

U.S.S. BADOENG STRAIT (CVE-116)  
c/o Fleet Post Office  
San Francisco, California

CVE116/GRP/rt  
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Ser: 10817

**DECLASSIFIED**

17 MAR 1952

From: Commanding Officer and Commander Task Element 95.11  
To: Chief of Naval Operations  
Via: (1) Commander Task Group 95.1  
(2) Commander Task Force 95  
(3) Commander Seventh Fleet  
(4) Commander Naval Forces, Far East  
(5) Commander in Chief, Pacific Fleet

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

Subj: Action Report 7 January - 16 January 1952 and 25 January -  
6 February 1952

Ref: (a) Article 0705 Navy Regulations  
(b) OpNav Instruction 3480.4  
(c) CinCPacFlt Instruction 3480.1  
(d) C.T.G. 95.1 OpOrder 2-51 (Revised)  
(e) CTE 95.11 OpOrder 2-51

Encl: (1) Sample Air Schedule p. 17  
(2) Chart Showing area of operations p. 18  
(3) CTE 95.11 dispatch #107302 of February 1952 p. 19

1. In accordance with references (a), (b), (c) and (d) the action report of Task Element 95.11 for the periods 7 January - 16 January 1952 and 25 January - 6 February 1952 is submitted herewith. The Commanding Officer, USS BADOENG STRAIT (CVE-116) was CTE 95.11 during these periods and this report therefore does not cover the time between the two subject periods, when the ship was in Sasebo for replenishment and recreation.

2. The report, divided into six parts, as listed below, is appended,

Part I General Narrative  
Part II Chronological Order of Events  
Part III Remarks on Performance of Ordnance Material, and equipment, including Ammunition Expenditure  
Part IV Summary of Own and Enemy Battle Damage  
Part V Personnel Performance and Casualties  
Part VI Comments and Recommendations

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**ORIGINAL**

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Part I General Narrative

a. During the period 7 January 1952 through 6 February 1952, the U.S.S. BADOENG STRAIT under the command of Captain ROY L. JOHNSON, 62606/1310 USN, and with Marine Aircraft Squadron VMF-212, LT. COL. JOSEPH A. GRAY 06207/7302 USMC, Commanding, embarked, operated as a part of the U.S. SEVENTH FLEET in Task Force 95, under the operational control of Commander Task Group 95.1.

(1) The Commanding Officer, U.S.S. BADOENG STRAIT, remained Commander Task Element 95.11 from 2140 on 7 January 1952 to 2223 on 16 January 1952 and from 2145 on 25 January to 2100 on 6 February 1952. The Commanding Officer H.M.A.S. SYDNEY (CVL-17) assumed CTE 95.11 from 2223, 16 January until 2145, 25 January and at 2100, 6 February the Commanding Officer U.S.S. BADOENG STRAIT was relieved as CTE 95.11 by the Commanding Officer H.M.S. GLORY (CVL-19). During the periods of this report Task Element 95.11 consisted of one escort carrier and a maximum of three destroyers acting as screening vessels. The screen was reduced to less than three ships at various times due to demands. The mission of this Task Element was to conduct air operations in support of the United Nations blockade, West Coast of Korea, the United States Eighth Army, Korea (Eusak), and to render search and rescue assistance as required.

(2) The enemy forces were the North Korean Peoples Army and "Volunteer" Chinese Communist Forces in North Korea. No enemy naval forces were encountered by this Task Element and, therefore, no surface action took place. However, enemy small craft operating in the rivers, estuaries, and along the west coast of Korea were attacked and destroyed by aircraft of this Task Element when directed, or as targets of opportunity.

(3) During these operating periods VMF-212 aircraft flew Armed Reconnaissance, Target Combat Air Patrol, Combat Air Patrol, Pre-briefed Strikes, Airspot, and Photo Reconnaissance missions, as illustrated in enclosure (1). During the period 8 January through 16 January there were 9 days in the operating area and flight operations were conducted on all nine days. On two of these days however, flight operations were curtailed due to inclement weather. During this period VMF-212 flew 336 sorties of which 4 aborted. There was a total of 714.1 combat hours flown, for an overall average of 79.34 hours per day and 36.89 missions per day. The squadron aircraft allowance was 24, the total average aircraft on board was 23.6 and the total average aircraft available 22.4. During the period 25 January through 6 February there were 12 days in the operating area with 2 days of flying lost due to inclement weather and 4 other days on which flight operations were reduced by inclement weather. During this period VMF-212 flew 344 sorties of which 4 aborted. There was a total of 662.7 combat hours flown, for an overall average of 66.27 hours per day and 34.4 missions per day. The Squadron aircraft allowance was 24, the total average aircraft on board was 22.92, and the total average aircraft available was 20.92.

