USS ESSEX (CV9)
c/o Fleet Post Office
San Francisco, Calif.

CV9/A16-13
Serial: 040
12 March 1952

AR 502
29

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Carrier Division ONE
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period 4 February 1952 to 7 March 1952

Ref: (a) OpNav Instruction 3480.4

022849

Encl: (1) Carrier Air Group FIVE Action Report, 4 February 1952 to 7 March 1952 8-28

1. In accordance with reference (a), the action report for the period 4 February 1952 to 7 March 1952 is hereby submitted.

PART I COMPOSITION OF OWN FORCES AND MISSION:

a. At various times during the period of this report , Task Force 77 was composed of the following units: USS ESSEX (CV9), ComCarDiv ONE, RADM J. PERRY, USN, embarked, USS VALLEY FORGE (CV45), ComCarDiv FIVE, RADM F. W. McMAHON, USN, embarked, USS ANTIETAM (CV36), USS PHILIPPINE SEA (CV47), USS WISCONSIN (BB64), Com SEVENTH Fleet, VADM H. M. MARTIN, USN, embarked, (Relieved by VADM R. P. BRISCOE 3 March 1952), USS ST PAUL (CA73), ComCruDiv ONE, RADM E. E. STONE, USN, embarked, USS ROCHESTER (CA124), and units of Destroyer Division 52, 71, 72, 92, and 111.

b. During the subject period, the USS ESSEX (CV9) operated off the East coast of Korea in accordance with CTF 77 Operations Order 22-51 (2nd revision), plus supplemental plans and orders issued during the period.

The mission of Task Force 77 was primarily to support the United Nations ground forces in Korea; the support missions included deep support, armed and photographic reconnaissance, interdiction, NGF spot, interdiction of enemy supply lines and strikes against enemy installations.

PART II CHRONOLOGY:

4 February - 17 February: Moored to Piedmont Pier, Yokosuka, Japan for yard availability, rest and recreation.

18 February: 0557 underway Yokosuka, Japan for operating area in accordance with ComCarDiv ONE 140022Z Feb. USS WISCONSIN (BB64), USS ANTIETAM (CV36) and DesDiv 72 in company. Conducted training exercises.

19 February: Proceeding to Operating Area. Conducted Refresher Air Operations.

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20 February — Conducted refresher Air Operations.
1100 arrived operating area and joined Task Force 77.
1300 RADM J. PERRY, USN, relieved RADM F. W. McMAHON, USN, as CTF 77.

21 February — Conducted Air Operations.
1037 AD, BUNR. 123933, ditched at EA 4509 due enemy AA fire. Pilot (LTJG F. S. JUTRAS) picked up by USS THOMASON (DD760) Pilot sustained minor injuries.
1630 F4U. BUNR. 97475 crashed at sea in the vicinity of K-50. Probable cause, pilot (LTJG F. G. GERGEN) disoriented in snow storm. Not recovered; listed as killed in line of duty.

22 February — Conducted Air Operations.
1433 AD, BUNR. 123947, ditched inside ASW screen. Probable cause loss of oil pressure. Pilot (LT W. B. MUNCIE) recovered by ships helicopter; no injuries sustained.

23 February — Conducted Air Operations.

24 February — Task Force replenished.

25 February — Conducted Air Operations forenoon. Air Operations cancelled in afternoon due to weather.

26 February — Task Force replenished.

27 February — Conducted Air Operations.

28 February — Conducted Air Operations.

29 February — Conducted Air Operations.

1 March — Task Force replenished.

2 March — Conducted Air Operations

3 March — Air Operations cancelled due to weather.

4 March — Conducted Air Operations. Transferred replacement aircraft to USS ANTIETAM (CV36)

5 March — Transferred replacement aircraft to USS VALLEY FORGE (CV45).
1105 RADM F. W. MCMAHON, USN, relieved RADM J. PERRY, USN, as CTF 77. Task Element 77.04 CTE Captain W. F. RODEE, USN, Commanding Officer USS ESSEX (CV9) with RADM J. PERRY, USN, ComCar Div ONE embarked. USS TAUSSIG (DD746) and USS HANSON (DD832) departed Operating Area for Yokosuka, Japan in accordance with CTF 77 020710Z March.

6 March — Enroute Yokosuka, Japan.

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7 March Transferred replacement aircraft to FasRon.11 at NAS, ATSUGI. 0927 anchored in berth 138 Yokosuka, Japan.

9 March 0600 shifted berths portside to Piedomont pier (Berth 12).

10 March USS ESSEX (CV9) chopped to ComNavFe for onward routing CONUS and so ended the first combat tour of the USS ESSEX (CV9) (27-A conversion). The work done by the ship and Air Group can best be told by the following dispatch received from ComNavFe addressed COMCARDIV ONE, USS ESSEX, and AIR GROUP FIVE: COMMANDER NAVAL FORCES FAR EAST IS DEEPLY APPRECIATIVE OF THE SPLENDID MANNER IN WHICH ESSEX PILOTS BACKED BY THE ESSEX CREW HAVE DOGGEDLY STRUCK DAY AFTER DAY AT THE COMMUNIST TRANSPORTATION NETWORK IN NORTHEAST KOREA X THE COMBINED EFFORTS OF THE AIR GROUP AND THE SHIPS COMPANY GUIDED BY THE IMAGINATION AND CAREFUL PLANNING OF THE CARDIV ONE STAFF HAVE BEEN A PRIME FACTOR IN THE CAMPAIGN TO KEEP THE ENEMY INEFFECTIVE X ALL GOD SPEED AND THE BEST OF LUCK ALWAYS X VADM C T JOY

11 March 0600 pursuant Admin ComNavFe 090010Z the USS ESSEX (CV9) with ComCar Div ONE embarked, underway for San Diego via Pearl.

PART III ORDNANCE:

1. Expenditure of Air Ordnance.

See enclosure (1)

2. Expenditure of Ship's Ordnance for training.

a. For the Period 4-29 February:

25 rounds 5"38
107 rounds 3"50

b. For the Period 1-7 March:

24 rounds 5"38
121 rounds 3"50

c. The following totals of ammunition were expended for training while the USS ESSEX (CV9) operated in the Far East Command. The period covered was from 18 August 1951 to 5 March 1952.

