.

6. Wardroom Mess

a. Service of meals in the wardroom was conducted in the following manner:

Breakfast - Cafeteria Style
Lunch - Service at tables but not according to a seating arrangement except on replenishment days and ordinary steaming days. Two sittings were provided.

[redacted]

Dinner - Service at tables according to seating arrangement. Two sittings were provided.

Service of meals were on a rotation basis to provide a degree of fairness in the promptness with which the various tables were served.

Meals were served at the following hours except when in port:

Breakfast - 0700 to 0800
Lunch - 1130 to 1200 & 1230 to 1300
Dinner - 1700 to 1730 & 1800 to 1830
Other meals were provided as required by operating conditions.

Three times weekly, arrangements with the ship's band were made to provide music at the dinner hour. This proved to be a very entertaining feature and greatly appreciated by the mess members.

b. Mess Bills - Mess Bills averaged around $40.00 per month throughout the operating period.

c. Personnel - CVs of this class are allowed 42 stewards of various rating to care for a ship's company complement of 103 officers. With the Air Group aboard, the total was raised to roughly 240 officers with only an additional 19 stewards being provided by the Air Group. Needless to say, the highest standards of service had to be tailored drastically to provide the bare essentials of room maintenance. Further, little free time was available for the rest and recreation of wardroom personnel. This function is undermanned to accomplish its mission.

d. Breakage - Difficulty in controlling breakage of wardroom chinaware was experienced due to the great amount of washing and serving so many meals in the operating area. Since the coffee mess operated 24 hours a day, breakage of cups was particularly difficult to check. Careless handling of chinaware on the part of the stewards was reduced to a minimum with the use of "extra instruction details" for those not heeding advice to use caution in their work.

e. Linen - The loss of bedclothing, especially blankets, is expected to be at a minimum when transients and air group personnel leave the ship through the use of linen custody chits. Detached officers must return their linens and blankets to the head room steward prior to being reimbursed for their mess share. Regulations covering this arrangement are included in the ship's organization book.

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[redacted]



f. Purchase of Provisions from Private Suppliers - Advantages in purchasing some meats and vegetables from Japanese suppliers are readily apparent on examination of their price lists. Purchase by sample is not always to be relied upon when dealing with these merchants. It would be a good plan to check with mess caterers on other vessels before placing an order with any one merchant.

7. Ship's Store

The ship's service aboard the U.S.S. ANTIETAM, during the period of operations in the forward area, has met no major problems. Personnel assigned to Ship Service Serves You have real meaning to the officers and crew.

Prior to departure from the continental limits of the United States, appropriate action was initiated to increase our monetary inventory limitation. Our peak inventory figure was reached in September, the month of our departure, when we had merchandise valued at $164,000.00. The inventory has shown a definite decline each month. It is believed that the normal limitation will be reached by the end of March.

8. Ship's Store

The logistic support for Ship's Service merchandise has been excellent. The personnel assigned the Supply activities in this area have been extremely helpful in actual procurement of merchandise. The Central Purchasing Office in Tokyo has made it possible for the crew to purchase the best native goods at a reasonable price. Our experience in native goods reveal that the men desire to purchase through their ship stores merchandise which is not readily available in the ordinary Japanese street shop.

The following mark-up policy has been adapted and has proved to be satisfactory:

Repetitive Items (Shaving gear, tooth paste, etc.) 10% or less.
Luxury Items 15%
Native Goods 5%

When the total sales at cost price is compared to sales at sales price for the above classifications of merchandise, the percentage of mark-up averages approximately 10%. Sales continued at a good level during our entire tour of duty. The peak month was in December 1951 when we had cash sales valued at $51,000.00.

[redacted]

[redacted]



During periods of actual combat operations many of the officers and crew could not be spared from their duty stations during the daytime, therefore the hours of operations for the ship's stores and fountains were changed so they could be open alternately at night.