(4) During these periods in the operating area ships of Task Element 95.11 operated in geographical areas Nan and Mike, with the average Point Oboe at 38° - 00N, 124° - 00E. The following ships were assigned to the screen at various times during the two periods of operations:

- (a) H.M.S. CHARITY (D-29)
- (b) H.M.N.S. VAN GALEN (DD-803)
- (c) U.S.S. HANSON (DDR-832)
- (d) H.M.C.S. ATHABASKAN (DDE-219)
- (e) U.S.S. MARSHALL (DD-676)
- (f) H.M.C.S. CAYUGA (DDE-218)
- (g) H.M.S. CONSTANCE (D-71)
- (h) U.S.S. RADFORD (DDE-446)
- (i) H.M.S. COCKADE (D-34)

Part II Chronological Order of Events

7 January In accordance with CTE 95.1 Dispatch 060757Z of January 1952, the U.S.S. BADOENG STRAIT (CVE-116), with VMF-212 embarked got underway for the Yellow Sea area in company with H.M.C.S. CAYUGA (DDE-218), and H.M.S. CONSTANCE (D-71).  
2140/ Relieved the H.M.A.S. SYDNEY (CVL-17) and assumed CTE 95.11.

8 January H.M.S. CHARITY joined the screen as previously directed.  
1135/ H.M.C.S. CAYUGA and H.M.S. CONSTANCE detached to proceed to CTE 95.1 for duty on coastal blockade force.  
1351/ U.S.S. HANSON (DDR-832) joined the screen as previously directed. The CTE 95.11 turnover notes from the H.M.A.S. SYDNEY were passed to the BADOENG STRAIT at this time.  
1510/ H.M.N.S. VAN GALEN (DD-803) joined the screen as previously directed. A total of 32 flights (4 of which were defensive) were flown this date. The weather was generally good.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
3	1000# G.P. bombs	4	CAP
26	500# G.P. bombs	20	TarCap
117	5" HVAR Rockets	4	Strike
77	3.5" Rockets	4	Armed Recco
31	6.5" ATAR Rockets		
25,000	Rounds .50 Cal Ammo		

1715/ H.M.S. CHARITY detached to carry out night patrol assignment in the Paengnyong-Do area. The remainder of the force retired southward for the night.

9 January H.M.S. CHARITY rejoined and resumed screening duties.  
1710/ H.M.N.S. VAN GALEN detached to night patrol assignment in the Paengnyong-Do area.  
A total of 41 flights (10 of which were defensive) were flown this date. The weather was generally good throughout the day.

VMF-212 Aircraft accomplished the following:

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<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
8	1000# G.P. bombs	10	CAP
21	500# G.P. bombs	19	TarCap
142	5" HVAR Rockets	4	Strike
110	3.5" Rockets	8	Armed Recco
5	Napalm bombs		
20,500	Rounds .50 Cal Ammo		

- 10 January Refueled H.M.S. CHARITY and U.S.S. HANSON.  
Only 8 flights (these being CAP) were flown this day. The weather remained marginal around the ship and bad in the target area all day.  
H.M.N.S. VAN GALEN remained in Paengnyong-Do area because CTE 95.11 had retired to the south in order to provide air cover for a troop convoy.
- 11 January H.M.N.S. VAN GALEN rejoined and resumed screening duties. A total of 38 flights (9 of which were defensive) were flown this day.  
The weather was excellent.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
8	1000# G.P. bombs	9	CAP
17	500# G.P. bombs	14	TarCap
182	5" HVAR Rockets	8	Strike
55	3.5" Rockets	7	Armed Recco
5	Napalm bombs		
24,400	Rounds .50 Cal Ammo		

- 1715/ U.S.S. HANSON detached to carry out night patrol assignment in Paengnyong-Do area.
- 12 January U.S.S. HANSON rejoined and resumed screening duties.  
1420/ U.S.S. ROCHESTER (CA-124) with U.S.S. COLLETT (DD-730) as escort joined with TE 95.11.  
CTE 95.11 conferred with Rear Admiral DYER, CTF 95, aboard the U.S.S. ROCHESTER.
- 1605/ U.S.S. ROCHESTER and U.S.S. COLLETT departed.  
1720/ H.M.S. CHARITY detached to carry out night patrol assignment in Paengnyong-Do area.  
A total of 39 flights (14 of which were defensive) were flown this day. The number of CAP flights was higher than usual due to the fact that TE 95.11 provided air cover for a troop convoy during the day. The weather was excellent.

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VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
5	1000# G.P. bombs	14	CAP
17	500# G.P. bombs	13	TarCap
179	5" HVAR Rockets	2	Air Spot
16	3.5" Rockets	6	Strike
2	Napalm bombs	4	Armed Recco
47,000	Rounds .50 Cal Ammo		

13 January 1038/ H.M.S. CHARITY rejoined and resumed screening duties. Received a dispatch from U.S.S. ROCHESTER which stated that F4U-4, side number LD-15 on a Strike Mission, had crashed in the sea. The pilot, Captain C. C. SCHWARTZ, U.S.M.C. bailed out and was recovered by helicopter.