1,135 rounds 5"38
4,114 rounds 3"50
28,679 rounds 20mm

3. Comments on Performance of Ordnance.

a. The performance of ship's ordnance equipment was satisfactory.

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PART IV BATTLE DAMAGE:

1. Ship

a. During the period of this report several cracks were found in the welded joints of the longitudinal strength member and web along the overhead of the second deck. Repairs were made by ship's force by chipping out the old weld and beveling the crack before rewelding.

The locations of these cracks was as follows:

Frame	67	Stbd.	— Compt.	A-215-L
Frame	101	Port	— Compt.	B-208-L
Frame	104	Port	— Compt.	B-208-L
Frame	106	Port	— Compt.	B-208-L
Frame	124	Port	— Compt.	B-212-L
Frame	128	Port	— Compt.	B-212-L
Frame	137	Port	— Compt.	B-214-L

2. Damaged inflicted on the enemy.

See enclosure (1).

3. Damage inflicted on ESSEX aircraft.

See enclosure (1).

PART V PERSONNEL PERFORMANCE AND CASUALTIES:

1. Performance.

Under the heavy work load of continuous operations, the performance of all personnel has been excellent. Morale has been a factor requiring no special attention as plans were laid during the ship's training period for a program of events outlined below to include maximum utilization of welfare and recreational facilities. Prior to the ship's deployment to WesPac the following was instituted:

a. Recreation and hobby-craft materials were purchased and plans made to maintain the interest of and offer diversion to the crew.

b. A nightly broadcast was conducted by an officer of the Air Combat Intelligence Office to keep the crew informed on the activities of the day.

c. A daily newspaper was published to keep personnel informed through the latest wire releases.

d. The ESSEX Broadcasting System was organized with members of the crew participating as program directors, engineers, technicians, disc jockeys, announcers, etc. Programs, both canned and live, were broadcast several hours each day over the RBO This served not only to provide entertainment for those who listened but was excellent training for the men who participated.

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e. Each evening the Protestant and Catholic chaplains alternated in conducting evening prayers immediately following tattoo.

f. Happy Hours were rehearsed and shown to the crew at the end of each combat tour while enroute to Yokosuka, Japan. Talent was plentiful, and the performances were very well received by the crew. Personnel of the U. S. Naval Hospital, Yokosuka enthusiastically received a special showing peformed in December 1951.

g. In port, smokers and basket-ball games were scheduled with other ships and shore activities.

h. Sightseeing and camera tours were arranged for the men during each "in port" period.

i. Japanese Variety Shows were arranged for aboard ship.

j. At Christmas the ship entertained 100 Japanese Orphans.

k. Cub Scouts from Tokyo and Yokosuka were entertained.

l. At Thanksgiving while in the operating area, the ship entertained six GI's from the front lines in Korea as guests.

m. German, Japanese and Spanish classes as well as courses in Bible and Religious Instruction were held weekly.

n. Divine services were held regularly for Protestants, Catholics, Latter Day Saints and Christian Scientists.

o. Memorial Services were conducted at the end of each operational period.

p. Movies were shown daily except when combat conditions prohibited. Two showings were usually run each evening.

q. The ship's paper "The Carrier Pigeon" was published semi-monthly. The editorial staff was composed of all crew members.

r. A Cruise Book was assembled and printed in Japan for distribution.

s. On replenishment days, the Ship's Band played on the hangar deck and contributed much to morale.

These various activities outlined above proved great benefit to the crew for they taught us to play as well as work and fight as a team.

2. Casualties.

a. Ship's Company

There were no casualties sustained by ship's company personnel.

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b. Air Group FIVE

See enclosure (1).

PART VI COMMENTS:

1. Engineering Department

a. The Engineering Department experienced no casualties during this operational period.

b. Recommendations.

None

c. Steaming Data

	14-29 Feb.	1-7 March	21 Aug 1951 7 March 1952
Miles Steamed	4583.3	2404.8	17,693.6
Fuel Oil received	560,208	386,442	10,743,023
Fuel Oil Delivered DD's	0	0	1,424,016
Fuel consumed (underway)	696,380	370,270	8,995,795
Fuel consumed (anchored)	42,440	8,480	378,950
Average Speed	16.3	16.7	16.2
Hours Underway	281.1	144	3684.8

d. During the period 24 August 1951 through 7 March 1952 the USS ESSEX fueled 32 destroyers, at an average rate of 85,500 gallons per hour. The USS ESSEX refueled from tankers 37 times during this period at an average fueling rate of 175,000 gallons per hour.

2. Air Intelligence

a. Photo Interpretation

Photo Interpretation, like a heavily loaded freight train, got off to a slow start at the beginning of the first tour of duty in the Korean Theatre. During the first operating period, many mistakes were made and corrected. In order to enable future carriers to avoid some of the pitfalls these suggestions are offered.

(1) Prior to arrival in the Task Force stress the importance of K-25 strike photographs. Since most pilots are not experienced in this type of camera work a discussion regarding type of run, altitude, scale, and general make-up of camera installation proves most beneficial.

a. Items such as strafing during camera runs.

b. Starting camera too far away from target.

c. Erratic maneuvers during run are a few that should be emphasized.

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Valuable time is lost trying to pinpoint pictures taken without knowledge of location. A photo card readily filled out in 4 digit coordinates should be made available to all pilots of K-25 equipped aircraft.

(2) An up to date file of photographs covering Korean "KING" airfields should be maintained with a tickler system showing the last photo coverage and status of each field. A separate alphabetical file should be maintained of other Korean fields. These established photographs can be readily located and the status of the fields quickly determined.

(3) Complete and current 1:500,000 AMS L 751 series maps should be available in sufficient numbers in order that strike leaders, briefers, photo pilots, and film-marking personnel have an adequate supply. A minimum of 10 copies of each chart should be on hand. The Far East Air Force Material command located at Tachikawa AFB has these maps instock,available for distribution to Naval Forces,

(4) All photography should be marked and checked by the photo pilots prior to its delivery to the Photo Interpreter. The importance of correct coordinates cannot be overemphasized. The additional time required by the photo pilots and film marking personnel in accurately locating photography will later pay off great divedends in speeding up the actual interpretation and dissemination of the P.I. Report.

