UNITED STATES PACIFIC FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF

CINCPACFLT FILE
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From: Commander in Chief U. S. Pacific Fleet
To: Chief of Naval Operations

Subj: Annual Report of the Commander in Chief U. S. Pacific Fleet

Ref: (a) Article 0506(2), U. S. Navy Regulations, 1948

Encl: (1) Annual Report of the Commander in Chief U. S. Pacific Fleet for period 1 July 1953 to 30 June 1954

1. Enclosure (1) is forwarded in compliance with reference (a) which requires each Commander in Chief to submit an annual report containing such information as is necessary to permit a comprehensive review of the operations and conditions of his command.

FELIX B. STUMP

REVIEWED. RETAIN CLASSIFICATION
NAVHISTDIVINST 5500.1
By: OP-09B92C Date: 7/3/71

ENCL 10

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[redacted]

[redacted]

CINCPACFLT ANNUAL REPORT, FISCAL YEAR 1954

SUMMARY

Operations of the U. S. Pacific Fleet during fiscal 1954 involved a transition from Korean War operations to a period of suspended hostilities during the post armistice period. It has been necessary during the latter period to maintain a state of immediate readiness to resume combat operations in Korea, and in addition, to be prepared for eventualities under the deteriorating situation in Indo China

In January, plans were initiated to reduce Pacific Fleet commitments in the Western Pacific in keeping with present and prospective capabilities. As of the end of the year, however, except for the return of one battleship and one destroyer division previously maintained in the Western Pacific by the Atlantic Fleet, it has not been possible to implement these planned reductions. Consequently, the Pacific Fleet remains over committed to an extent which militates against maintaining optimum readiness in peace time. The effects of this over-extension are aggravated by the increasing age of the ships which comprise the Pacific Fleet and the lack of an adequate program for replacement by new construction.

The Commander in Chief continued to exercise limited control of merchant shipping through the Naval Control of Shipping Organization. However, the control of the movement and routing of U. S. Naval commissioned vessels has been removed from the Naval Control of Shipping Organization. At present, during peace time, routing and control of commissioned vessels (excluding those assigned to MSTS) may be exercised by either the normal operational commander or by the appropriate Operational Control Authority - the decision resting with the former.

In August, the THIRD Marine Division and one group of the THIRD Marine Air Wing was lifted from the continental United States and Hawaii to Japan. The total lift consisted of 25,000 men with all equipment and required a total lift force of thirty-seven ships, including five from the Atlantic Fleet.

During 1954 the number of small intertype exercises was reduced and the emphasis during the latter half of the year was placed on conducting one major intertype exercise each quarter including as many facets of naval operations as practicable. By reducing the frequency of intertype exercises it was considered that more realistic training for all forces involved resulted at a lower cost in operational time expended.

[redacted]

[redacted]

OPERATIONS

Organization of the Pacific Fleet

Ships and units of the Pacific Fleet are organized in the following commands:

Air Force, U. S. Pacific Fleet
Cruiser-Destroyer Force, U. S. Pacific Fleet
Submarine Force, U. S. Pacific Fleet
Amphibious Force, U. S. Pacific Fleet
Mine Force, U. S. Pacific Fleet
Service Force, U. S. Pacific Fleet
Training Command, U. S. Pacific Fleet
Fleet Marine Force, Pacific

On the West Coast of the United States Commander First Fleet conducts fleet training exercises, coordinates intertype training and plans for wartime offensive operations. During part of the period covered by this report, Commander First Fleet conducted Fair Weather Training in the Subic/Sangley area.

Ships and units from the type commands above rotate to duty in the Western Pacific. Some of the ships operate under Commander Naval Forces, Philippines, and Commander Naval Forces, Marianas, but the majority are assigned to Commander Naval Forces, Far East.

Far East Commands

In the Far East the principal operational commander afloat is Commander Seventh Fleet. Subordinate to him are the following:

Task Force 72 - Formosa Patrol Force

Task Force 77 - Fast Carrier Task Force

Task Force 92 - Logistic Support Force

Task Force 95 - UN Blockading and Escort Force

The Formosa Patrol Force (Task Force 72)

Task Force 72, which is normally composed of destroyers, patrol aircraft, seaplane tenders, and fleet oilers, has the primary mission of preventing the invasion of Formosa and the Pescadores by Chinese Communist forces from the Chinese mainland. The force conducts air

surveillance of the Chinese Coast, surface patrols in the Formosa Straits, and assists in the training of the Chinese Nationalist Navy.

Fast Carrier Task Force (Task Force 77)

Task Force 77, includes fast carriers, cruisers and destroyers. From the start of the Korean Armistice until commencement of "Fair Weather Training" in the Subic/Sangley area, Task Force 77 maintained a force of 2 carriers, accompanying cruisers and destroyers at sea in the Japan/Korea area, while keeping a similar number in upkeep or ISE. This force engaged in all types of training and maintained itself in a state of readiness to resume hostilities in Korea on a moments notice. The Korean peace enabled all of Task Force 77 to enjoy more liberty, upkeep and type training than was possible during hostilities.

With the commencement of Fair Weather Training in the Subic Bay area on 23 February, activities of Task Force 77 were greatly curtailed and consisted primarily in type training.

The Logistic Support Force (Task Force 92)

Task Force 92 includes repair ships, tenders, oilers, ammunition ships, stores ships and other types of auxiliary vessels. They provide mobile logistic support, repair facilities, and underway replenishment for the Seventh Fleet and Naval Forces Far East.

The United Nations Blockading and Escort Force (Task Force 95)

Task Force 95 is comprised of units of the navies of the United States and allied nations. The principal mission of Task Force 95 during the Korean conflict was to blockade the east and west coasts of Korea. The secondary mission was to escort friendly naval and merchant ships for anti-submarine protection. The Force provided gunfire support and interdiction from destroyers and destroyer types which also provided screen protection for carriers. Light/and/or escort carriers provided Naval Air Support and interdiction on the West Coast. Minesweepers operated on both coasts under hazardous conditions since the enemy was one specializing in mine warfare. Task Force 95 was the major factor in the successful seige of Wonsan and was responsible for the non-existence of enemy sea borne traffic in both the Yellow Sea and the Korean Coastal waters of the Sea of Japan. Upon the cessation of hostilities, Task Force 95 assumed the role of a patrol and security force. It participated heavily in the evacuation of UN forces from various islands along the coasts of Korea as well as the evacuation of Wonsan. The mission of its patrols presently is to assure that the armistice is maintained.

Fair Weather Training

On 15 February, JCS directed that a carrier task force composed of 2 CVA's, and one squadron of destroyers proceed from FEC[redacted] to Subic/Sangley

[redacted]IED

[redacted]

area to conduct training exercises. This Task Force arrived in Subic/Sangley area on 23 February and as originally scheduled was to remain in the Philippines for about 4 to 6 weeks. However, the original time has been extended and the force is now scheduled to remain in the Subic/Sangley area for an indefinite period. This force (Task Group 70.2) has recently been augmented and now consists of 3 CVAs and 12 DDs. Necessary logistic support forces are present and are furnished by COMNAVFE. Forces in Task Group 70.2 are rotated with those in the NAVFE area in order to insure a well-rounded WESTPAC tour. Such rotation is accomplished in accordance with schedules agreed upon between NAVFE and COMFIRSTFLT.

Other operational commands directly under Commander Naval Forces, Far East, and separate from the Seventh Fleet are as follows:

Task Force 90 - Amphibious Group Western Pacific
Task Force 91 - Marine Force Western Pacific
Task Force 96 - Naval Operating Forces, Japan
Task Force 97 - Naval Activities, Far East

The Amphibious Group Western Pacific - TF 90

Since the cessation of hostilities in Korea, Task Force 90 has been employed mainly in amphibious training for the Marines and Army in the Far East. This Force continues to provide an ever ready capability for amphibious assault.

The following amphibious landing exercises conducted in the Western Pacific during the year:

FIRST Marine Division - 9 Battalion Scale exercises
3 Regimental Landing Team exercises

THIRD Marine Division - 3 Regimental Combat Team exercises
1 Division Scale exercise

The Marine Force Western Pacific - TF 91

This Task Force, under the command of the senior Marine Officer in the NAVFE area, carries out continuous planning for possible operations employing Marines as a separate unit from the Eighth Army.

Naval Operating Forces, Japan - TF 96

Task Force 96 has both operational and training missions. Patrol aircraft supported both from land bases and from seaplane tenders carried out all reconnaissance and anti-submarine patrols. Submarines make reconnaissance patrols and act as the quarry for anti-submarine training. Destroyers and escort vessels from other task forces rotate

[redacted]

[redacted]

in assignment to the Hunter-Killer group with an escort carrier for this training.

Naval Activites, Far East - TF 97

Task Force 97 provides shore-based logistic support and repair facilities, and it maintains harbor defenses as necessary.

Operational Control Authorities

A major function of the Pacific Fleet in wartime will be anti-submarine warfare and the protection and control of shipping. To accomplish these missions Commander in Chief U. S. Pacific Fleet, acting in his dual capacity as Commander Third Fleet, established a task organization of Operational Control Authorities as follows:

Task Force 30 - Fleet ASW and Shipping Control Force (under direct command of the Commander in Chief)

Task Force 31 - Western Sea Frontier

Task Force 32 - Hawaiian Sea Frontier

Task Force 33 - Alaskan Sea Frontier

Task Force 34 - Naval Forces, Marianas

Task Force 35 - Naval Forces, Philippines

Task Force 36 - Naval Forces, Far East

Task Force 37 - Pacific Sector, Caribbean Sea Frontier

FLEET TRAINING AND READINESS

Seamanship. Heavy operating schedules in WESTPAC have been conducive to excellent seamanship training. Despite a few serious operational casualties the general seamanship readiness of the Pacific Fleet is considered to be good.

Engineering. Engineering readiness is considered good by virtue of continued ability to meet operational commitments. Material casualties are significant, however, and may be attributed to the increasing old age of machinery, long periods of high speed operations in some cases, and the preponderance of relatively inexperienced personnel.

[redacted]

[redacted]

Upkeep time has increased considerably since the cessation of hostilities in Korea.