1420/ U.S.S. ROCHESTER informed CTE 95.11 by radio that Captain C. C. SCHWARTZ, U.S.M.C. was dead due to drowning when recovered by helicopter.

1714/ Refueled H.M.N.S. VAN GALEN and H.M.S. CHARITY. H.M.N.S. VAN GALEN detached to night patrol assignment in Paengnyong-Do area. A total of 46 flights (12 of which were defensive) were flown this day. The weather in general was good.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
12	1000# G.P. bombs	12	CAP
4	500# G. P. bombs	6	TarCap
215	5" HVAR Rockets	6	Air Spot
31	3.5" Rockets	22	Strike
15	Napalm bombs		
23,600	Rounds .50 Cal Ammo		

14 January 0724/ 0755/ U.S.S. HANSON refueled H.M.N.S. VAN GALEN rejoined and resumed screening duties. H.M.N.S. VAN GALEN came alongside U.S.S. BADOENG STRAIT and with Honors transferred the remains of Captain C. C. SCHWARTZ, USMC.

1520/ U.S.S. HANSON detached to proceed on night patrol assignment in the Paengnyong-Do area. A total of 36 flights (8 of which were defensive) were flown this day. The weather which was good in the morning, gradually deteriorated to marginal and below in the afternoon.



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VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
8	1000# G.P. bombs	8	CAP
17	500# G.P. bombs	10	TarCap
189	5" HVAR Rockets	14	Strike
31	3.5" Rockets	4	Armed Recco
5	Napalm bombs		
22,000	Rounds .50 Cal Ammo		

15 January 1711/ U.S.S. HANSON rejoined screen.  
U.S.S. HANSON detached to proceed on night patrol assignment in Paengnyong-Do area.  
A total of 46 flights (10 of which were defensive) were flown on this day. The weather, in general, was good.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
14	1000# G.P. bombs	10	CAP
20	500# G.P. bombs	10	TarCap
205	5" HVAR Rockets	18	Strike
74	3.5" Rockets	8	Armed Recco
40,200	Rounds .50 Cal Ammo.		

16 January 1210/ H.M.N.S. VAN GALEN and U.S.S. HANSON refueled.  
U.S.S. HANSON rejoined screen  
A total of 46 flights (10 of which were defensive) were flown this day. The weather was generally good.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
5	1000# G.P. bombs	10	CAP
26	500# G.P. bombs	12	TarCap
280	5" HVAR Rockets	16	Strike
6	Napalm bombs	8	Armed Recco
37,000	Rounds .50 Cal Ammo.		

1607/ U.S.S. HANSON detached to carry out night patrol assignment in the Paengnyong-Do area, and directed to join the H.M.A.S. SYDNEY who was to assume CTE 95.11 on 17 January 1952. The U.S.S. HANSON was further directed to pass to the H.M.A.S. SYDNEY the "turn-over" notes.

1722/ Took course for SASEBO, JAPAN in company with H.M.S. CHARITY and H.M.N.S. VAN GALEN.

2223/ The Commanding Officer, H.M.A.S. SYDNEY, assumed command of Task Element 95.11 in area Mike. The U.S.S. BADOENG STRAIT continued course for SASEBO, JAPAN.

- 17 January H.M.S. CHARITY detached to proceed independently to KOBE, JAPAN.  
 1102/ Commenced AA Gunnery firing drill (towed sleeve) in area "George" enroute to SASEBO.  
 1545/ Moored to buoy #18 Sasebo harbor Japan, to remain through 24 January 1952 for replenishment and recreation.
- 25 January Underway for Yellow Sea operating area in company with H.M.C.S. ATHABASKAN.  
 1110/ H.M.S. CHARITY reported for duty as screening unit.  
 1203/ Conducted AA gunnery firing drill (towed sleeve) in Area "George".  
 2145/ Relieved the H.M.A.S. SYDNEY as the Commanding Officer U.S.S. BADOENG STRAIT assumed CTE 95.11.
- 26 January On a TarCap mission, Captain J. D. NADELHOFFER, USMCR bailed out of his aircraft over Kirin-Do island.  
 1137/ Message relayed from Sea Air Rescue helicopter stated that Captain J. D. NADELHOFFER O37971, USMCR was dead when it arrived on scene.  
 1721/ U.S.S. RADFORD joined the screen as previously directed. This ship had been operating with the H.M.A.S. SYDNEY, and therefore had "turn over" notes, which were passed to U.S.S. BADOENG STRAIT.  
 1741/ H.M.C.S. ATHABASKAN detached to carry out night patrol assignment in the Paengnyong-Do area. A total of 25 flights (6 of which were non-combat) were flown this day. The weather deteriorated to unsuitable flying conditions in the afternoon.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
4	1000# G.P. bombs	6	CAP
15	500# G.P. bombs	8	TarCap
126	5" HVAR Rockets	4	Armed Recco
8	3.5" Rockets	7	Strike
6,700	Rounds 150 Cal Ammo		

- 27 January H.M.C.S. ATHABASKAN rejoined screen  
 1630/ H.M.S. CHARITY detached to proceed on night patrol in Paengnyong-Do area.  
 1735/ An unidentified aircraft approached the force, and the report contained in enclosure (3) was made. A total of 33 flights (8 of which were defensive) were flown this day. The weather was marginal throughout the day and curtailed flight operations.