(5) During the early portion of combat operations, the primary targets were rail and highway bridges. Pictures of these bridges should be filed alphabetically by area and numerically within each area. This enables rapid location of desired bridges as well as other targets. As the AA defenses increased, more and more time was devoted to flak analysis. The original concept was to prepare flak mosaics of bridges or other targets including commanding terrain. These mosaics proved to be very satisfactory. However, the whole operation was changed and 12-16 mile sectors of RR track were chosen as primary targets. Flak mosaics were then prepared of the entire route. Usually three parallel runs at 1:5,000 were required to give sufficient coverage.

AA encountered in this theater, unlike German or Japanese AA positions of World War II, is mobile in every sense of the word. Positions pinpointed one day will or can be moved the following day. Old positions are utilized whenever they are present. No attempt was made to break the sizes down other than small arms including machine guns, automatic weapons and heavy.

(6) Each ship should have a minimum of two enlisted men to assist the photo interpretator in carrying out the required duties, these men should be QM, PH, or AF, strikers or petty officers, and prefereably should have attended one of the photo interpretation schools. The ESSEX utilized the facilities at Barbers Point.

(7) Photographic and photo interpretation procedures as outlined by Commander Air Force, Pacific Fleet restricted ltr FF4-1/J12 serial 30/3074 of 14 February 1952 should be utilized as the basic operating procedures.

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b. Air Group FIVE has now completed the entire combat tour in the Korean operating area using original charts covered with frisket paper. As far as can be determined the charts show all indication of being serviceable for further use. It is therefore recommended that the allowance of ACS 1:250,000 charts be reduced to fifty.

c. It was found during the training period at Pearl Harbor that it would assist the ACI personnel to have a small glass viewing port between ACI and Ready Room THREE. The installation was accomplished by ship's force and permitted ACI personnel to view the ready room teletype and keep current with latest information as it came down from Air Operations, and thus mimimized internal communications.

3. Photography.

a. At the beginning of operations in the Korean area the Photographic Officer began recording information necessary to determine the maximum working load of the photographic laboratory and the times required to complete various steps of processing through the laboratory. To obtain this information one man was assigned the task of maintaining account of all aerial film recording the times aerial rolls entered the laboratory and this time required for processing through the various steps to completion.

All information concerning time for processing, marking, printing and delivery has been taken from these records. Negatives and prints which were processed and later discarded have not been included in the production figures as only material which was satisfactorily completed and delivered have been used.

Since aerial photographic reconnaissance was of prime importance, other items performed, such as RUDM's, deck crashes, public information work, copies of maps, charts and drawings have been omitted from the production figures.

Aerial photographic reconnaissance work consituted approximately 90% of the total work produced during the operating period 24 August 1951 to 6 March 1952.

Equipment used for drying film and sonne prints were two (2) aerial film dryers (Morse A-5) for the film, and one (1) 26" Pako Matte print dryer for the sonne prints.

AERIAL PHOTOGRAPHY — PERIODS

	1st 8-24-51 9-19-51	2nd 10-4-51 10-30-51	3rd 11-16-51 12-11-51	4th 12-29-51 1-31-52	5th 2-23-52 3-5-52	Total for entire period.
*Sorties Flown	73	68	41	81	24	288
Number of rolls filed.	122	101	49	104	30	407
Average exposure per roll.	33	60	70	73	61	60

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NEGATIVES	1st	2nd	3rd	4th	5th	Total
Number of 9 x 9 B & W negatives filed.	4,799	6,280	3,647	6,659	1,866	23,251
Number of 9 x 18 B&W negatives filed.	0	0	0	12,71	471	1742
Number of 9 x 9 color transparencies filed.	0	0	0	188	0	188
Number of K-25 strike photo's filed. (capsule installation)	44	113	124	118	16	415
Number of K-17 strike photo's filed. (capsule installation)	0	0	45	0	0	45

PRINTS	1st 8-24-51 9-19-51	2nd 10-4-51 10-30-51	3rd 11-16-51 12-11-51	4th 12-29-51 1-31-52	5th 2-23-52 3-5-52	Total for entire operating period
Number 9 x 9 prints made and delivered.	43,201	55,048	37,924	79,908	15,026	231,107
Number of 9 x 18 prints made and delivered.	0	0	0	15,252	5,181	20,433
Number of strike photo's 8 x 10 made and delivered.	616	1582	1736	2445	280	5984

*The term sortie is used to denote the flight of a single aircraft. During which photographic coverage was obtained.

TIME PRODUCTION FIGURES	Running Time 1st	2nd	3rd	4th	5th	Overall
Average time to process & wash one roll.	67M 1-07	69M 1-9	69M 1-9	71M 1-11	78M 1-18	71M 1H 11Min.
Average time to dry one roll of film.	30M 1-37	30M 1-37	36M 2-19	69M 2-19	66M 2-24	46M 1H 57Min.
Average time to make first flash print and deliver to film marking.	90M 3-07	140M 3-59	60M 2-45	84M 3-43	103M 4-07	95M 3H 32Min

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TIME PRODUCTION FIGURES	Running Time 1st	2nd	3rd	4th	5th	Overall
Average time to identify, mark (grease pencil) and deliver flash print to P.I. Officer.	166M 5-33	139M 6-18	117M 4-42	70M 4-53	82M 5-29	115M 5H 27Min
Average time to mark one roll of film computed from time of delivery to film marking until time returned.	70M 7-03	87M 7-45	76M 5-58	124M 6-57	117M 7-26	95M 7H 02Min
Average time for one set of marked prints to P.I. This print made from marked negatives.	112M 8-15	146M 8-44	124M 8-22	140M 9-17	97M 9-03	124M 9H 06Min
Time all work completed, forwarding letter written and work delivered for distribution.	0900	1000	1000	1100	0800	093634M

K-25 STRIKE PHOTOGRAPHY

	1st	2nd	3rd	4th	5th	TOTALS
Rolls Taken	* 0	76	58	75	18	227
Total possible exposures	* 0	1520	1375	1588	900	5383
Total exposures taken	* 0	1161	1132	1067	278	3638
Total usable exposures	* 0	804	694	786	120	2404
Total negatives filed	44	113	124	118	16	415
Rolls not used due to poor techniques.	* 0	9	4	2	22	17
8 x 10 prints made.	616	1582	1736	1770	280	5984

* No records kept this period.