Damage Control. Damage control readiness is considered good with no significant developments. Atomic, biological and chemical defense is considered unsatisfactory primarily due to lack of personnel indoctrination. Increased emphasis on passive defense training is being stressed in order to bring this important phase of fleet defense up to a satisfactory standard.

Combat Information Center. The completion, with a few minor exceptions, of the first phase of the installation program for the new recognition and identification system (MK 10 IFF) increased the air defense capability of the Fleet. However, the lack of a suitable long range radar is considered to be a major deficiency. Increased emphasis on air defense exercises and electronic material readiness have improved performance, as will new AEW equipment, but even though the full potential of the installed equipment is realized it is considered that adequate air defense readiness must wait better radars.

The other aspects of CIC performance are considered satisfactory to good although some ships have CIC's that require modernizing.

Electronics Countermeasures. The major bottleneck in the countermeasures program has been the lack of equipment. It appears now that this may soon be broken. COMCRUDESPAC has stated that commencing last February, all DD types will receive the SLR intercept equipment, as the DD's go through overhaul. COMSUBPAC has installed the BLR intercept equipment in the USS PICKEREL (SS 524), USS TANG (SS 563) and USS CARP (SS 338), the latter two boats having retractable DF masts. COMAIRPAC still carefully allocates all ECM equipment components. They are presently evaluating a complete ECM installation in F3D-2 aircraft, which shows promise.

An ECM unit has been approved for COMFIRSTFLT, similar to the one in SECONDFLT. Under JCS guidance, CINCFE has united the Army-Navy Joint Electronic Intelligence Center with the FEAF ECM organization into a single agency to be known as the JEC.

Communications. The shortage of qualified operating and supervisory personnel handicapped all communication functions, both afloat and ashore. Overloaded communication circuits continue to be a matter of grave concern, and the need for positive command control of communications, elimination of message requirements, and maximum training effort has been stressed repeatedly.

Gunnery. Subsequent to the "Cease firing" in Korea, ships in WESTPAC were able to concentrate on AA firing to a greater degree than previously. Proficiency in shore bombardment and gunfire support has undoubtedly deteriorated as a result of the "cease fire". The additional 25% ammunition training allowance for ships in WESTPAC was rescinded after the first quarter FY-54. Greater stress was then laid on analyzing practices to obtain the maximum results per round expended.

[redacted]

It is considered that the adverse affect of the lack of combat expenditures and cutback in the WESTPAC ammunition training allowance during FY 61 was balanced by increased time for firing practices.

The deficiencies so far discovered in the torpedo test program have apparently been corrected, greatly increasing readiness in this regard.

Anti-submarine Warfare. The majority of anti-submarine units in the Pacific are operating in or preparing for rotation in the Western Pacific. Most of these units receive the required basic training but have experienced difficulty in becoming proficient in advanced ASW operations or in maintaining basic and intermediate levels of proficiency while deployed. In an effort to alleviate these conditions, two additional submarines have been deployed since the truce to provide services for basic and intermediate training in WESTPAC. Hunter/Killer exercises are conducted for deployed units under the supervision of either COMCARDIV FIFTEEN or COMCARDIV SEVENTEEN. Advanced ASW exercises are conducted on the West Coast and in the Hawaiian area when schedules permit. In general more training of all types is conducted in WESTPAC in an effort to maintain proficiency of deployed forces and to reduce the tempo of operations when units are in the U. S.

The installation of new ASW equipment and weapons is in general proceeding in a satisfactory manner; however, difficulties of procurement of parts for the MK 101 and MK 102 fire control systems reduced the material readiness of ships equipped with these systems until repair facilities were established in Pearl Harbor. Limited distribution of MK 35, MK 43 torpedoes and [redacted] has been effected; however, it is noted that neither the MK 35 or MK 43 torpedo are authorized for service use and that weapon "A" is restricted in use because of defective propelling charges.

Although three CVA's in PACFLT have been selected to be re-designated as the CVS class, they have not as yet been used as such. The ASW helicopter, with its dipping sonar, has become a firm member of the ASW team. The first P5M squadron, VP-40, has been deployed to WESTPAC and from reports received after five months operations, have met all commitments. The P2V-5 aircraft in PACFLT largely are now equipped with MAD equipment, although very few have APS-20 radar installed. The substitute APS-31 radar has not been satisfactory for ASW search requirements. The SSK submarine has joined the ASW family. Several SSK/aircraft exercises have been conducted in the past year with promising results. Doctrine and tactics have been prepared for possible future inclusion in NWP 24.

Submarine Material Readiness. Corrective action has been taken to remove the restriction on Pacific Fleet Submarines to operating depths of 2[illegible] feet because of hull corrosion. At present, all PACFLT operating submarines, less two, have been or are in the process of being corrected

[redacted]

[redacted]

Mine Warfare. Mine laying and mine countermeasure readiness is considered good except for provision of an effective countermeasure for pressure mines. Requirements continue to exist for adequate sweep gear for night operations, a mine sweeping boat tender, and for effective pressure mine sweeping equipment. The effectiveness of the MSB as a sweeper has not yet been determined.

A service test program to determine readiness of stock service piles mines is being initiated and will be under way by early summer.

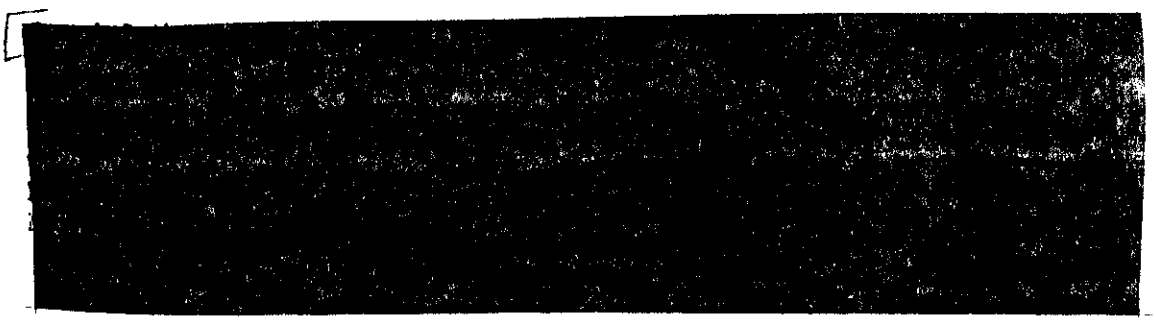
Aerial Warfare. The cessation of combat in Korea has resulted in the ability of the carrier air groups to devote considerably more deployed time to varied types of training, such as air to air gunnery and air intercept. Overall readiness of carrier air groups has suffered some deterioration, however, because of:

a. Short pre-deployment training cycles.
b. High rate of introduction of new aircraft and equipment.
c. Personnel reductions which have resulted in a high loss rate of qualified reserve aviators.

The past year has seen the introduction to active fleet use of two aircraft which offer distinct advantages in fleet air readiness; the first is the F2H-3, which carries an air intercept radar, thus providing an all weather intercept capability; the second is the F9F-6 "Cougar", a high performance swept-wing day fighter with trans-sonic speed capability.

The 2.75" Forward Firing Aircraft Rocket (Mighty Mouse) has been issued for standard fleet use, and promises to constitute a most effective air to ground weapon for use against all except heavily armored vehicles, anti-aircraft installations, and personnel. This rocket will also be used as an air-to-air weapon when appropriate fire control systems are available in fleet aircraft.

The steam catapult is now in the process of evaluation in the Pacific Fleet in the USS HANCOCK, the first of the CVA 27 C conversions. This catapult will be of considerable benefit to fleet air operations by alleviating the serious problem of launching the increasingly heavy carrier aircraft.



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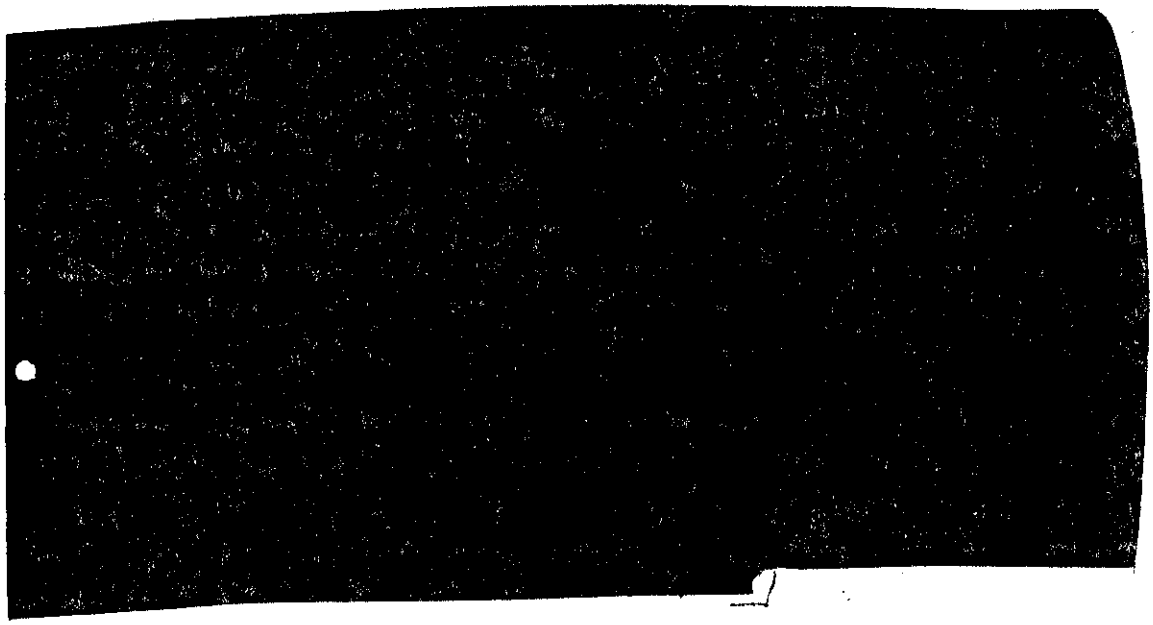

Fleet and Intertype Training Exercises

Although no major fleet exercises were conducted during the past year, three large scale intertype exercises were conducted. The first of these PACFLEX 54A which consisted of amphibious exercises without troops, air defense, ASW and mine warfare exercises, was conducted off the coast of Southern California during the period 28 September - 2 October 1953. The second PACFLEX 54B, conducted 15-27 February 1954 consisted of a combined air defense exercise, hunter-killer exercise, destroyer training exercise, and mine warfare was also conducted off the coast of Southern California. A third [illegible] similar exercise with emphasis on the amphibious phase, was conducted during the period 1-10 June off the coast of Southern California.