Through a haircut appointment procedure, the off-job time for haircuts has been reduced to actual haircutting time. The appointment procedure has eliminated waiting lines and aided greatly increased efficiency through reduction of waste time.

9. Commissary

The Comissary Section has gained much "know how" through experience acquired during the ship's six month operating period at the forward area. Many procedures of improving and operating the general mess were suggested and tried, and the best suggestions were retained and incorporated into the operation of the mess.

The integration of the meal hours with the time of flight operations was one of the first problems which confronted commissary section. Since it was imperative that personnel directly connected with movement of planes on the hangar deck and flight deck, be served at the head of the chow line so they could be back on the job as quickly as possible, it was arranged that all Air Department personnel be served one hour before regular meal time. One serving line was reserved for the Air Department. The system proved very successful and has been incorporated into the Ship's Organization Book. The following is a schedule for the meal hours on Replenishment Day and Flight Operation Day:

| REPLENISHMENT DAY | FLIGHT OPERATION DAY |
|---|---|
| 0500-0530 - Early Breakfast | 0500-0600-Breakfast for Air Dept |
| 0615-0745 - Regular Breakfast | 0545-0615-Early Breakfast |
| | 0615-0715-Regular Breakfast |
| 1030-1100 - Early Dinner | 1000-1100-Dinner for Air Dept. |
| 1100-1245 - Regular Dinner | 1030-1100-Early Dinner |
| | 1100-1215-Regular Dinner |
| 1530-1600 Early Supper | 1530-1600-Early Supper |
| 1630-1730 - Regular Supper | 1600-1700-Supper for Air Dept. |
| | 1630-1730-Regular Supper |

[redacted]

The ease with which the ship has replenished fresh and and dry provisions at sea is one of the records of which the ship is proud. In fact, the ANTIETAM broke a record for the Pacific Area on 5 March 1952, by transferring 120 tons of provisions at the rate of 95 tons per hour. On 9 March 1952, the personnel of the ANTIETAM broke its own record by taking aboard 70 tons of provisions at the rate of 102 tons per hour. Approximately 200 men are used to receive and stow provisions on replenishment day. This number varies with the number of tons of provisions expected. A loading plan is on file in the Supply Office as to the exact procedure to follow on provisioning day. It is imperative that the utmost cooperation be obtained from all departments in the carrying out of a smooth replenishment day.

Due to the constant upkeep and maintenance of planes, it is necessary that a certain amount of work be accomplished at night. As a result, a full hot meal is served to approximately 200 personnel every night while in the forward area. This meal is served from 2330 till 2400 at #3 serving line. The details as to how these midnight rations are obtained and served as outlined in a Supply Department Memorandum which is on file in the Supply Office. In addition to the full hot meal at midnight, soup, crackers, and coffee is served to watch standers from 2330 till 2400.

During the extremely cold weather in the operating area, hot soup was served twice a day at 1330 and 1900 to personnel working in places exposed to the weather. The serving of this soup is a great boost to the morale of these men also keeps the men who are tending the planes alert at all times.

The supplying of mess gear to the general mess presented a re-occuring problem, expecially cups, bowls, and spoons. Though every effort was made to keep the losses down to a minimum, the usage rate was abnormally high.

By careful planning of all meals, and the utilization of all usable left over foods it is possible to prepare and serve all the food that a man can eat in the most palatable manner.

D. ENGINEERING DEPARTMENT

No major difficulties were encountered during this period. However continued operation has increased the required maintenance. At present the boilers are the most critical of the main propulsion equipment. The complete rebricking of five boilers is highly desirable and must be

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accomplished before another forward area tour is undertaken. Constant pressure pump governors have been another source of trouble. Steam cut bodies have made repair of some governors impossible. Replacement of these and salvage of their usable parts is now underway.