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16mm MOTION PICTURE GUN CAMERA FOOTAGE PROCESSED AND 16mm KODACHROME GUN CAMERA FOOTAGE FORWARD AS LISTED BELOW.

	1st	2nd	3rd	4th	5th	TOTAL
B&W negatives processed	11,000	6,900	8,900		3,700	30,500
BEW positive processed				13,000		13,000
Kodachrome forwarded		10,595				10,595
TOTALS	11,000	17,495	8,900	13,000	3,700	54,095

c. The following is a record of the number of prints and negatives in addition to the aerial reconnaissance work. These figures are for the quarters ending 30 Sep 1951, 31 Dec 1951 and 31 March 1952 (figures for the quarter ending 31 March 1952 includes work performed up to and including 15 March 1952.)

	B&W Negatives			B&W Prints		
	Quarter ending 9/30/51	Quarter ending 12/31/51	Quarter ending 3/31/52	Quarter ending 9/30/51	Quarter ending 12/31/51	Quarter ending 3/31/52
Misc. 35mm I. D. $2\frac{1}{2}$ x $3\frac{1}{2}$ Etc.	520	352	0	829	544	120
4 x 5	586	1860	1025	1172	4848	1734
5 x 7	-	-	-	184	1576	58
8 x 10	770	310	775	8413	12806	32372
11 x 14	-	-	-	48	35	503
16 x 20 18 x 22 20 x 24	-	-	-	292	1053	1151
40 x 50	-	-	-	-	-	3
TOTALS	1876	2522	1800	10938	20862	45938
	TOTAL Negatives 6198			TOTAL Prints 77738		

d. Print Drying

Drying Sonne prints has been the main source of trouble in completing aerial reconnaissance work. The standard 26" Matte dryer was speeded up to a rate of six feet per minute. Partial drying was required before entering the dryer, and it was found necessary to assign three men to operate when drying two rolls simultaneously.

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Print drying is the big time consumer due to the fact that at the rate of drying three feet per minute using the 26" Matte dryer one hour and seven minutes is required to dry one 200' roll of Sonne paper. Drying two rolls simultaneously averages out to 34 minutes per roll or approximately two rolls per hour. In eight hours the maximum number which may be dried is sixteen - provided the dryer is drying continuously. If the laboratory were required to process six rolls of aerial film a day and make nine prints from each roll - the time required for drying the prints alone would amount to twenty-seven hours.

Aerial Film Dryers were found unsatisfactory for drying Sonne prints. When used for Sonne prints the drive chains on the machines continuously broke, requiring constant repair and maintenance. Additional equipment and space were made the subject of separate correspondence (USS ESSEX serial 2097 of 26 November 1951).

e. Developing Outfit for 9½" x 400'

It is recommended that item 443 HSO Catalog Section 1801, Developing Outfit, type B-6 SN E12-D-163-325 be added to the Section "P" Allowance List. The K-18 Magazine (MA-4) S/N E18-M-469-100 and 390' Aerial Film S/N E18-F. 31485-160 can not be used without the above developing outfit for processing. During operations with the two F2H-2P the K-38 Aerial Camera could not be fully utilized because developing outfits were not available for processing 390' rolls.

4. Communications

a. During the fifth and final period for ESSEX in the operating area, task force communications reached a level of performance more stablilized and reliable than for any previous period during the ship's seven months' tour.

b. CW circuts: the use of the Task Force Common CW circuit for relay of traffic to Task Force 95 units (through a destroyer in TF 77) required close supervision in order to minimize the delay in traffic delivery. Heavy backlogs developed primarily due to overloading of the circuit (e.g., Ckt C3.3a) between the designated TF relay and TG 95.2 ships. It is recommended that frequent inquiries be made of the TF 77 destroyer to determine whether more expeditious methods of clearing traffic can be controlled. Proper assignment of precedence by originators is important in raising the efficiency of this as well as any other circuit.

c. Radioteletype circuits: the reduction of outages on the ship-to-shore circuit with NDT, Tokyo, was made possible through a conscientious effort to shift frequencies with a minimum loss of circuit time. On occasions the shift was made in less than forty seconds. No shift during the last two weeks of operations required more than three minutes to complete. The average of 20 plus hours of continuous communications reported in the preceding action report was raised to a daily averages of 23 hours.

Teletype maintenance has been of primary concern throughout the ship's tour. Governor assemblies—particularly, governor contacts—required frequent servicing and replacement of parts (some of which have been difficult to obtain).

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It is recommended that motors installed in ESSEX equipments (MOD 19, MOD 15, TD, MOD 50, etc.) be replaced by synochronous motors. The ship has been fortunate to have an extremely capable teletype repairman on board. It is suggested that more than one man trained in this specialty be assigned to a carrier task force flagship.

Due to the increased emphasis on TTY communications it is further recommended that the space alloted to teletype equipment and associated working area be proportionately extended during the next overhaul period.

d. Voice circuits: the area commander upon recommandations by this command assigned an additional daylight frequency (designated Z-31 by the current edition of 5th AF COI #29) for communications with JOC, Korea.

The situation with regard to JOC, Korea has improved markedly with the allocation of frequencies as revised during the past seven months. Night voice communications can still be improved; however, the volume of traffic on the net during the dusk-to-dawn period has been at a minimum.

e. Radiophotography: three schedules with NPG3 were arranged with NPG3 during the two weeks of this period. Two were unsuccessful due to heavy interference reported by NPG3. Shifting of frequencies had no effect. Hours and frequencies assigned for the third sked, which was successfully conducted, were not changed.

f. Traffic: a comparison of message counts for the first and fourth periods—each covering a full month's operating—follows. An increase of approximately 47% outgoing and 17% incoming was noted.