Several intertype training exercises of lesser scope were conducted as follows:

1. Hunter-Killer exercises combining either anti-submarine squadrons embarked in escort carriers or patrol squadrons with search and attack units of destroyers and escort vessels to hunt down submarines.

2. Coastal defense exercise based on the delivery of an atomic weapon from a CVA.

3. Reconnaissance and raiding exercise with the transport submarine PERCH (ASSP 313).

4. Cruiser-destroyer type training exercise.

5. Marine gunfire support exercise in Hawaiian area with teams of the 1st Air Naval Gunfire Liaison Company.

[redacted]

6. Marine raid exercise in Hawaiian area with elements of 1st Provisional Marine Air Ground Task Force and 1st Air Naval Gunfire Liaison Company.

7. Elementary Airborne Early Warning Barrier Exercise based on the defence of U.S. against attack through the Pacific.

Mercantile Convoy Exercises

Pacific Fleet ships and the Operational Control Authorities took part in convoy exercises during the following periods:

25 Aug - 1 Sep 1953	Pearl Harbor to Long Beach	RLX 54M
1 Dec -11 Dec 1953	Yokosuka to Pearl Harbor	RLX 54Q
19 Feb - 1 Mar 1954	San Diego to Yokosuka	RLX 54T

These exercises simulated mercantile and non-mercantile convoys sailing under wartime conditions. Each convoy with its screen of destroyers and air cover of land based patrol planes transited areas in which opposing submarines were operating. The convoys maneuvered within the limited exercise zones to evade the submarines. Coast Guard vessels and aircraft participated in the first exercise. Retired naval officers and naval reservists acted as convoy commodores and their staffs and received valuable training. It is planned that these exercises will continue at a rate of three a year. The overall readiness of the Pacific Fleet in regard to the protection of shipping has been maintained at a satisfactory state through the combined results of the day-to-day control of shipping in effect and the training afforded all participants in these convoy exercises.

Combined U. S. - British - French forces participated in a convoy exercise called "Sonata" conducted during February coincident with the passage of a British submarine from HongKong to Singapore.

SPECIAL MISSIONS IN THE PACIFIC

Arctic Resupply Operation

During July and August 1953, sixteen PACFLT ships and units under Commander Amphibious Group THREE reported to COMSTS for operation "BARC RANGE". This operation comprised the sea-lift phase of operation "CORRCADE" which had as its objective the establishment of Air Force Early Warning Stations on the northern coast of Alaska.

Beaufort Sea Expedition 1953

The Beaufort Sea Expedition (July-Sept 1953) had as its objective the amplification of hydrographic and oceanographic information already available, the study of Prince of Wales Strait, Melville Sound, and McClure Strait areas, and further research into submarine operations in and under ice. The primary mission was accomplished with the exception of the penetration of McClure Strait and Melville Sound areas, which will be attempted during the 1954 expedition. Ships participating were

[redacted]

Coast Guard Icebreaker "NORTHWIND", USS BURTON ISLAND (AGB 1) and USS REDFISH (SS 395). The existence of a deepwater Northwest Passage via Prince of Wales Strait was established.

Pribilof Resupply

During the period 29 June - 5 Sept, USS BELLATRIX (AKA 3) carried out the annual resupply of the Pribilof Islands under the operational control of COMPHIBPAC.

Bering Sea Expedition

For the first time, the Bering Sea Expedition 1953 was divided into two separate phases. NORTHWIND (WAGB 282) was assigned first phase during period 15 Jan - Mar 1954. USS BURTON ISLAND (AGB 1) has been engaged in the second phase of this operation since 15 May and is expected to complete about 1 July 1954. The entire operation is being conducted by CONSERVRON ONE and has as its primary mission the oceanographic survey of the Bering and Chuckchi Seas.

Operation Castle

Commander Joint Task Force SEVEN made preparations for and conducted special operations in the Eniwetok/Bikini area during the past year. Pacific Fleet units provided operational and logistic support throughout. A total of thirty four Pacific Fleet ships participated in this operation.

COMPOSITION OF THE PACIFIC FLEET

As of 30 June 1954, the composition of the Pacific Fleet (not incl ding units temporarily assigned from the Atlantic Fleet or MSTS) is as follows:

SHIPS

10	Attack Aircraft Carriers (CVA-9)(CVS-1)
4	Escort and Small Aircraft Carriers (CVE-4)
7	Cruisers (CA-6)(CL-1)
84	Destroyers (DD-60)(DDR-12)(DDE-12)
41	Submarines (SS-30)(SSG-2)(SSK-5)(SSR-4)
3	Amphibious Force Flagships (AGC-3)
39	Attack Transports and Attack Cargo Ships (APA-20)(AKA-19)
121	Landing Ships (LST-59)(LSMR-7)(LSM-8)(LSIL-1)(LSD-10)(LCC-36)
10	High Speed Transports and Amphibious Control Vessels (APD-9)(DEC-1)
27	Escort and Patrol Vessels (DE-21)(PC-4)(PCS-2)
40	Minesweepers (AM-24)(AMS-15)(DM-1)
138	Tenders and other auxiliary ships: (AD-6)(ADG-1)(AE-6)(AF-10)(AG-1) (AGSS-1)(AH-2)(AK-3)(AKL-7)(AKS-6)(AM-3)(AO-15)(AOG-10)(AR-3)(ARG-3) (ARL-5)(ARH-1)(ARS-8)(ARSD-2)(ARV-1)(AS-2)(ASR-4)(ATF-1)(ATR-4)(ATF-20) (AV-4)(AVM-1)(AVP-6)(AVS-1)(AGB-1)

[redacted]

[redacted]

AIRCRAFT

40 Fighter and Attack squadrons
17 Patrol squadrons
6 Anti-submarine squadrons
12 Composite and other squadrons
3 Helicopter squadrons

LANDING FORCES

1 Fleet Marine Force headquarters with attached force troops
2 Marine Divisions *
1 Aircraft, Fleet Marine Force headquarters with attached squadrons
1 Marine Aircraft Wing *
1 Marine Air-Ground Task Force headquarters

*2 MARDIV and 1 MARAIRWING currently under operational control CINCPE

INCREASES IN STRENGTH 1 JULY 1953 to 30 JUNE 1954

From Naval Districts

Bluegill (SSK 242)
Sea Fox (SS 402)
Bream (SSK 243)
Rasher (SSR 269)
Raton (SSR 270)
Rock (SSR 274)
Hancock (CVA 19)
Stickleback (SS 415)

From Atlantic Fleet

Shea (DM 30)
Razorback (SS 394)
Wasp (CVA 18)
Hornet (CVA 12)

New Construction

Dynamic (AM 432)
Endurance (AM 435)
Implicit (AM 455)
Regulus (AF 57)
LST 1158
LST 1159
LST 1157
Illusive (AM 448)
LCU 1484
Conflict (AM 426)
LCU 1482
LCU 1481
LCU 1483
LCU 1495
Inflict (AM 456)

From Pacific Reserve Fleet

Badoeng Strait (CVE 116)
LCU 1476
LCU 1475
LCU 1493
LCU 1477
Cook (APD 130)
Cormorant (AMS 122)
Balduck (APD 132)
Knudson (APD 101)
Cavallaro (APD 128)
Essex (CVA 9)
LCU 1494

DECREASES IN STRENGTH 1 JULY 1953 to 30 JUNE 1954

In Commission in Reserve

Bowfin (SS 287)
Aspro (SS 309)
Laertes (AR 20)
Repose (AH 16)
Incredible (AM 249)
Mainstay (AM 261)
LSMR 404
Flicker (AMS 9)

Transferred to TG 7.3

LCU 1224
LCU 1225
LCU 1348
LCU 637
LCU 638

Reported to PACRESFLT

Thompson (DMS 38)
Endicott (DMS 35)

Reported to NavDistricts

Elder (AM 20)
LSM 58
LSM 225

[redacted]

In Commission in Reserve

Hummer (AMS 20)
Jackdaw (AMS 21)
Lark (AMS 23)
Sea Devil (SS 400)
Carmick (DMS 33)
Guitarro (SS 363)
Bataan (CVL 29)
Sicily (CVE 118)

Reported to CentFlt

Swan (AMS 37)
Bunting (AMS 3)
Courser (AMS 6)
Crow (AMS 7)
Flamingo (AMS 11)
Hornbill (AMS 19)
Cardinal (AMS 4)
Bobolink (AMS 2)
Doyle (DMS 34)
Blenny (SS 324)
Valley Forge (CVA 45)

Inactivated

Quincy (CA 71)

Decommissioned

ARD 28
Carmick (DMS 33)
PCEC 896
LSM 422
LSM 110
LSM 125
LSM 316
LSM 355
LSM 362
PCEC 882
PCEC 886

Transferred to MSC

LCU 776
LCU 1378
LCU 1430
LCU 1386

Reported to CCH 14 - Transferred

PC 1141

DECREASES BY TYPE SHIP

(SS) Submarine	5
(LCU) Utility Landing Craft	9
(AM) Minesweeper	2
(AMS) Motor minesweeper	12
(DMS) High Speed minesweeper	5
(PC) Submarine chaser	1
(PCEC) Control Escort	3
(LSM)Medium Landing ship	8
(CVE) Escort Aircraft Carrier	1
(CVL) Sm. Aircraft Carrier	1
(CVA) Attack Aircraft Carrier	1
(CA) Heavy Cruiser	1
(AN) Net Laying ship	1
(AH) Hospital ship	1
(AR) Repair ship	1
(ARD) Floating Dry Dock	1
(LSMR) Medium Landing Ship Rocket	1
TOTAL	54