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VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>	<u>MISSIONS</u>
4 1000# G.P. bombs	8 CAP
19 500# G. P. bombs	8 TarCap
168 5" HVAR Rockets	4 Armed Recco
23 3.5" Rockets	14 Strike
3 Napalm bombs	
15,600 Rounds .50 Cal Ammo	

28 January H.M.S. CHARITY rejoined the screen  
1625/ U.S.S. RADFORD detached to proceed on night patrol assignment in the Paengnyong-Do area. A total of 26 flights (6 of which were defensive) were flown this day. Poor weather again curtailed flight operations.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>	<u>MISSIONS</u>
4 1000# G.P. bombs	6 CAP
14 500# G.P. bombs	10 TarCap
32 3.5" Rockets	4 Armed Recco
125 5" HVAR Rockets	6 Strike
2 Napalm bombs	
12,800 Rounds .50 Cal Ammo	

29 January U.S.S. RADFORD rejoined screen  
1623/ H.M.C.S. ATHABASKAN detached to carry out night patrol assignment in Paengnyong-Do area.  
1628/ U.S.S. RADFORD refueled from U.S.S. BADOENG STRAIT. A total of 47 flights (12 of which were defensive) were flown this date. The weather was excellent.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>	<u>MISSIONS</u>
7 1000# G.P. bombs	12 CAP
15 500# G.P. bombs	24 TarCap
32 3.5" Rockets	11 Strike
247 5" HVAR Rockets	
14 Napalm bombs	
23,200 Rounds 150 Cal Ammo	

30 January U.S.S. MARSHAL (DD-676) and U.S.S. PORTERFIELD (DD-682) joined the formation. The U.S.S. PORTERFIELD transferred 2 medical patients to U.S.S. BADOENG STRAIT for treatment, and departed to the coastal blockade area. The U.S.S. MARSHAL remained as part of the screen to relieve the U.S.S. RADFORD.  
0847/ U.S.S. RADFORD detached to duty previously assigned with TF 95.1 in the coastal blockade group.



1115/  
1611/

H.M.C.S. ATHABASKAN rejoined screen.  
U.S.S. MARSHAL detached to night patrol assignment in  
Paengnyong-Do area.  
A total of 43 flights (12 of which were defensive) were  
flown this day. The weather was excellent.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
8	1000# G.P. bombs	12	CAP
15	500# G.P. bombs	20	TarCap
250	5" HVAR Rockets	4	Armed Recco
9	Napalm bombs	7	Strike
27,200	Rounds .50 Cal Ammo		

31 January  
1615/

U.S.S. MARSHALL rejoined the screen  
H.M.S. CHARITY detached to night patrol assignment in  
Paengnyong-Do area.  
A total of 48 flights (12 of which were defensive) were flown  
this day. The weather in general was good.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>		<u>MISSIONS</u>	
7	1000# G.P. bombs	12	CAP
29	500# G.P. bombs	24	TarCap
30	3.5" Rockets	8	Armed Recco
257	5" HVAR Rockets	4	Strike
28,000	Rounds .50 Cal Ammo		

1 February  
1227/

U.S.S. PORTERFIELD, and U.S.S. CHARITY joined formation.  
U.S.S. PORTERFIELD, departed, having transferred a medical  
patient to U.S.S. BADOENG STRAIT to operate on coastal  
blockade.

1608/

H.M.C.S. ATHABASKAN detached to night patrol assignment in  
the Paengnyong-Do area to remain with Task Element 95.12 until  
the morning of 2 February as Task Element 95.11 was pro-  
ceeding southward to provide air cover for a troop convoy on  
2 February.  
A total of 16 flights (4 of which were defensive) were flown  
this day. The weather was marginal and curtailed flight oper-  
ations.