USS ESSEX (CV9)
Flagship - CTF (CCD-1)

Circuit	20 Aug - 19 Sep 1951 OUT	20 Aug - 19 Sep 1951 IN	1 Jan - 31 Jan 1952 OUT	1 Jan - 31 Jan 1952 IN
Fleet, S/S to ComNavFe-A4.8/C19A (Ratt Duplex)	228	18	2189	177
UHF TG Commanders Net - T6 (Ratt Simplex)	388	760	619	1170
TF Common (CW) - C4.3C	194	2253	428	4172
7th Fleet Command Net - C16	887	1214	908	528
TF Commanders Net - C2E	83	256	123	239
Tac. Air Admin. Net(CW)- D188,ETC.	520	428	865	779
Tac. Air Command (V) - D189, ETC.	96	152	156	172
WEA Recco (CW) - E12 Series	18	244	-	-

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Primary S/S (CW) - A1 Series	997	-	17	2
Pacific Emerg. Net (CW)(Simplex Man.) - P30 Series	-	16	89	61
Simplex Manual to Guam-P14 Series	-	-	38	10
Guam Prim. Broadcast -B5	-	8108	-	8066
"JIG" Broadcast -	-	-	-	154
Hicom Broadcast -B32.2 & 123 Kc.	-	5780	-	6851
Guam Prim. Genl.Bdcst.-B18	-	66	-	409
Visual (F/L & Sema.)	577	932	448	827
Mail (Estim.)	50	80	60	70
TOTALS	4038	20297	5940	23688

5. Gunnery

a. During the period that this vessel operated in the forward area, the most important role performed by the Gunnery Department was the replenishment at sea.

(1) During this period, this vessel replenished ammunition at sea, thirty-seven (37) times, receiving a total of 6,654.4 tons an average number of whip trips per hour was fifty-seven (57) with the highest rate being ninety-three (93) per hour. The greatest tonnage received in one hour was one hundred sixty-seven (167) tons.

(2) Provisions were replenished at sea thirteen (13) times with this vessel receiving a total of 920.7 tons at an average rate of 34.9 tons per hour and the fastest hourly rate being 77.3 tons.

(3) One hundred forty-one destroyers came alongside for highline transfers of personnel and freight, and thirty-two (32) destroyers were re-fueled at sea. The total number of personnel transferred by highline is four hundred fifty-three (453).

(4) All replenishments and transfers were accomplished without a single loss or casualty. (See Re-Arming and Re-Fueling at sea analysis charts).

6. Air Department

a. Catapult and Arresting Gear

During the period covered by this report, catapult and arresting gear operation was normal, with the following exception.

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On shot No. 3229 the retracting panel operator in the starboard catapult noticed an excessive pressure loss during the retracting stroke. The catapult was put out of commission and closer examination of the constant pressure valve revealed that the bolts which secure the base of the valve housing to the elbow had come loose, allowing the entire housing assembly to raise during retraction, and oil to escape past the constant pressure valve spindle into the gravity tank. Tightening the bolts resulted in satisfactory retraction.

b. Flight Deck

(1) Complement of Aircraft

During the past seven months of operations in the Korean area, the aircraft complement aboard this vessel has fluctuated between 60 and 77 planes. This variation in complement has given flight deck personnel and excellent opportunity to determine the operating capacity of the CV34 Class aircraft carrier, when operating under war time conditions. With 77 aircraft aboard the following difficulties were most apparent:

(a) Maintenance suffered because aircraft could not be moved to the hangar deck immediately following recovery, or if already below, could not be moved to a spot for turn up, wing spread, drop check or engine change. (Thirty-two is the maximum number of mixed types which can be spotted on the hangar deck).

(b) Servicing of aircraft was slow due to lack of room on the flight deck to spread wings on AD, F4U and F9F type aircraft for loading of 250# bombs and for fueling tip tanks in F2H-2s.

(c) Movement of aircraft was most difficult due to limited space available ahead of the barriers when holding a ready deck.

(d) Flight and hangar deck crashes were caused largely by errors in judgement of personnel making fast respots under over-crowded conditions.

(e) Recoveries which included several aircraft with jammed guns or aircraft which could not fold wings due to battle damage overcrowded the deck to a point where barrier operations were restricted.

(f) With 77 aircraft on board there is insufficient space for spotting visiting aircraft ahead of the barriers. It should be possible to recover at least five to six additional aircraft while holding a ready deck.

(g) Late changes to the schedule frequently could not be accomplished due to the fact that any special aircraft could not be broken out quickly or easily from a hangar deck continuously two blocked with aircraft.

(h) The bomb load on the first AD's on the strike frequently had to be limited during low wind conditions due to the fact that deck run was limited by the number of aircraft which had to be kept on the flight deck.

During operations with 66 to 68 aircraft aboard all of the above listed problems can be minimized to and it is possible to achieve and main-

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tain the highest possible state of operating efficiency.

(2) F2H Rearward Towing

F2H's were towed backwards during flight and hangar deck respotting using universal towbars modified with hooks turned 90° and facing outboard. A sponge rubber pad 6 inches thick, 7 inches wide and 22 inches long is mounted over the apex of the towbar on the backs of each tracter. The center of the pad remained under the center of the fuselage regardless of tractor turns. If the towing rings on the F2H were horizontal instead of vertical the universal towbar could be used without any modification. No Banshees were damaged while using this method of rearward towing.

c. Operating Data

	14 Feb - 29 Feb	1 Mar - 7 Mar	Total in Korean Area
Arrested landings	666	169	7,928
Catapult shots (Starboard)	180	52	2,110
Catapult shots (Port)	180	59	2,116
Gasoline (gallons)	351,741	97,928	4,629,810
LubOil Symbol 1100	2,877	597	16,235
LubOil Symbol 1010	1,192	480	23,590
LubOil Symbol 1120	87	0	13,918
Alcohol AN-A-24	0	0	25
Alcohol AN-A-18	0	0	205

(1) Total tonnage of aircraft ordnance expended by ESSEX Air Groups - World War II. 4,688

(2) Total tonnage of aircraft ordnance expended by Air Group FIVE during first Korean combat tour USS ESSEX. 6,903

(3) Total landings, ESSEX from commissioning 31 December 1942 until arrival Seattle 15 September 1945. 31,015

(4) Total landings, ESSEX from re-commissioning 15 January 1951 to end of combat tour 4 March 1952. 14,558

7. Supply Department

a. Aviation Stores

(1) The USS ESSEX (CV9) was outfitted in March 1951 with a 180 day allowance of aeronautical material and peculiar aircraft spare parts for the following types:

(a) F9F2-2P
(b) AD-4,N,4Q,4W,3N
(c) F4U-4
(d) F4U5N
(e) He3S-1

This initial allowance was supplemented by the following additional allowances for new aircraft types and configurations assigned as the months passed:

(1) F2H-2 ,2P
(2) AD-2,3,4L,4NL
(3) F4U-4B
(4) F4U-5NL

(2) Actual flight operations (with resultant maintenance of aircraft onboard) commenced in April 1951 and continued practically uninterrupted for eleven months. During this time 2152 requistions, representing approximately 12,900 items, were submitted to fill allowances of those items which reached the low limits established on the stock record cards. Supply support has been good. The USS JUPITER, primary source of aircraft parts in Japan - Korea area, was able to fill about 75% of the items required. Those items that could not be filled were obligated (if NIS) or passed to ASB Yokosuka or ASD Oakland for action (if NC). Material which had to be shipped from the continental U.S. took on the average of 20 days to reach the ship if sent by air - 50 days by surface. Cooperation between aircraft carriers and delivery service by "COD" aircraft of VR-23 greatly assisted in decreasing AOG's and kept aircraft utilization high.