INCREASES BY TYPE SHIP

(SSK) Anti-submarine submarine	2
(SS) Submarine	3
(SSR) Radar Picket submarine	1
(CVA) Attack Aircraft Carrier	1
(CVE) Escort Aircraft Carrier	1
(APD) High Speed transport	4
(DM) Light mine-layer	1
(AMS) Motor minesweeper	6
(AM) Minesweeper	3
(LST) Tank Landing ship	12
(LCU) Utility Landing craft	1
(AF) Store ship	
TOTAL	39

[redacted]

The following units of the Atlantic Fleet participated in operations in the Western Pacific while on temporary duty with the Pacific Fleet during the past year:

NEW JERSEY (BB 62)
WISCONSIN (BB 64)
TARAWA (CVA 40)
LAKE CHAMPLAIN (CVA 39)
SAIPAN (CVL 43)
Carrier Air Group THREE (in TARAWA)
Carrier Air Group FOUR (in LAKE CHAMPLAIN)
Marine Attack Squadron THREE HUNDRED TWENTY FOUR (in SAIPAN)
Carrier Air Group SEVENTEEN (in WASP), Patrol Squadron SEVEN
LST 551 (Participated in Operation CASTLE)

Destroyer Division 21

BARTON (DD 722)
SOLEY (DD 707)
STRONG (DD 758)
STICKELL (DDR 888)

Destroyer Division 61

CONE (DD 866)
NOA (DD 841)
STRIBLING (DD 867)
WREN (DD 568)

Destroyer Division 161

SINNER (DD 692)
MOALE (DD 693)
INGRAHAM (DD 694)
PURDY (DD 734)

Destroyer Division 182

AMMEN (DD 527)
COGSWELL (DD 651)
INGERSOLL (DD 652)
KNAPP (DD 653)

Destroyer Division 221

PUTNAM (DD 757)
HENLEY (DD 762)
KEITH (DD 775)
OWENS (DD 776)

Destroyer Division 222

AULT (DD 698)
WALDRON (DD 699)
HAYNSWORTH (DD 700)
WEEKS (DD 701)

Destroyer Division 242

ABBOT (DD 629)
HALE (DD 642)
HUNT (DD 674)
BENHAM (DD 796)

Destroyer Division 241

PICKING (DD 685)
PRESTON (DD 795)
IRWIN (DD 794)
POTTER (DD 538)

Destroyer Division 261

LAFFEY (DD 724)
LOWRY (DD 770)
FOX (DD 779)
STORMES (DD 780)

Destroyer Division 222

PRICHETT (DD 561)
CONELL (DD 547)
OWEN (DD 536)
CUSHING (DD 797)

[redacted]

[redacted]

Destroyer Division 301

CAPERTON (DD 650)
DASHIELL (DD 659)
DORTCH (DD 670)
GATLING (DD 671)

Destroyer Division 321

ROWE (DD 564)
ROSS (DD 563)
BEARSS (DD 654)
FECHTELER (DDR 870)

Destroyer Division 341

HEERMANN (DD 532)
HAZELWOOD (DD 531)
BADGER (DD 657)
STOCKHAM (DD 683)

Destroyer Division 342

DALY (DD 519)
SMALLEY (DD 565)
BRONSON (DD 668)
COTTEN (DD 669)

Destroyer Division 322

ROBINSON (DD 562)
SIGOURNEY (DD 643)
HOOD (DD 655)
HEALY (DD 672)

Destroyer Division 342

WADLEIGH (DD 689)
RENEY (DD 688)
YOUNG (DD 793)
MONSSEN (DD 798)

[redacted]

TABULATION OF SHIPS DAMAGED DUE TO ENEMY ACTION

The following ships were damaged by enemy action in Korea during the period June 1953 - July 1953:

SHIP	DATE	PLACE	CAUSE	MATERIAL DAMAGE	PERSONNEL CASUALTIES
ROWAN (DD 782)	19 JUN	East Coast Korea	Shore Battery	5 direct hits extensive topside damage	9 wounded
GURKE (DD 783)	25 JUN	East Coast Korea	Shore Battery	2 direct hits minor topside damage #2 stack extensive damage	3 wounded
IRWIN (DD 794)	8 JUL	East Coast Korea	Shore Battery	1 shrapnel from air bursts; minor topside damage	4 wounded

[redacted]

[redacted]

1. General: During the fiscal year communication service rendered to the command continued to be satisfactory. [illegible] a short period during which a drop in the traffic load occurred as a result of the cessation of hostilities in Korea. However, the load returned to its normal level within the [illegible] increased tempo of training operations. The qualified personnel situation improved primarily because of [illegible] on-the-job training by all concerned. Action reports indicate that as experience was gained, personnel and equipment performance improved with the resultant overall improvement in operational communications. However, shore stations still [illegible] at CO of fleet allocation percentage were experiencing difficulty in maintaining satisfactory service. [illegible] 3-section watch [illegible] required to insure sufficient qualified supervisory personnel were available in each watch. Because of enforced personnel cuts and separation of qualified personnel during the next fiscal year an overall improvement is not anticipated.

[illegible] broadcasts were activated at [illegible] for all ships that were [illegible] equipped. [illegible] will have three local broadcasts in the Manila with the addition of the local area San Diego [illegible]. Increased use of [illegible] will improve communications and reduce the requirements for highly trained operating personnel. Use of [illegible] broadcasts in many cases permitted securing the [illegible] side of individually assigned [illegible] circuits, with a resultant decrease in manned equipment requirements. This permitted utilization of equipment and trained personnel to better advantage.

As a result of Navy-wide personnel reductions [illegible] Naval and Marine Corps [illegible] Yokosuka were directed to take specific personnel reductions by 31 [illegible] 1954. Yokosuka's reduction of 13 officers and 725 enlisted is the largest of the three.

Development of communication-electronic facilities at naval shore activities continued during the year. Conferences were held to firm operational requirements and to provide firm engineering guidance for developments in the [illegible] areas.

2. Operational:

a. Projects to improve communication service within [illegible] were completed during the fiscal year as follows:

The compilation of naval communication information,

[redacted]

[redacted]

[illegible] with the operating forces and the program of the operating forces [illegible] reported in last year's annual report were continued throughout the fiscal year.

[redacted]

As a step in reducing the classified traffic load, CINCPAC-FLT Notice 3123 of 31 JUL directed that when movement reports are submitted on flag and general officers or VIPs they will be unclassified, regardless of area, except for those instances when the command feels that special security restrictions require that the movement be classified.

An informal communications planning assistance program was instituted in August to assist Fleet Communication Officers in the preparation of communication annexes to Oplans and Oporders. Informal planning information letters (IPs) are sent to the Commanding Officers advising them of errors noted in plans reviewed. Gratifying and helpful replys were received which expressed enthusiasm in this planning information program.

A systematic study of the mission and communication operational requirements of all major shore activities was commenced in October with a view toward increasing operational efficiency and effecting economies in Naval Communications. The program includes follow-up visits to various activities to discuss and observe the results, and to study further possible engineering and operational improvements which will result in attaining the standards of efficiency and readiness required of Naval Communications.

CINCPACFLT ser 6850 of 6 OCT to certain [illegible]'s in the Far East called attention to numerous errors being made in [illegible] reports, and requested that procedures be investigated to insure accuracy in encryption, check decryption and transmission.

To assist in future allied operational planning, CINCPACFLT ser 7299 of 27 OCT requested that CNO promulgate a complete and current list of all [illegible]-distributed publications authorized for issue to foreign nations, and that [illegible] and [illegible]

[redacted]

[redacted]

[redacted]

[redacted] ser 8393 of [redacted] recommended that the [redacted] message format be brought into conformance with the [redacted] format in order to minimize processing requirements when transferring messages between teletype relay and other teletypewriter channels.

[redacted]

[redacted] Instruction 2390.1 promulgated instructions for making maximum use of call signs and address groups in message addressee to commands afloat in order to conserve time on circuits and broadcasts and to provide increased training in the use of call sign publications.

b. Air traffic control:

[redacted] msg [redacted] in answer to [redacted] stated that exclusive voice air/ground reporting on [redacted] air routes was feasible, but that retention of [redacted] capability was highly desirable.

[redacted] msg [redacted] authorized disestablishment of the Kwajalein [redacted] (Carlos Island) [redacted].

[redacted] ser 566 of [redacted] forwarded flight test data on the AN/URN-5 homing beacon located on Kwajalein and advised that regular usage indicated that the beacon adequately served its intended purpose. However, COMFAIRMARIANAS was requested to make comprehensive tests of the beacon under controlled conditions to permit an accurate evaluation of the maximum capabilities of the beacon.

[redacted] msg [redacted] notified [redacted] and interested commands that it appeared that [redacted] should discontinue [redacted] ground-air circuits and requested recommendations on the feasibility of operating all Navy and Marine aircraft [redacted]

[redacted]

[redacted]

mainland and Hawaii with the primary communications being radio telephone with USAF stations. CINCPACFLT msg 112021Z FEB to CNO concurred with COMAIRPAC who stated that a military requirement exists for CW circuits for a minimum of one year. CNO msg 121854Z FEB advised that CAA would continue to provide a CW air/ground circuit for Navy aircraft flying between Hawaii and CONUS as a temporary service. CINCPACFLT then advised all interested commands. CNO ser 664P53 of 14 MAY advised that CAA could not assure CW service beyond fiscal year 1954 and pointed out the successful use of radiotelephone for long range overseas communication by national and international air carriers and the USAF for many years. In view of the above and the fact that the United States was the only nation with such a CW requirement (this requirement generated by the U.S. Navy), CNO suggested that CINCPACFLT review his requirement for CW route air traffic control communications with the object of accelerating the necessary actions to remove the requirement. CINCPACFLT forwarded CNO ser 664P53 of 13 MAY to COMAIRPAC and COMFLOG INCPAC and stated that the experience of the civil air carriers and the USAF indicated the adequacy of voice communications as a method in supporting aircraft movements on the West Coast-Hawaii routes. It also stated that, dependent upon the capability of appropriate ground stations to handle all naval aircraft, it was contemplated issuing instructions for complete change-over to voice communications by 30 JUN. CNO msg 282110Z MAY advised that HQ USAF stated that adequate facilities for the change-over would be available on 1 JUN. CINCPACFLT msg 292356Z MAY to interested commands, stated effective 1 JUL, radiotelephone would be the primary method for enroute air/ground communication for Navy aircraft operating between the West Coast of U.S. and Hawaii utilizing voice facilities of the AACS. Radio telegraph would be used only to prevent a CAA alert. At command discretion the change-over could be made anytime after 1 JUN.