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VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
3	1000# G.P. bombs	4	CAP
4	500# G.P. bombs	6	TarCap
32	3.5" Rockets	3	Armed Recco
55	5" HVAR Rockets	2	Air Spot
4	Napalm bombs		
5,400	Rounds .50 Cal Ammo		

2 February The weather remained unsuitable for air operations throughout the entire day.

3 February 1625/ H.M.C.S. ATHABASKAN joined the screen. U.S.S. MARSHAL detached to night patrol assignment in the Paengnyong-Do area. A total of 38 flights (12 of which were defensive) were flown this day. The weather was good until late afternoon when it became marginal to below.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
6	1000# G.P. bombs	12	CAP
15	500# G.P. bombs	19	TarCap
117	3.5" Rockets	7	Armed Recco
56	5" HVAR Rockets		
1	Napalm bomb		
28,000	Rounds .50 Cal Ammo		

4 February 1526/ U.S.S. MARSHAL rejoined the screen. H.M.S. CHARITY detached to night patrol assignment in Paengnyong-Do area. There were no flight operations this day due to continuous snow throughout the day.

5 February 1545/ H.M.S. CHARITY rejoined the screen. H.M.C.S. ATHABASKAN detached to night patrol assignment in the Paengnyong-Do area. VMF-212 completed their 2000th consecutive barrier-free carrier landing. A total of 32 flights (12 of which were defensive) were flown this day. The weather in general, was good.

VMF-212 Aircraft accomplished the following:

ORDNANCE EXPENDED		MISSIONS	
17	500# G.P. bombs	12	CAP
48	3.5" Rockets	18	TarCap
93	5" HVAR Rockets	2	Air Spot
15,700	Rounds .50 Cal Ammo		

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6 February U.S.S. MARSHAL detached to report to CTF 95.1 for duty in the coastal blockade group.  
1500/ H.M.C.S. ATHABASKAN rejoined.  
1517/ H.M.S. CHARITY detached to rendezvous with H.M.S. COCKADE, then proceeded on previously assigned mission in Paengnyong-Do area. This ship also carried the turn-over notes to be passed to the H.M.S. GLORY.  
1541/ Took course for SASEBO, JAPAN in company with H.M.C.S. ATHABASKAN.  
2010/ H.M.S. COCKADE joined screen.  
2100/ The Commanding Officer H.M.S. GLORY, assumed CTE 95.11. A total of 32 flights (12 of which were defensive) were flown this day. The weather was generally good.

VMF-212 Aircraft accomplished the following:

<u>ORDNANCE EXPENDED</u>	<u>MISSIONS</u>
18 1000# G.P. bombs	12 CAP
141 3.5" Rockets	18 TarCap
2 Napalm bombs	2 Air Spot
16,500 Rounds .50 Cal Ammo	

7 February H.M.S. COCKADE detached to proceed independently to Kure, Japan.  
1336/ Rendezvoused with U.S.S. CHARA (KA-58) for test of Alderman-Rig for replenishment at sea.  
1833/ Moored to bouy #18 Sasebo, Japan.

8 February Underway for Kobe, Japan in company with H.M.C.S. ATHABASKAN in accordance with ComServRon Three dispatch 071109Z of February 1952.  
1118/ Chopped to CTF 95 from CTG 95.1.  
1125/ Completed launching all remaining VMF-212 aircraft for fly-away to ITAMI Air Force Base, Japan.  
1130/ H.M.C.S. ATHABASKAN was detached to return to Sasebo.  
1206/ Conducted AA gunnery firing drill (towed sleeve) in area Fox.

9 February Moored starboard side to, pier 4, Kobe, Japan for transfer of aviation spare parts, material, and turn over notes and information to U.S.S. BAIROKO (CVE-115), who was relieving the U.S.S. BADOENG STRAIT in TG 95.1.  
1750/ All remaining personnel of VMF-212 were disembarked to proceed to ITAMI Air Force Base, Japan.

11 February Transfer of material and information to U.S.S. BAIROKO completed this day.

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- 12 February Underway for YOKOSUKA, JAPAN.
- 13 February Chopped to ComNavFe for Operational Control.
- 14 February Underway for Pearl Harbor, T.H. in accordance with ComNavFe 110708Z of February 1952.

## Part III Performance of Ordnance Material and Equipment Including Ammunition Expenditures.

1. The MK 77 Mod 0 Fire Bomb is still considered to be unsatisfactory due to time consumed in assembly, and the tendency of the tie-rod threads to strip, both during assembly, and after assembled, and when hung on the aircraft. Several leaked as a result of the forces exerted on them by the catapult launch, and some separated completely. This was especially true during low wind condition launches.
2. Hung rockets on returning aircraft continued, but the percentage involved was less than on the previous operation. A very effective rocket catcher (described as the "Fredericks Barrier" in Commander Task Element 95.11's Action Report serial 005 dtd 5 February 1952 by CO, U.S.S. BADOENG STRAIT) is in use by this vessel, but it is still felt that the best solution to this problem would be the installation of a device for jettisoning rockets from aircraft when firing fails to release them.
3. The ASW allowance of MK 24 mines that is required to be carried at all times consumes valuable storage space that could otherwise be used to store armament more in line with the primary mission of close air support or interdiction.
4. Ammunition expenditures.
  - a. During the operating periods covered by this report the following ordnance was expended:

### 1. 7 January through 24 January 1952

<u>By VMF-212 Aircraft</u>		<u>By USS BADOENG STRAIT</u>
63	1000# G.P. bombs	1,680 Rounds of 40MM
148	500# G.P. bombs	
1,509	5" HVAR Rockets	
394	3.5" Rockets	
31	6.5" ATAR Rockets	
41	Napalm bombs	
239,700	Rounds .50 Cal Ammo	

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2. 25 January through 31 January 1952

By VMF-212 Aircraft  
34 1000# G.P. bombs  
107 500# G.P. bombs  
125 3.5" Rockets  
1,173 5" HVAR Rockets  
28 Napalm bombs  
113,500 Rounds .50 Cal Ammo

By USS BADOENG STRAIT  
1,742 Rounds 40 MM

3. 1 February through 8 February 1952

By VMF-212 Aircraft  
28 1000# G.P. bombs  
36 500# G.P. bombs  
338 3.5" Rockets  
212 5" HVAR Rockets  
7 Napalm bombs  
65,600 Rounds .50 Cal Ammo

By USS BADOENG STRAIT  
3,170 Rounds 40MM

Part IV Summary of Own and Enemy Battle Damage.

1. Own Battle damage.

- a. None of the ships of the task element sustained battle damage.
- b. For damage sustained by aircraft see Naval Air Warfare reports. (OpNav 3480.5 revised 4-51) submitted for this operating period.

2. Battle damage inflicted on the enemy.

- a. The ships of this task element inflicted no damage on the enemy while operating as a member of this task element during the period covered by this report.
- b. For battle damage inflicted on the enemy by aircraft of the task element see Naval Air Warfare reports (OpNav 3480.3 revised 3-51) submitted for this operating period.

Part V Personnel Performance and Casualties.

1. Personnel performance was considered to be excellent and in keeping with the high standards of the Navy and Marine Corps. It is considered worthy of special mention that during the subject operations, VMF-212 completed their 2000th barrier-free carrier landing.

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2. Casualties.

a. On 13 January 1952, Captain Charles Clinton SCHWARTZ 021191/7302/0110, USMC was forced to bail out over water after his aircraft was hit by enemy ground fire from enemy held territory in North Korea. Captain SCHWARTZ was picked up by helicopter and taken to the U.S.S. ROCHESTER (CA-124) where at 1315 he was pronounced dead of drowning and internal injuries.

b. On 26 January 1952, Captain John D. NADELHOFFER, 037971/7302 USMC, was forced to bail out over the friendly island of Kirin-Do after his aircraft was hit by enemy ground fire from enemy held territory in North Korea. Captain NADELHOFFER's aircraft was trailing smoke and was at an altitude of 2000 feet when he abandoned it. His parachute was not seen to open by his wingman. The aircraft crashed on the island and Captain NADELHOFFER was observed by his wingman to be lying 100 yards from it. The SAR helicopter arrived within 15 minutes of the bail out, and the crew reported that Captain NADELHOFFER was dead when they arrived. It is believed that the pilot hit the horizontal stabilizer of his aircraft during the bail out attempt and was either killed or rendered unconscious at that time. Captain NADELHOFFER's remains were wrapped in his parachute and buried on Kirin-Do island.

Part VI Comments and Recommendations

1. The comments and recommendations submitted as part six of Commander Task Element 95.11's Action Report for the period 17 December 1951 through 6 January 1952 apply also to the operating periods covered by this report.

2. A break down of the carriers air search radar, when all the other ships operating with her are allied destroyers, would seriously effect the defensive capabilities of the force, since the destroyer's radar are in many ways inadequate. This is particularly true for the Commonwealth destroyers.

Recommendation: That care be exercised to insure that screening vessels are assigned that have capable airsearch radar installed.

3. The failure of the high voltage generator for the TCZ transmitter caused serious difficulties.

Recommendation: That the spares allowance for radio transmitter be reviewed.

4. The A.B. Dick mimeograph machine is a very important piece of equipment. It was new when this vessel left the United States in September 1951. Due to it's high usage however, numerous small easily replaced parts have worn out.

Recommendation: That spare parts for the mimeograph machine be authorized and carried in stock by vessels having such machines on board. The parts can easily be installed by ship board personnel.

5. Visual signals with Allied Ships in the screen was impossible at night thereby causing delay and possible error by the necessity of sending coded radio signals.

Recommendation: The Allied ships operating with U. S. ships be supplied with "NANCY" gear in order to minimize the delay in sending night messages.

6. Small arms ground fire resulted in the ditching of two aircraft and the necessity of the pilots to bail-out. Both pilots were killed as a result of their bailing out.

Recommendation: That additional emphasis be placed on bail-out procedures, prior to deployment of a squadron, and the survival techniques for the area of employment be stressed.