(3) The period 1-15 January was the most critical period during the entire cruise. The original 180 days allowance (approximately 18,000 items) was exhausted insofar as high usage and critical items were concerned, and stock replenishment on critical items was slow and necessitated requistioning on a Priority "A" basis. Although stocks were reordered as low limits were reached, and requistions mailed off weekly, 510 requistions were pending on 15 January, representing about 1200 items due. Of these 1200 items 19 were pending on a Priority "A" basis for AOG aircraft. Between 15 January and 18 February approximately 800 of these items were received. When the ESSEX departed from Yokosuka on 18 February, the remainder of the unfilled Priority "C" requistions were cancelled, and during the last two-week operating period only Priority "A" items for AOG aircraft were ordered. It has been determined that 90% of AOG requistions stemmed from items not in allowance lists. Where such items were required more than once, usage data was forwarded to the JUPITER with a request that she stock those items. Usage reports to AMO, Oakland and submission of stubs to FAAO (for tabulation by ASO) will serve as a basis for correcting allowances for wartime operation.

(4) The allowance of flight deck clothing should be increased three times. Each man requires at least two jerseys to carry him while one is being laundered; in addition, each man will wear out one or two winter and summer jerseys during six months of constant wearing. Two pair of flight deck shoes per man are also required for the same reason.

(5) An attempt by the ESSEX to receive aircraft engines at sea from a supply ship of the replenishment group was unsuccessful because of transportation difficulties ashore. The deadline date scheduled for the experiment could not be met. The procedure used in the Mediterranean of floating engines in steel containers is undesirable in this task force during wartime operations as the replenishment program is carried on while underway.

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It is therefore recommended that a trial transfer between ships using a Burtoning rig be undertaken. Engines in steel containers gross between 4500 and 5000 pounds. Wings (2000 lbs) and propellers (700 lbs) were regularly transferred at sea with no difficulties.

(6) Squadrons being deployed to the forward area are advised to obtain a full allowance of Section "H" and "U" material and winter flight clothing as provided in ACL 21-51 prior to embarking on the parent carrier.

b. General Stores

(1) The system of replenishing GSK stores in this area by Mobile support is considered very good. The USS CASTOR issues stores within one day after the presentation of requisitions. Paper work is greatly reduced by ordering only materials carried by the CASTOR as listed in the GSM Catalog, published by COMSERVRON 3.

(2) Critical GSK items that cannot be supplied by the CASTOR may be obtained from other ships at sea or in port, from Fleet Activities, Yokosuka or from PRCO, Oakland via CTG 92.1 or CTG 92.5. Only priority "A" and "B" requisitions should be placed on Fleet Activities when items are NIS from supporting supply ships, because the mission of this shore activity does not include support to combatant vessels. During the entire cruise the ESSEX has had a negligible amount of GSK material forwarded directly from Oakland.

(3) Experience to date regarding the replenishment of Electronics and BuShips Machinery Spare Parts has been fairly good. How-ever, the logistic support of these hard to get items is neither as prompt nor as expedient as that of GSK. Nevertheless, service was excellent from the supply ships CHIMON, LEAGUE ISLAND, ELECTRON and PROTON. Items NIS or NC are forwarded to PRCO, Oakland. As aprroximately seventy per cent of the electronic and machinery spares are "hard to get" items in this area, ships scheduled for the NAVFE area should concentrate on having on board all allowed spares prior to departure from the United States.

(4) The General Stores Group has placed requistions for GSK, Electronics and Spare Parts material during the cruise just concluded with the following results:

GSK Requistions

Placed with CASTOR	264
Accomplished by CASTOR	76%
Placed with other activities	530
Completed with other activities	57%
Total number of Priority "A" requisitions	8
Total number of Priority "B" requisitions	27

ELECTRONICS LINE ITEMS

Placed with PROTON and ELECTRON	687
Accomplished by PROTON and ELECTRON	53%

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BUSHIPS SPARE PARTS LINE ITEMS

Placed with LEAGUE ISLAND and CHIMON	428
Accomplished by LEAGUE ISLAND and CHIMON	7%

Shortages of the following items have caused Priority "A" and "B" requistions:

(a) Bearings
(b) "V" Belting
(c) Gaskets
(d) Winterization Equipment (snow shovels, pushers, rock salt, stoddard solvent, etc.)
(e) Intelligence materials (bristle board, mapping tacks, frisket paper plifilm)
(f) Automotive spares for jeeps, peeps, fork lifts, etc.
(g) Hurricane tie down equipment for aircraft (1½" 21 thread manila rope, wire rope, clips, etc.)
(h) Electronics spares
(i) Flight deck repair equipment (metal, lumber, studs, etc.)
(j) Webbing for strap on bomb skids.
(k) Valves and parts
(l) Batteries (all types)
(m) Duplicating machine materials (master sets, paper, fluid, etc.)
(n) Machinery spare parts

Intra-ship transfers and carrier on board deliveries (by CODFISH) have aided grately in our record of experiencing no major machinery or electronic shut down during the nine months since leaving the U.S.

(5) The allowance of seventy-five per cent foul weather clothing has been more than adequate to meet the demands of the rigourous winter months in the Japan - Korea area, and this allowance is considered liberal. It is recommended that the ESSEX carry approximately ten per cent more that the quantities shown as issued. This will conserve critical materials and give the ship additional space to carry other essential stores.