CINCPACFLT ser 2666 of 27 MAY advised COMAIRPAC, CG AIRWINGPAC and COMFLOG INCPAC that steps must be taken to minimize the use of AIRINC facilities by naval aircraft and to establish a reporting system which would bring to light any shortcomings in the existing military airways communication service.

c. Broadcasts:

CINCPACFLT msg 260426Z JUN directed all HATT equipped ships copying HOW Broadcast (B3) to submit reports on the HATT component for the period 1-6 JUL. Reports were evaluated

[redacted]

[redacted]

as received with a cut off date of 15 [illegible]. The purpose of this test was to determine the feasibility of establishing the [illegible] component as a separate broadcast. This was recommended to CNO in CINCPACFLT ser 3308 of 18 May.

CNO ser 00761P70 of 5 [illegible] approved recommendations regarding the elimination of special broadcasts and circuits contained in CINCPACFLT ser 0073 of 13 [illegible] except for the [illegible] broadcast. CNO stated the recommendations concerning the [illegible] broadcast were undergoing further study, but that CNO concurred in the elimination of the [illegible] circuit and OPINTEL broadcast. CNO ser 00539P20 of 30 [illegible] further advised that it was considered that [illegible] requirements could be absorbed within the existing and planned capabilities of fleet broadcasts without causing undue delay in traffic handling. If the total traffic volume warranted the augmentation of facilities, additional fleet broadcasts could be established. CNO planned to exclude functional broadcasts from all plans including [illegible] 70(B) and [illegible]).

CINCPACFLT ser 5707 of 20 [illegible] recommended to CNO that the Primary Fleet [illegible] broadcast (b5.1) at Guam be activated for test purposes.

CINCPACFLT ser 6060 of 2 [illegible] to COMNAVMARIANAS summarized the results of a 7-day test of the [illegible] component of the b5 [illegible] broadcast. Analysis indicated that the b5 [illegible] broadcast was 95% efficient during the test period. The opinion was expressed that a sufficient number of ships now had adequate trained maintenance personnel, equipment and spare parts to copy the b5 component as a separate broadcast (b5.1).

[illegible] 35 GMT activated the Guam [illegible] broadcast on a trial basis at 0800Z. Ships copying the broadcast reported results to CINCPACFLT. The test ended on 4 NOV.

CINCPACFLT ser 6528 of 24 [illegible] to CNO concurred with COMNAVMARIANAS recommendation that the [illegible] component of the Pearl Primary Fleet Broadcast be established as a separate and distinct broadcast.

CINCPACFLT [illegible] msg 182119Z NOV to CNO recommended that the GUAM [illegible] Broadcast (b5.1) be activated to serve [illegible] equipped ships in the CINCPAC and YOKE broadcast areas. The Guam [illegible] broadcast had been active on a trial basis since 8 [illegible]. Reports from ships indicated that this broadcast would successfully serve the ships which have the necessary radio teletype receiving equipment.

[redacted]

[redacted]

The Guam primary fleet RATT broadcast (B5.1) was activated by ALCOMPAC 42 NOV (modified by ALCOMPAC 43) as a separate broadcast to serve all RATT equipped ships in the GLOKE and YOKE areas less submarines and those commands directed by COMNAVFE to copy the Yokosuka High Command RATT Broadcast (B32).

d. Circuits:

Activation: Commercial radio broadcasting (KUAM) commenced on Guam on 15 NOV. AFRS Guam signed off and left the air. However, COMNAVBASEFCOM recommended retention of the AFRS transmitter for use during emergency conditions which might force KUAM off the air.

ALCOMPAC 12 and 13 MAR advised of the partial reactivation of circuit A.1 by NAVCOMMSTA Yokosuka.

Deactivation: Radio Yokosuka (NLT) discontinued permanent guard of 500/428 kcs in accordance with ALCOMPAC 48 DEC. This guard was assumed by the Japanese Maritime Safety Agency.

On 7 DEC COMSERVLOG 3 circuit to Guam (A4.2) was disestablished in accordance with CNO ser 40400P20 of 24 NOV.

Records: CINCPACFLT ser 309 of 19 JAN recommended to CNO that DNC 5(A) be changed to permit the Commander's discretion in the keeping of certain radio-telephone circuit logs. It should be mandatory to keep accurate logs on certain tactical and maneuvering circuits, but it is recognized as impracticable to require logs on all voice circuits.

Modification: In reference to an RCA request to use a Navy circuit from Subic to Manila, CINCPACFLT ser 752 of 10 FEB stated that the use of Navy Communication facilities by commercial communication companies is generally undesirable, unless in isolated areas such use is warranted as a direct benefit to the U.S. Armed Forces, or is required in furtherance of U.S. policies.

e. Combined Communications:

In DEC the Assistant Chief of Staff for Communications participated in the conference between CINCPACFLT, CNS Australia and CNS New Zealand. New Wartime Broadcast Areas in the Pacific were informally agreed to, and wartime communication services and procedures discussed. The desire of New Zealand to convert the Pearl-Irirangi circuit to RATT operation during 1954,

[redacted]

[redacted]

and the reasons for CINCPACFLT's decision to remain on C. were discussed informally. CNO New Zealand concurred with CINCPACFLT's decision, and stated that in view of New Zealand's interest in JOINT, for access between the broadcasts to be used by OC.'s, he would have his technical personnel look further into the matter to insure New Zealand had the proper equipment at Irirangi ready for use.

Circuit F13 was activated on a continuous basis for exercise SOMAC. CINCFLT's msg 240705Z proposed that F13 remain activated on a continuous basis after the end of SOMAC in order to allow use of all frequencies and as activating and securing daily schedules required more personnel than operating the circuit on a continuous basis.

f. Cryptographic:

CINCPAC ser 0112 of 13 NOV to DIRNSA recommended a revision of the instructions for supercession of AFSAG 1267A in case of compromise, to prevent a possible misunderstanding of the effective editions to be used. CNO ser 052006P20 of 17 DEC advised that DIRNSA concurred in this recommendation and that AFSAL 5357 P would reflect this recommendation.

CNO concurred with a CINCPACFLT request that a code similar to PAC 8 or AFSAL 5104 be provided CTF 72 for use with NATO forces. CNO msg 241516Z DEC advised that the request was forwarded to DIRNSA for comment and concurrence. CINCPACFLT concurred with a recommendation by CNO that the code be issued directly to a NATO distributing agency. CNO ser 04438P20 of 27 APR to COMFOURTHFLT advised that DIRNSA had approved and will prepare the requested code.

A continuous study of violations of cryptosecurity indicated there was no significant increase or decrease within PACFLT in the violations resulting in possible compromises or practices dangerous to security. (See Operational Projects paragraph 2.a.)

g. Direction Finding Net:

CINCPACFLT msg 312145Z DEC forwarded to CNO, CTF-7 msg 301957Z DEC which requested comment on the capability of the Pacific LF net and afloat LF facilities for certain balloon tracking purposes during operation [redacted]. CINCPACFLT recommended favorable consideration of the use of the fixed net, but stated that afloat participation should be limited to units already assigned to CTF-7, and further requested that,

[redacted]

[redacted]

if approved, planning details be coordinated between CNO and CJTF-7 in Washington. CNO msg 082103Z JAN approved the participation of the Pacific fixed HF/F net and arrangements were concluded between CINCPACFLT and CJTF-7 communication representatives at a conference on 14 JAN. A plan for rapid and direct communications between the HF net and the JTF-7 Launching Group was drafted. After several attempts, communication difficulties were overcome but tracking was not wholly successful due to balloon internal failures.

h. Frequencies:

As directed by CNO the Pacific Fleet, on 1 SEP, converted from VHF to UHF as the principal means of short range tactical voice communications.

CINCPACFLT ser 0403 of 18 FEB to BUSHIPS forwarded a list, by equipment, of the frequencies for which certain PACFLT ship types have special or limited crystal requirements which are not provided for in present allowances. It recommended the establishment of supplementary radio crystal pools to meet these forseeable special and limited needs.

CNO ser 06228P20 of 18 FEB in acting on a CINCPACFLT request to assist in frequency planning, requested BUSHIPS to indicate a study of intermodulation-interference or Ultra High Frequencies.

As all PACFLT units would not be converted to 8364 kcs by 1 MAY, CINCPACFLT msg 170324Z MAR, to CNO requested that a loud speaker watch on 8280 kc, in addition to 8364 kcs be maintained through 30 June at the following stations: NGZ, NMB, NPI, NPN, NPO and NDT.

i. Joint Communications:

CNO msg 101659Z SEP approved the AACS use of a relay site at HALEKU for GLOBECOM MICROWAVE FACILITY from Fellows Field to Hickam Air Force Base.

Concurrence was indicated by CINCPACFLT msg 040220Z NOV. CINCPACFLT ser 7374 of 2 NOV recommended approval of an agreement between COMFOURTEEN and COMACS concerning the joint use of the HALEKU facilities.

CINCPAC ser 091 of 1 OCT to CNO forwarded CINCPAC's comments on the JCEC/JCS On-site Survey Board report concerning the location of GLOBECOM receiving and transmitting facilities on Oahu.

[redacted]

[redacted]

It was considered that CINCPAC was not in a position to make a recommendation concerning the problem of locating the sites, and that resolution of the existing differences must be accomplished at the departmental level.

CINCPAC ser 442 of 3 FEB requested COMPHILCOM (US) to appoint a board of officers and/or technical representatives from each of the interested services to conduct a preliminary technical study to coordinate COMPHILCOM (US) link system requirements. It was stated that the coordinated report should include recommendations as to which service and/or PHILGOVT military or commercial user should pay for the portion of the system in which they are primary users.