The most critical outlying auxiliaries are the deck winches and the bomb elevators. All parts of the deck winches are badly worn and a complete overhaul is necessary. These are vital to replenishment, and their reliability is essential. The bomb elevators are also essential and greatly over worked by comparison with World WarIII operation. Frequent brake and electrical adjustments are required to maintain continued operations.

## Statistics

| | | | | | |
|---|---|---|---|---|---|
| Miles steamed from | 2/18/52 | to | 3/21/52 | 12,141.9 miles |
| Fuel used from | " | " | " | " | 1,907,672. gallons |
| Fuel received from | " | " | " | " | 1,804,497 gallons |
| Fuel delivered from | " | " | " | " | 160,851 gallons |

Gallons fuel used per engine miles during period: 157.1 gallons

## E. PERSONNEL

Personnel performance has been uniformly excellent and morale has remained on a high level. Teamwork and cooperation was evident throughout as evidenced by excellence of performance during replenishment periods. In the transfer of supplies, a tons per hour record for CV class carriers in this area was set during one replenishment period and was broken the next.

The average on-board count of enlisted personnel (excluding the air group) during the period of this report was 2029. Total losses and gains by pay grade were as follows:

| | E-7 | E-6 | E-5 | E-4 | E-3 | E-2 |
|---|---|---|---|---|---|---|
| Losses | 1 | 8 | 23 | 23 | 0 | 0 |
| Gains | 0 | 1 | 1 | 2 | 2 | 34 |

The critical shortages in petty officer ratings continues to pose a grave problem and shortages in the ratings of TE, RD, MM, IC, ET, EM, BT, are bordering the minimum for operational functioning. An intense training program and utilization of personnel outside their field of specialty whenever feasible has enabled departments to function efficiently and with safety.

An exchange of chaplains with other ships at sea was conducted by the helicopter. Although the General Worship Service conducted by the Catholic chaplain had been attended by a great number of Protestant personnel, it is highly recommended exchange of chaplains be continued should it not be feasible to assign two chaplains to vessels of this type.

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[redacted]



The evening prayer which was inaugurated during our first days in the operating area has been well received by all hands.

F. RECREATION

The recreation program aboard the Antietam has met very appreciative response and is a decided factor in the continued high morale of the ship's company and air group personnel.

The Antietam basketball team finished the season with an 8 won, 2 lost record. Major victories were over the U.S.S. Essex, U.S.S. St. Paul and the U.S.S. Wisconsin. The losses were suffered at the hands of a Navy and Army shore based teams. By virtue of the wins over underway teams the Antietam claims the mythical title of Far East Underway Champions.

An Intramural Basketball Tournament was organized in which divisional teams competed for the department championship. Then followed a tournament with each department's team competing for ship's champion. Winners within departments were awarded a trophy and the winner of the departmental tournament awarded the Captain's trophy. The tournaments were highly successful; interest and enthusiasm ran high.

At the present time plans are being completed for a volley ball tournament to be conducted along the same lines.

The boxing team was entered in the All Service Tournament held at Camp Chickamauga, Kyushu, Japan along with fifteen other teams and came out second place winner.

During the period covered by this report 93 movies exhibitions were attended by 30,676 personnel, an average of about 330 per showing. This figure is seemingly low until the restricted areas available for showings are considered.

The hobby shop has been very successful in its operation with many model airplanes, ships, and automobiles being acquired by personnel during this operating period. The ship has been doing an average $1,400 business monthly, over the last two month period.

A contest has been organized which delights all photographic enthusiasts and has resulted in a large number of photographs of varied subjects, many of which will be used in the cruise book.

Rest and recuperation hotel reservations, although limited, have been highly beneficial. To offset inadequate hotel reservations, organized all-day sightseeing tours by bus have been arranged accommodating 70 men a day. Booking of professional shows of local talent for performance aboard

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ship in port proved very successful.

The many organized and diversified recreational activities has served to divert pent-up energy into healthful channels and is considered a major factor in the ship's morale as well as low percentage of VD infected personnel.

GEORGE J. DUFEK

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