A comparison of clothing issued and clothing allowed is shown below:

	ISSUED	ALLOWED
Artics	1175	2250
Parkas	203	300
Drawers, Winter	1489	4500
Helmets,	1348	2250
Parka, Rain	819	2250
Jackets, Winter	2089	2250
Face Masks	850	2250
Mittens N-2	1305	2250
Mittens N-3	977	2250
Socks	3371	6750
Rain Trousers	827	2250

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	ISSUED	ALLOWED
Winter Trousers	1157	2250
Undershirts	1553	4500
Goggles	729	2250

From the figures it can be readily seen that the allowance granted is excessive. From now on, the ESSEX plans to carry approximately 10% over the quantities shown as issued.

This will result in full utilization of and and alleviate the cramped condition of the storerooms.

(6) Departmental Budgets have been established in accordance with Afloat Accounting Memorandum No. 2. In setting up these budgets, the following departmental percentages were established:

	Per Cent	Daily Budget	Quarterly Amount
Administrative	4.5%	$ 22.22	$ 2,000.00
Operations	8	38.88	3,500.00
Air	16.5	83.33	7,500.00
Gunnery	10	50.00	4,500.00
Engineering	33	166.66	15,000.00
Navigation	1	3.33	300.00
Supply	11	55.55	5,000.00
Medical	1	4.44	400.00
Dental	.05	1.94	175.00
Paint	5.5	27.71	2,500.00
C.O. Reserve	9	45.83	4,125.00
Totals	100 %		45,000.00

Close supervision in conformity with regulations has been maintained with respect to adjustments of these budgets and each department is required to stay within its budgetary limitation.

(7) The conservation of critical items as contained in the Pacific Supply Line Publication of CINCPACFLT/COMSERVPAC of October has been rigidly enforced. All stub requistions for these items are carefully screened by the Supply Department, and requests of unusual quantities are required to be justified.

(8) The combined supply support received from the service activities and ships in the Japan – Korea area was considered outstanding. At no time during the entire cruise did the ESSEX lack any item of electronics, machinery spares, or GSK that may have caused a major equipment shut down.

c. Ships Service

(1) Sales in the ship's service store activities have been well above the expected average during this eight month cruise. Japanese merchandise sales were high, especially during the Christmas season.

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Several Bazaar sales of Japanese goods were held during special hours at which time various items were displayed on tables. These sales were popular with the crew, and the demand offered an opportunity to display a large number of items. Of the regular ship service items normally stocked, cigars, cigarettes, candy and wrist watches have enjoyed exceptionally high sales.

(2) A monthly breakdown of sales is listed below for period beginning July 1951 and terminating February 1952:

July	$19,125.00	November	$44,647.00
August	26,549.00	December	28,853.00
September	30,112.00	January	31,582.00
October	41,117.00	February	22,949.00

Total Sales	$244,934.00
Monthly Average	30,167.00

High month in sales was November 1951 when Ship's Service activities sold $44,000.00 worth of merchandise. The combination of Japanese items and the Christmas buying season were factors in making this month the leader. The low month was July, the first month away from the United States. It was also interesting to note that the overall percentage of sales was thirty-three per cent greater during the operating periods than during the inport periods.

(3) The support received from the USS CASTOR and Fleet Activities, Yokosuka during the cruise was very good. Of a total of one hundred and seventeen requistions submitted, one hundred and nine were completed or partially accomplished. Scarce items during the eight months period were cobbler, tailor, fountain and laundry supplies. Cobbler items short were full soles, nails of all sizes, rubber heels and sand paper; tailor shop shortages were white striping, tan and white buttons; fountain items difficult to obtain were ice cream mix and chocolate syrup; laundry items short in the area were press covers, mangle covers, spare parts for extractors, and occasionally soap. During the last several months in the Far Eastern Area basic ship store stock was more difficult to obtain than in the earlier stages of the cruise. It is therefore advisable to have all ships leaving for the forward area carry to full capacity a complete supply of Ship's Service stock.

(4) Abnormal temperatures in bulk storeroom B-406-A have caused a general deterioration of stock stowed in this space. Laundry supplies have hardended, thereby making them difficult to use. Ice cream powder and paste have required survey as being unfit for human consumption. Temperatures during July, August and September averaged 110° F. During the last five months of the cruise they have averaged 98° F. Ventilation improvements in this storeroom are necessary before it can be properly utilized as a Ship's Store Stock storeroom.

(5) Operation of the laundry on a twenty four hour five day week in the forward area has proven very successful. These operating hours are considered superior to the continuous seven day week schedule because there is a saving of about 35,000 gallons of fresh water per week and time is available for routine maintenance and upkeep of the operating machinery.

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The operating machinery has been running continuously throughout the entire cruise, and the several minor breakdowns have been repaired without delay.

(6) Taut security measures are continuously observed for all Ship's Store spaces. In addition to those prescribed by the BuSandA Manual and other current directives, the following are in effect and are believed to be of value in further safeguarding the stock and monies of the Ship's Store activities. The following security measures were included in the action report of 1-31 October 1951:

(a) No money is left overnight in the cash register of any of the activities.
(b) Cash drawers are left open when the activity is not in operation.
(c) Night lights are installed in the Ship's Store and Ship's Service Stores and are left burning all night.
(d) Inspections are conducted nightly by the Duty Supply Officer at 2200 and 2400 of all Ship's Store Spaces.
(e) Two (2) group 3 locks are installed on each door to the Ship's Store spaces.

(7) The monthly monetary limitation for Ship's Store stock for this ship is $125,000.00. It is believed advisable that the limitation be increased to $150,000.00 per month to enable a ship of this class to carry more fountain, cobbler, tailor, and ship store items (watches, cameras, pens, pencils, electric razors) and other special items of popular demand.

d. Clothing and Small Stores

(1) A six months winter and summer load list was originally stocked on board the ESSEX at the beginning of the current cruise. It was necessary to temporarily stow bulky items such as shoes and towels in the Aviation Main Issue storeroom and Aviation Tire storeroom. A ninety day supply of clothing and small stores can be stowed in the present spaces allocated for C&SS materials An additional storeroom of approximately four thousand cubic feet suitable to the stowage of shoes would be highly desirable to facilitate stowage and security of required quantities.