CINCPACFLT ser 0099 of 5 FEB concurred with a CNO proposal to allocate to the U.S. Army six duplex [illegible] channels between the Manila area and Honolulu subject to certain considerations. It recommended that [illegible] 12 NAVCAST be advised as soon as possible of any additional requirements to permit orderly expansion of the facilities now under construction at Guam.

j. Mail Service:

CINCPACFLT ser 5279 of 3 AUG forwarded to CNO a COMSERVPAC report on postal service to MSTS ships in MSTSPAC. The report indicated the Navy mail service to MSTS ships is adequate and on a par with service to Navy operated ships.

CINCPACFLT Instruction 2700.1A of 25 JAN promulgated in one directive information concerning the handling procedures for U.S. Mail in the Pacific; called attention to references which are pertinent to the handling of mail; and clarified the operation of the Navy Postal Service in order to expedite mail.

k. Merchant Ship Communications:

As a result of complaints from non-military stations CINCPACFLT Notice 2370 of 15 JAN to Pacific communication stations and communication facilities, directed attention to the correct use of Radio Operator Signals, particularly when communicating with non-military ship stations.

l. Movement Reports:

CNO ser 650P33 of 7 AUG approved CINCPACFLT ser 3148 of 8 MAY 1953 which recommended discontinuing the use of the Movement Report System to report the movements of Flag and General Officers and VIPs, except for Assistant Secretaries of the Navy and above, UNCOs, Fleet Commanders and others in whose location CNO has a

[redacted]

direct and immediate interest.

m. Security Activities:

CINCPACFLT ser 0651 of 24 [illegible] concurred in principle with the proposed assignment of an officer to the CINCPACFLT Staff for the purpose of coordinating the activities of the Naval Security Group field resources in the Pacific. However, further information was requested in order to make specific recommendations for implementation of the plan. In May, information was received that an officer was being ordered to CINCPACFLT's Staff for this purpose.

In May, a NAVSECGRU Group was established as a part of NAVCOMTFAC Yokosuka.

3. Personnel:

At the beginning of the fiscal year the on-board versus the allowance (fleet percentages) in the Pacific Fleet was 47%, 67% and 64% for RM, TL, and ET petty officers respectively; including strikers, the percentages were 85%, 98% and 77%. The overall rated personnel situation, except for ET's, improved during the fiscal year so that on-board versus the allowance of RM, TL, and ET's was 55.3%, 71.8%, and 63.4% at the end of May. Aggressive on-the-job training was able to take care of attrition of RM's and TL's and also increase the percentages. However, the attrition of ET's could barely be compensated for by on-the-job training or school out-put.

NAVFE, NAVPHIL and NAVMARIANAS still found it necessary to continue using non-rated personnel in crypto centers. During the fiscal year NAVCOMMSTA Pearl also requested and received permission to use non-rated personnel in crypto-centers.

As it was considered that a part of the initial shortage of ET's was the result of an unrealistic employment of ET's, particularly in those billets where radiomen could be properly employed, Force and Sea Frontier Commanders were requested to review the allowances of ET's and RM's for shore stations under their jurisdiction. It was requested that allowances be adjusted to fit the planning factors in NCL(DNC) 1-53, and that where the employment of ET's is higher than these planning factors indicate this employment be justified.

In view of the importance of frequency clearance in the Philippines area CINCPACFLT concurred and forwarded to CNO, COMNAVPHIL's request for an additional billet for a frequency

Clearance officer. The matter could no longer be handled on an additional duty basis by the CO NAVCOMMSTA. CNO approved the additional billet.

Increased requirements placed on NAVCOMMSTACPHIL required that an exception be made in the policy of keeping shore activities at 80% of the fleet percentage. For as long as required, NAVCOMMSTACPHIL will be kept at the fleet percentage of ET's, RM's and TE's.

4. Electronics:

a. Maintenance Afloat:

CINCPACFLT ser 073 of 12 JAN in reply to a CNO message concerning poor performance of electronic equipment which appeared to place the blame on maintenance and operating personnel, stated that CINCPACFLT could not accept the premise that personnel are solely at fault until the forces afloat are provided with numerical values for system performance, a figure of merit, suitable test equipment and suitable test procedures. BUSHIPS was requested to provide shop acceptance test sheets and BUWEPS to provide certain instruction books to the Type Commanders to evaluate them as an aide in improving shipboard maintenance of electronics equipment.

b. Maintenance Ashore:

On 1 SEP NAVCOMMSTA Haiku was changed from a maintenance to active status, as an economy measure, to replace the Lualualei VLF transmitter on the Pearl Primary Fleet Broadcast.

CINCPACFLT Instruction 3590.1 of 22 DEC established the responsibility and procedure for making the annual and quarterly inspections, described in BUSHIPS Manual (revised 1953), of shore electronics installations. This was later incorporated in CINCPACFLT Instruction 3520.2 which established overall responsibilities for shore electronics installations in the Pacific Area. The initial inspections were completed by 30 JUN with INSURV 12 furnishing guidance.

5. Shore Station Development:

a. Guam:

The transmitter annex building at Barrigada has been started, it is scheduled to be completed by April 1956.

CINCPACFLT requested that the Naval Radio Receiving

[redacted]

[redacted]

station more reliable in the event of sabotage or power failure.

BUSHIPS ser 925-077 of 23 SEP assigned [illegible] 12 NAVFACENGCOM the task of designing and installing the OCA/ IR and subsidiary air plots at NAS Atsugi and NAF Iwakuni respectively. The planning of these installations is currently in progress.

The communication installations in the tower and the operations building at NAF Iwakuni were scheduled for completion by the end of the Fiscal Year.

BUSHIPS msg 012305Z APR assigned [illegible] 12 NAVFACENGCOM the task of installing the COMNAVFE message center in the Command Cave. This will relieve congestion in building C-37. A study of removing the remainder of NAVCOMMSTA Yokosuka to Nami-Seya has been completed. Preliminary indications are that it will cost $193,000 to make this move and to install the AFSC X 500 at the same time.

c. Okinawa:

Construction for Communication Unit 37 was completed and the Unit to be in operation by the end of the Fiscal Year at the new permanent site at FUTENMA. The task was under the supervision of [illegible] 12 NAVFACENGCOM and Army Engineers on Okinawa.

The interim installation at NAF, NAHA has been completed and is in operation. The Ship Repair Facility Guam assisted the station personnel in this task. Plans are under preparation for the permanent installation. In accordance with the JCSC on-site survey (Morris) board, site 56 (U.S. GCI installation 6 miles south of NAF NAHA) has been selected for the transmitter installation. The Navy will collocate with the USAF at this site.

BUSHIPS has assigned [illegible] 12 NAVFACENGCOM the task of designing and installing the subsidiary air plot at NAF NAHA.

d. Philippines:

CINCPACFLT ser 02848 of 29 DEC to CNO forwarded and concurred with COMNAVPHIL's recommendations based on a study of the radio link requirements of the Subic-Manila Bay area. It also brought together as referenced material, the several pieces of recently originated correspondence on the subject.

[redacted]

p. 28 missing from original

C[redacted]

CINCPACFLT ser 02849 of 29 DEC forwarded INDMAN 12 COMNAVPHIL's planning schedule for link requirements for NAVCOMMFAC Subic Bay area to INDMAN 12. The CINCPACFLT endorsement pulled together the various letters on the subject in an effort to consolidate thinking and requested INDMAN 12 to prepare a consolidated diagram of all the planned and existing link facilities. The diagram was required for orientation and for review of the unusual requirements for this area.

CINCPACFLT ser 02850 of 29 DEC returned COMNAVPHIL's proposal to provide an alternate route for both internal and relayed communications in the event of failure of the Mt Santa Rita relay station stating that it was considered that the disadvantages of the proposed alternate station outweighed the advantages at this time. It was stated, however, that CINCPACFLT had no objection to putting the proposal before the joint board which COMPHILCOM (US) had established to conduct the preliminary technical study of a coordinated link system.

A temporary tower with local air-ground communication permitted limited air operations to begin at NAF Cubic Point in June. Electronic aids to air navigation will be in operation on Mt. Santa Rita, Grande Island and Cubi Point prior to initiating operation of NAF Cubi Point on 1 July 1956.

Planning for construction and negotiations for acquisitions of land areas for the NAVCOMMFAC Subic was begun during the Fiscal Year. If no major obstacles are encountered, the radio receiving station at San Miguel should be in operation by 1 January 1957. Because of limitations of funds the radio transmitter station at Moron may not be placed in operation until 1 July 1957 or later. As the COMNAVPHIL Communication Center will remain at Sangley Point at least until 1 July 1959, control and communication circuits will be controlled via micro-wave/UHF link circuits. The total communication-electronic requirements for the Subic-Manila Bay Area were approved and forwarded by CNO ser 00518P20 of 26 FEB.

e. Kwajalein:

Radio Transmitting Station. Planning is in progress for a new transmitting station to be constructed on Ebeye Island. Funds for construction have not been appropriated.

An Omni-Directional Range (VOR) was installed in April 1954. A homing beacon (AN/URN-5) has been installed. The homing beacon was determined adequate for its assigned purpose, however, further tests are being conducted to determine its full capabilities.

[redacted]

High Frequency Radio Direction Finder Facility. This project was completed except for moving receivers to new receiver building and the facility was scheduled to be in operation by NAVCOMMUNIT 740 in June.

f. Midway:

A new HF/DF facility was constructed at Midway on Eastern Island. The facility was completed and the electronic equipment installed in April 1954. Weather damages required renovation at Midway Communication and Electronic facilities.