7. In communications there were two ever present problems (1) A tendency by all commands to over classify traffic and (2) the use of too high precedence attached to traffic. The combination of the two tended to bog down traffic and place an excessive burden on the communication personnel.

Recommendation: That judicious screening of all traffic for over classification be instituted. The promulgation of the recent directive whereby encrypted traffic, under some conditions, may be referred to without classifying a reply will undoubtedly help alleviate this situation.

There should be a concerted effort by every one concerned to lower the precedence assigned to traffic. The efforts of one unit to lower the precedence attached to his traffic would not help the overall situation.

8. The Section Baker Allowance for spare parts as modified by increased quantities of reported high usage items was in itself adequate for support of maintenance and repairs. However, there were too many critical items which, if it had not been for Carrier-on-Board delivery of overdue shipments, could have seriously reduced the availability of aircraft. Even so, one AOG for seven (7) days and another for three (3) days were caused by delay in receipt of original outfitting quantities. One was due to a port wing assembly that was 42 days overdue on delivery. The other was due to magnetos 37 days overdue. The fact that many critical items of spare parts, when requisitioned from the U.S.S. JUPITER (AVS-8), had to be passed to as many as three (3) supply activities in CONUS before available stocks of them could be obtained caused an increase in communications traffic that was unacceptable as a combat condition.

Recommendation: Accordingly, it is recommended that increased levels of high usage items, especially surfaces, magnetos, generators, and instruments, be maintained by aviation supply activities supporting the forward areas. Further, it is recommended that the Carrier-on-Board delivery system be adopted as a permanent facility in aviation supply support, augmented by a vigorous follow-through on delivery overland to the point from which deliveries leave.

9. Finally it is felt that no action report would be complete, especially when it involves Allied units, unless some mention were made of the benefits, lessons learned, difficulties, if any, derived from operating with Allied units.

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a. It is interesting to note that the Allied units operating with this unit were woefully lacking in a good gun laying fire control system for shore bombardment attested to by the air spotters and subsequent questioning.

b. The non use of white phosphorus shells by shore bombardment ships to mark the initial fall of shot. This was confirmed by questioning.

c. On the positive side of the ledger it was heartening to see and experience the progress which has been made in the almost universal knowledge and adoption of joint maneuvering, screening, communication and replenishment, evolutions by all units.

*Roy L. Johnson*  
ROY L. JOHNSON

Copy to: (ADVANCE)

GNO  
COM MAR CORPS  
CICINCPACFLT  
COMNAVFE  
COM7thFLT  
CTF-95  
CTG-95.1  
COMAIRPAC  
COMCARDIV 17  
CGAIRFMFPAC  
CGFMFPAC  
CG1stMAW  
USS BAIROKO (CVE-115)  
USS BATAAN (CVL-29)  
USS SICILY (CVE-118)  
USS RENDOVA (CVE-114)  
CO MAG-12  
CO VMP-212

AUTHENTICATED

*G. R. Palus*  
G. R. PALUS  
CDR, USN



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U.S.S. BADOENG STRAIT (CVE-116)  
c/o Fleet Post Office  
San Francisco, California

SECRET  
SECURITY INFORMATION

Date

SUNRISE		FLIGHT SCHEDULE FOR			SUNSET	
Event	Comp.	Mission	Launch	Land	Ammo.	Fuel
A-1	2	CAP	0730	0925	Note 1	380 gals.
A-2	4	TARCAP	0730	0925	Note 6	" "
A-3	4	COAST RECCO	0730	0925	Note 4	" "
B-4	2	CAP	0910	1100	Note 1	" "
B-5	4	TARCAP	0910	1100	Note 6	" "
C-6	2	CAP	1045	1235	Note 1	" "
C-7	4	TARCAP	1045	1235	Note 6	" "
C-8	4	STRIKE	1045	1235	Note 3	" "
D-9	2	CAP	1220	1415	Note 1	" "
D-10	4	TARCAP	1220	1415	Note 6	" "
E-11	2	CAP	1400	1530	Note 1	" "
E-12	4	TARCAP	1400	1530	Note 6	" "
F-13	2	CAP	1515	1730	Note 1	" "
F-14	4	TARCAP	1515	1730	Note 6	" "
F-15	4	RIVER RECCO	1515	1730	Note 4	" "

NOTER:

1. All A/C full load .50 Cal.
2. Maintain 2 A/C on Condition 11 after each launch from one-half hour before sunrise until sunset.
3. 500# 4/5 delay, 8-HVAR
4. 1000# 4/5 delay, 8-HVAR
5. 2 A/C - 500# GP/DC, 8-WP  
2 A/C - NAPALM, 8-WP
6. 2 A/C - 500# GP/DC, 8-HVAR  
2 A/C - NAPALM, 8-HVAR

Approved:

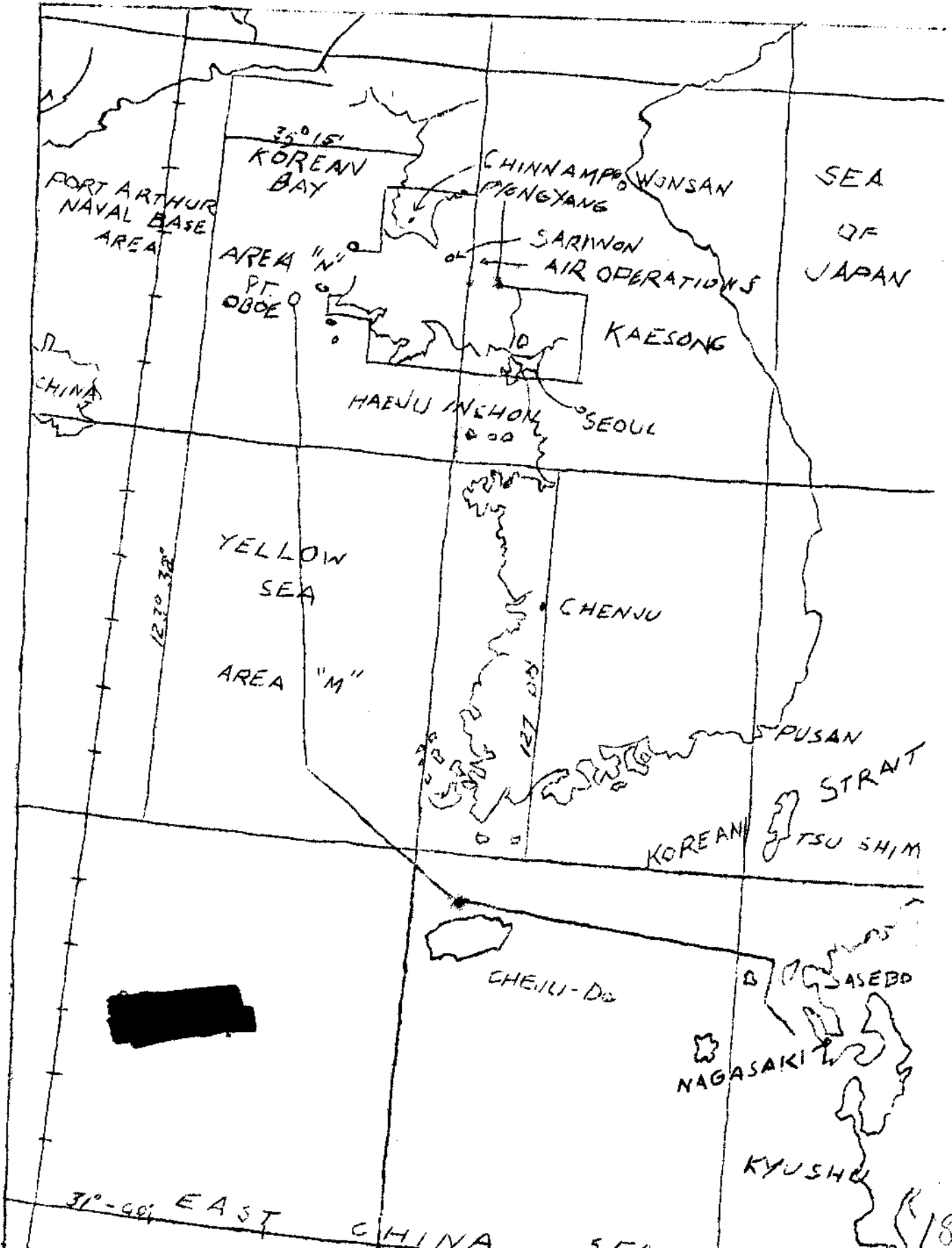
G. R. PALUS  
CDR, USN  
Operations Officer

Submitted:

A. S. IRISH  
LCDR, USN  
Air Oper. Officer

ENCLOSURE (1)

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From: CTE 95.11  
Action: ComNavFe  
Info: CTF95/CTG 95.1/CTE 95.19

010730Z

AT 271735L AND 271800L A SINGLE AIRCRAFT B-29 TYPE MADE TWO APPROACHES OVER THIS FORCE IN POSIT LAT 37-32N LONG 124-18E X NEGATIVE MK THREE IFF X UNABLE TO ESTABLISH COMMUNICATIONS X ALTITUDE ABOUT 2500 FT X SIGHTED VISUALLY FROM THE SHIP THROUGH BREAKS IN OVERCAST AND HAZE X DISAPPEARED OFF RADAR SCOPE TO THE NORTHWEST X UNABLE TO ESTABLISH IDENTIFICATION THROUGH KNOWN AIRCRAFT MOVEMENTS IN AREA NOR AFTER INQUIRY THROUGH JOC OF FEAF BOMCOM MOVEMENTS.