(2) Clothing and small stores sales were fairly uniform during the cruise. Sales dropped slightly in December 1951 and increased in January 1952 due to substantial reduction in prices that went into effect in January 1952. Following is a monthly recap of C&SS sales:

MONTH	SALES	
July 1951	8,775.75	
August 1951	7,895.50	
September 1951	10,402.15	
October 1951	9,319.85	Monthly Average
November 1951	7,213.51	
December 1951	6,513.55	$ 8,590.00
January 1952	10,598.00	
February 1952	6,016.10	
TOTAL	$66,734.41	

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(3) Items ordered repeatedly yet difficult to obtain in the forward area in quantity and sizes required during this cruise are listed below:

ITEMS	NO. REQUISTIONED	NO. RECEIVED
Drawers, Cotton	11,400	5,940
Socks, Cotton, Black	20,328	5,160
Service Stripes	800	335
Trousers, Dungarees	4,388	2,124
Gloves, Leather, Work	378	None
Socks, Cotton, White	8,880	840

(4) Slow moving items during the cruise included Peacoats, Undress Jumpers, and Dress Blue Jumpers. A complete sellout of whie cotton socks was experienced during the one month stay in Pearl Harbor at the early portion of the cruise.

e. Commissary

(1) The operation and logistic support of the Commissary Group has been generally satisfactory during the eight months cruise just completed, Support from the provision ships during replenishment in the operating area has been excellent. An occasional shortage of desired fresh provisions has resulted from time to time, and it is believed that a list of these provisions prepared and delivered in advance of the provisions replenishment day would aid materially in reducing this shortage. Some difficulty was experienced during the last operating period in receiving dry provisions.

(2) Based upon experience gained during the cruise just completed, the Commissary Department planned to procure approximately one hundred tons of provisions each replenishment day. During the replenishment periods at sea when provisions were received three times, no fresh provisions were needed during the inport period; but when only two replenishments were accomplished about fifty tons of provisions were needed during inport period to maintain levels. It is recommended that a system of direct loading (or palletized unit loads) be instituted on ships of this class. Subject ships would requistion provisions directly from the logistic support ships, provisions would be required but once a month, and reefers with open holds could be used on the line. Rehandling of provisions would be reduced to a minimum which would in turn reduce manpower necessary to handle provisions and reduce damage and spoilage. Working parties required for replenishment at sea include fifty men to handle the sleds, sixty men to unload and check the stores and sixty men to strike the stores below. In port the reefer ships require about one man per ton of stores to off load, and fifty men are needed to strike stores below on this ship.

(3) Night rations and special rations constituted another interesting phase of this cruise. About 300 night rations were issued to men engaged in actual manual labor at night. Requests for night rations were submitted daily at 1500 to the administration office for approval. The menu consisted of two sandwiches per man and fruit. Soup was served at 0900 to 1030, 1330 to 1500 and 2300 to 0030 every day on the line. The four soup stations were turned over, two to the squadrons, one to the Gunnery Department and one to the Air Department. Soup was made in the crews galley and kept hot in the soup stations.

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(4) No difficulty was experienced with the normal meal hours (at sea).

0645 - 0745	Breakfast
1130 - 1245	Lunch
1700 - 1815	Dinner

Rigid enforcement of these hours was practiced and all hands, cooperated in meeting the schedule.

f. Disbursing

(1) Disbursing activities in the forward area proceed along routine lines with minor variations. The biggest problem is the use of Military Payment Certificates. Conversion of U. S. Currency to MPC upon arrival and reconversion on departure is difficult to accomplish smoothly without running the risk of distributing U. S. Currency in Japan or removing MPC from the designated area. These conversion operations must therefore be accomplished as near arrival and departure time as possible. It is therefore recommended that the official exchange activity for afloat activities (U. S. Fleet Activities, Navy No. 3923) provide exchange facilities until departure time in order to avoid complications which arise when ship's personnel spend time ashore after the deadline time for final conversion of MPC to "greenbacks".

(2) On the pay line it has proved necessary to eliminate the one dollar MPC note because of its awkward size. Payments were made to the nearest lower five dollar increment. This has the further advantage of speeding up the pay line which helps avoid confliction with ship's operations. The total Military Pay Roll for the period was $2,135,934.15; with an average monthly cash payroll of $244,000.00.

(3) The handling of foreign currency was limited to a daily exchange line. One hundred million four hundred forty thousand yen were passed out to ESSEX personnel in exchange for $279,000 during the eight month period.

(4) Currency requirements during operations in the forward area are modified by the fact that from one third to two thirds of the monthly cash payroll is returned through Ship's Store sales, postal money order business, the exchange of Yen, etc. The percentage of return is in direct relationship to the time spent in port or at sea.

g. Replenishment Underway

(1) Replenishment underway was one of the most interesting phases of the ESSEX cruise in Far Eastern waters. Replenishment days, normally held every fourth day underway, occasionally were held on the third day if weather conditions were not suitable for flight operations. The chief items of interest to the Supply Department during replenishment periods were the receiving of Navy Special Fuel Oil, Aviation Gasoline, Freight and Provisions. Transfer of various critical items from this ship through the replenishment ships to other ships in the Task Group was also accomplished.

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Navy Special Fuel Oil and Aviation Gasoline were received during each replenishment period, privisions were received about every fourth period, and freight was received in various quantities as it arrived or was assembled in the Far Eastern area.

(2) Pertinent facts and averages concerning Navy Special Fuel Oil, Aviation Gasoline and Provisions receipt during the replenishment periods of this cruise are as follows:

Navy Special Fuel Oil

Average time per 100,000 gallons	45 minutes
Average gallons per hour received	132,650 gallons
Highest amount received in gallons per hour on a single day of replenishment.	191,600 gallons
Lowest amount received in gallons per hour on a single day of replenishment.	73,850 gallons

Aviation Gasoline

Average time per 100,000 gallons	1 hour 29 minutes
Average gallons per hour received	62,100 gallons
Highest amount received in gallons per hour on a single day of replenishment.	137,750 gallons
Lowest amount received in gallons per hour on a single day of replenishment.	22,459 gallons

Provisions

Average provisions tonnage received per hour	35 tons
Highest tonnage per hour on a single day of replenishment.	77 tons

The low amounts listed above were in all cases attributable to replenishment during rough weather. However, in spite of the weather, the replenishment periods during the entire cruise were relatively smooth in operation and are preferred to replenishment periods in port.

W. F. Rodee

W. F. RODEE

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