A proposal was made for the construction of an adequate radio transmitting station on Midway, but no Navy Department action has been taken. A temporary receiving facility has been proposed but there has also been no action taken by the Navy Department. A permanent receiving facility located on Eastern Island is under consideration. A new SAR installation was completed in April. Message Center and Control Tower modernization plans are completed, money is on hand, and modernization should be completed in August.

g. AFSAN 500:

In accordance with CNO instructions installation of the AFSAN 500 is planned at the following activities in the Pacific:

NAVCOMMSTA Pearl
NAVCOMMSTA Guam
NAVCOMMFAC Yokosuka
NAVCOMMFAC Philippines

Installation plans for NAVCOMMSTA Guam, NAVCOMMFAC Yokosuka, and NAVCOMMFAC Philippines are under preparation.

h. Radar:

INMAN 12 NAVLIST has been assigned the task of installing the model AN/TPS-1D radar at the following locations:

Mount Santa Rita, Cubic Point
NAVSTA Sangley Point
NAS Agana

In addition installations are being made by INMAN 14 NAVLIST on Midway and Kwajalein.

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[redacted]

FLEET MAINTENANCE

GENERAL. During Fiscal Year 1954 the material condition of PACFLT ships was generally SATISFACTORY to GOOD. Heavy operational requirements and the rapid turnover of personnel coupled with the shortage of experienced personnel made optimum upkeep difficult. It is noteworthy that very few commitments were missed because of material difficulties or failures.

There was emphasis on assignment of upkeep periods for ships deployed in WESTPAC and the results of the program are evident. Maintenance support by tenders and repair ships was excellent although many additional restricted availability assignments were required at shore based activities.

Certain material aspects are particularly worthy of note:

a. HABITABILITY. This subject is currently under study by all Type Commanders and improvements are being made with BUSHIPS guidance within the limitations of space availability and funds.

b. LONG RANGE PROGRAM. In connection with the recently completed PACFLT study of the long range Navy ship requirements, a critical review of outstanding alterations of older ships was started. Recommendations were made in the case of submarines.

c. SUBMARINES. Only two active submarines are currently restricted to 200 feet submergence as compared with 27 one year ago. The material condition of new design submarines is sharply improved. SS563 Class submarines are currently being deployed to other areas for extended operations. SSK2 and SSK3 have been operated in the manner anticipated in the original concept of their employment.

d. NEW CONSTRUCTION AM AND MSB. AM and MSB have not proven materially satisfactory and none of these vessels has been given final acceptance. Corrective action on design and government furnished equipment, which has proven defective, has been actively prosecuted by the Chief of the Bureau of Ships.

FUNDS. Funds have been adequate to cover essential work but careful screening of repair requests became increasingly important toward the close of the fiscal year.

CHANGES IN FLEET COMPOSITION. No special problems from the maintenance standpoint resulted from the many changes in the

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[redacted]

Pacific Fleet during the year resulting from activations, inactivations, transfers between the Pacific and Atlantic Fleets and delivery of new construction and conversion. Final trials of HERCULUS (AF 57), due to be held prior to expiration of the guarantee period on 30 July 1954, were deferred until her return from WESTPAC in December 1954. Final trials of NSB were deferred pending BUSHIPS resolution of preliminary trial class items.

MATERIAL PROBLEMS.

a. HULL. The restoration of strength hull members in SS thereby restoring original test depth is noteworthy. Hull and bulkhead cracks and distortions continued to occur in DD and DE types as a result of working of hulls in a seaway. The use of flotation preservatives in LSD and LST ballast tanks has shown encouraging results to date. Extensive repairs to wooden hull landing craft (LCVP, LCPL and LCPR) continued to be a major maintenance item and will continue until the new construction and replacement program is well underway. A great deal of time was required for carrier flight deck repairs because of the breakage of the laminated teak, and resulted in the initiating by the Bureau of Ships of a vigorous corrective program. Cases of AVGAS contamination on CVA9 and CVS9 Class carriers were reported and should be corrected by installation of individual gas station filters. Plastic bottom paint and zinc failures were noted, particularly in DD and DE Types. GYPSY (ARSD 1) is currently undergoing overhaul which includes an extensive hull alteration to correct hull cracks which developed in the way of her fresh water and fuel tanks. A program to give detailed INSURV hull inspections to PC was started in May and June and complete information on PC 1145, 1170, 1172 and 1546 is expected in July. 3 PHIBPAC LST and 1 AKA received hull damage during Arctic operations sufficient to require docking.

b. MACHINERY. A large number of boiler repairs were required and boiler maintenance will continue to be critical due to the increasing age of the steam plants. All PACFLT Type Commanders are emphasizing this subject and progress was made during the year. Extensive piping replacements in salt water systems continued. POLARIS (AF 11) continued to be restricted to 63 RPM due to main engine bearing difficulties encountered during activation in 1949. HASKELL Class APA with Westinghouse reduction gears were limited in power to reduce lead and wear on the reduction gears. Trouble was experienced with CVA MACAB type propellers and outboard shaft bearings. The stainless steel propellers on BURTON ISLAND (AGB 1) proved brittle and broke in ice.

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c. ELECTRICAL. The reflectoscoping of AOG main motor and generator armatures uncovered several new cases of cracked commutator bars but the frequency of failure has decreased. Major repairs on ARS and ATF main propulsion motors and generators increased due primarily to the age of the equipment. Minesweeping exercises revealed electrical deficiencies in the older AM and AMS which handicap them in employing acoustic sweeps. These have been, and will continue to be the subject of recommendations from COMINPAC to BUSHIPS.

d. ELECTRONICS.

(1) Large numbers of modern and more complex electronics equipment were installed in the fleet. Considerable improvement in the availability of maintenance parts for most types of equipment was achieved during the year although continuing deterioration of existing shipboard integrated electronics parts systems on smaller ships was observed. PACFLT ships continued the program of maintaining equipment with a minimum of outside assistance.

(2) Replacement of many SA, SC and SG-1b radars was required because of internal and external wiring deterioration. Several installations such as AN/SPN-6-AN/SPN-8 CCA, AN/URT and AN/SRC-27 preceded maintenance parts support and adequate instruction manuals. Revised BUSHIPS contract specifications calling for delivery of parts peculiar for new equipment prior to completion of the ship's overhaul should alleviate this condition.

(3) Major sonar casualties continued to be dome failures. Evaluation of improved CH-307/U domes will take about a year. The development of the detection capabilities of AN/BQR-2 and AN/BQR-4 passive sonar equipment was extremely significant.

e. ORDNANCE. The authorization to remove all or part of the 20 MM batteries from specific ship types eliminated a costly ordnance maintenance problem. The maintenance of 40 MM batteries continued to be difficult because of the age of electrical wiring and working parts. Maintenance of all types of fire control equipment continued to be complicated by complexity of equipment and shortage of fire control technicians. In particular, it is expected that the MK63 system should enjoy increasing confidence as a result of emphasis placed on improving reliability. The extremely complex Underwater Battery Fire Control Systems continued to present maintenance problems and no early solution is anticipated. No major problems remain in the MK5 Target Designation System or the

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1K59 computer. Short maintenance training courses for specific ordnance equipments are being considered.

REPAIR PARTS REMOVAL PROGRAM. The installation of integrated electronic repair parts stowage was about 95% completed. The COMSERVPAC Electronics Supply Team initiated a program of processing electronics maintenance parts stocked in principal Pacific Area shore supply activities. Most of the $545,000 worth of material recovered had been accumulated from previous shipboard integrated electronics parts conversions.

The bin stowage program for BUSHIPS and BUORD repair parts has been completed in several PACFLT repair ships and tenders.

Preliminary evaluation reports of the drawer type stowage for machinery and hull repair parts in COLLETT (DD 730), DEHAVEN (DD 727), FECHTELER (DDR 870) and STICKELL (DDR 888) are very promising. Further information on this system should lead to an appreciable reduction in the number of on-board repair parts and greater utilization of those carried.

MAJOR MATERIAL CASUALTIES.

a. COLLISION DAMAGE. There were 2 collisions involving moderate to heavy damage:

COLLISION	REMARKS
SEGUNDO (SS 398) and CURRIER (DE 700) during training.	Extensive damage to SEGUNDO periscopes and shears. Shafting alignment and underwater body repairs required for CURRIER.
AULT (DD 698) and HAYNSWORTH (DD 700).	Bow of AULT severed at frame 8 and HAYNSWORTH was holed at frame 11.

In addition, there were about 15 collisions involving minor damage.

b. GROUNDING DAMAGE.

SHIP	REMARKS
[illegible] (DD 637) grounded during very heavy ground swell.	Complete shafting alignment and underbody repairs were accomplished by HAVASTA Subic.

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SHIP	REMARKS
FLOYD B. PARKS (DD 884) hit an uncharted pinnacle.	Underwater body and rudder repairs were accomplished by FLEACT Sasebo and LBEACHNAV-SHIPYD respectively.
LST 762, LST 825 and LST 1146 had hull damage during OPERATION CASTLE beachings.	Drydocking required for hull repairs.
LST 529 struck an uncharted submerged obstruction in approaching ChoDo, Korea.	Drydocking required for repair.
CONDOR (ARS 5) grounded while conducting post repair trials and degaussing run off Yokosuka, Japan.	Repairs made during drydocking at SHIPREPFAC Yokosuka. Replaced screws, starboard shaft and 80 feet of false keel.
NAVASOTA (AO 106) grounded on breakwater at Long Beach as a result of dragging anchor in high winds.	Approximately $125,000 damage repaired during regular overhaul.
DEAL (AKL 2) collided with a net installation at Fusan.	Renewed port tail shaft and port and starboard outer and inner stern tube bearings. Port reduction gear repaired and both propellers straightened.
LST 857 overrode bow anchor while beached at Korea. Fluke pierced hull and auxiliary engine room flooded.	Repairs accomplished at SHIPREPFAC Yokosuka.
GYPSY (ARSD 1) suffered damage to bottom fuel tanks when the ship was intentionally beached during salvage operation of an airplane.	Repairs currently underway.

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c. FIRE AND FLOODING.

SHIP	REMARKS
SMALL (DDR 838) had a fire in storeroom B-201-A on 13 July 1953.	Caused by stowing dry stores against an improper steam line guard.
HENRY W. TUCKER (DDR 875) had electrical fire in the radio transmitter room on 4 December.	Apparently caused from overheating or arcing of a TEM modulator.
ORISKANY (CVA 34) flooded six magazines on 3 April.	Caused by a ruptured $\frac{1}{8}$" tube in the automatic sprinkling system.
SEGUNDO (SS 398) had fire in main control cubicle on 28 September 1953.	Wiring in control cubicle not in accordance with specifications.
FORT MARION (LSD 22) had fire in compartment A-0101-L.	Presumably started by welding in adjacent compartment during regular overhaul.
RENVILLE (APA 227) had fire in compartment A-403-A.	Presumably started by welding in adjacent compartment during regular overhaul.
COURSER (AMS 6) had fire in generator room on 24 December.	Believed to have originated in faulty operation of the installed hot water heating boiler.
CHATTERER (AMS 40) had internal flooding on 24 December while underway.	Caused by ruptured firemain.
SWIFT (AM 122) suffered flooding of lower sound room on 4 February 1954.	Caused by inadvertent opening of a priming valve from the firemain to the bilge manifold suction.
ALUDRA (AF 55) had number 3 hold flooded on 23 April resulting in a list of 15 1/2 degrees.	Undetermined. Report of Board of Investigation not received.

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MAJOR CONVERSIONS COMPLETED

BLUEFISH (SSK 222)	SSK II
SEAFOX (SS 402)	GUPPY IIA
STICKLEBACK (SS 415)	GUPPY IIA
BREAM (SSK 243)	SSK II
LAGARTO (SSR 269)	SSR III
RATON (SSR 270)	SSR III
ROCK (SSR 274)	SSR III
RAZORBACK (SS 394)	GUPPY IIA (Modified for target service).

b. STATUS OF ELECTRONIC PROGRAMS.

(1) All ships of priority one through sixteen have complete interim UHF installation. Ships of priority 17 are 90% complete and remainder will be completed during early availabilities. All PACFLT ships have at least one UHF transmitter and two UHF receivers.

(2) 72% of PACFLT ships equipped with air search radar have AN/UPX-1 IFF equipment installed. Installations in the remaining 82 ships will be accomplished during regular overhauls and scheduled availabilities.

(3) Over 3800 items of critical electronics test equipment have been distributed to PACFLT ships by COMSERVPAC. At the start of the fiscal year there were 43 types of test equipment in critical supply. This figure was reduced to 30 by contractor's deliveries and six of these are available in sufficient supply to fill allowances.

c. MAJOR INSTALLATIONS.

(1) Replenishment at sea improvements continued in most types and many additional features are under consideration. It is estimated that current approved alterations for rearming and refueling at sea are about complete in PACFLT ships. All PACFLT AO except those scheduled for inactivation have the additional

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fueling stations, new highline winches, segregation of AVGAS tanks and 7" hose entailed in the accomplishment of the product separation installation.

(2) All converted CVA have HEAF systems installed except ORISKANY (CVA 34) which is scheduled for FY 55.

(3) To reduce cost, complexity and overcrowding in submarines, several major items were removed, or their installation was deferred. Examples are: main ballast salvage valves and remote fittings, SV radar, UPX-1, E-1-b hoists, radio teletype and AE equipment (SS563 Class).

SALVAGE

SHIP	LOCATION	TYPE OPERATION	DATE
SS CORNHUSKER MARINER	Outer Harbor Pusan, Korea.	Stranding. Stern saved.	7/8/53-9/18/53
APL 55	Beach about 20 miles from Yakutat, Alaska.	Grounded.	10/12/53-11/21/53
SS SAN MATEO VICTORY	Rocky Beach near Cheju City, Cheju Do, Korea.	Stranding.	4/7/53-5/7/53
SS CATHERINE	Ciba Peninsula, Japan.	Personnel Rescue.	9-10 Feb 54
SS ANGUSGLEN (Canadian)	34°50'N 144°20'E	Rescue Salvage.	4-7 Dec 53
SS CENTAURUS (Korean)	Pohang, Korea.	Stranded.	24-27 Feb 54
- -	Harbor Clearance Inchon, Korea.	Demolition.	5/26/53-6/3/53
LST 578	Chejudo, Korea.	Breached - Flooded.	7/6/53-7/17/53

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FLEET MAINTENANCE FACILITIES

GENERAL. The repair activities in WESTPAC continued to augment the repair components of the mobile logistic support forces in repairs to PACFLT ships, locally assigned service craft, ships of Allied nations (France, Thailand, Republic of Philippines, Republic of Korea, Great Britain, Canada, Japan, Chinese Nationalists), ships of the U. S. Coast Guard, Military Sea Transportation Service, Pacific Micronesian Lines and private vessels. The repair activities, listed in order of size are:

a. Ship Repair Facility, Yokosuka, Japan.

b. Ship Department, Naval Station, Subic Bay, Republic of the Philippines.

c. Ship Repair Facility, Guam, M.I.

d. Ship Repair Department, Fleet Activities, Sasebo, Japan.

The following paragraphs contain a summary of the work performed by each of these activities during the past year. A brief outline of major operations, improvements in facilities and difficulties is given. Charts at the end of this section show the employment statistics for each activity by months.

SHIP REPAIR FACILITY, YOKOSUKA, JAPAN.

a. SUMMARY OF OPERATIONS.

	PACFLT	FOREIGN GOVT.	SERVICE CRAFT	OTHER U.S. GOVT.DEPT.	MISCELL.	TOTAL
REGULAR OVHL	10	21	8	3	0	42
RESTRICTED AVLBTY	443	5	105	12	9	574
VOYAGE REPAIRS	0	0	0	0	0	0
DRY DOCKING	111	19	23	7	11	171

In addition to the above tabulation there were 27 activations completed (FF and LSSL), 1 conversion completed (YAG) and 1 ship was stripped (FF). The workload at SHIPREPFAC Yokosuka continued heavy

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but with a definite shift from emergency support of combat operations to a more normal pace. To compensate for the change the standard work week was reduced to 40 hours, there was considerable reduction in overtime and a reduction in force was carried out. The program of off-shore procurement made increased demands on the design and inspection echelons. Notable PACFLT work was accomplished in the rebuilding of two destroyer bows and the rapid installation of temporary 7th Fleet flagship facilities in ROCHESTER (CA 124). The Ship Repair Facility made essential contributions to the material readiness of the Naval Forces in the Far East throughout the year.

b. MAJOR IMPROVEMENTS IN FACILITIES.

(1) Installation of shipfitter shop and welding shop in Building A-47.

(2) Head facilities adjacent to Building A-49.

(3) Construction in progress on large finger pier at intersection of Sherman Seawall and Berth 8 with substation and 30 ton jib crane.

c. CURRENT MAJOR PROBLEMS.

(1) Lack of stability of workload.

(2) Cost estimating and obligation accounting for the type of work handled by SHIPREPFAC Yokosuka.

(3) Additional duties of SHIPREPFAC personnel in connection with off-shore procurement duties and the Sub-Board of Inspection and Survey.

(4) Assumption by SHIPREPFAC Yokosuka of electronics maintenance yard responsibilities in the NAVFE area.

SHIP DEPARTMENT, NAVAL STATION, SUBIC BAY.

a. SUMMARY OF OPERATIONS.

	PACFLT	FOREIGN GOVT.	SERVICE CRAFT	OTHER U.S. GOVT.DEPT.	MISCELL.	TOTAL
REGULAR OVHL	0	0	38	1	0	39

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	PACFLT	FOREIGN GOVT.	SERVICE CRAFT	OTHER U.S. GOVT.DEPT.	MISCELL.	TOTAL
RESTRICTED AVLBTY	42	16	51	0	0	109
VOYAGE REPAIRS	86	22	76	4	0	188
DRYDOCKING	12	8	44	1	0	65

Increasing activity in the Subic area was directly reflected by the increased ceiling of civilian personnel and in the recommendation to establish a Ship Repair Facility at Subic Bay to replace the Ship Department of the Naval Station. Repairs to foreign ships under the MDAP program continued throughout the year. Repairs to service craft required about one-quarter of the available manpower and repairs and overhauls of miscellaneous 30th NCR construction equipment required an average of about 150 men per day.

b. IMPROVEMENTS IN FACILITIES.

(1) Shops 17, 56, 71, 72 and 74 rewired.

(2) Sandblasting facilities 80% completed.

(3) Several major items of equipment were received to increase the capacity for accomplishing heavy work.

(4) NAVSTA Subic designated a Gyro Compass Test and Repair Facility.

c. CURRENT MAJOR PROBLEMS.

(1) Shortage of specialized machine tools and equipment.

(2) Training of indigenous personnel.

(3) Limited capability to overhaul and repair ordnance equipment.

(4) Shortage of dockside space and services.

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SHIP REPAIR FACILITY, GUAM.

a. SUMMARY OF OPERATIONS.

	PACFLT	FOREIGN SERVICE GOVT.	CRAFT	OTHER U.S. GOVT. DEPT.	MISCELL.	TOTAL
REGULAR OVHL	2	0	20	2	1	25
RESTRICTED AVLBTY	22	1	15	7	7	52
VOYAGE REPAIRS	24	0	16	13	44	97
DRYDOCKING	8	1	29	9	3	50

SHIPREPFAC Guam, was reduced about 25% in manpower during Fiscal Year 1954. This reduction was caused partly by a lower level of activity, but more importantly by the Navy's overall need for economy in manpower and the requirement for some compensation for the Subic Bay area build-up. The SHIPREPFAC accomplished certain items of non-shipwork which are noteworthy: compressed gas manufacture (oxygen, acetylene and carbon dioxide) for all activities on the island, electronic support for COMNAVMARIANAS activities and a small program of SERAD and Refit.

b. IMPROVEMENTS IN FACILITIES.

(1) Installation of items of shop equipment.

(2) Repairs to roads, wharfs, dock pilings and buildings.

c. CURRENT MAJOR PROBLEMS.

(1) Rapid turn-over of personnel.

(2) Long lead time for receipt of parts and material.

SHIP REPAIR DEPARTMENT, FLEET ACTIVITIES, SASEBO, JAPAN.

a. SUMMARY OF OPERATIONS.

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	PACFLT	FOREIGN SERVICE GOVT.	CRAFT	OTHER U.S. GOVT.DEPT.	MISCELL.	TOTAL
REGULAR OVHL	0	0	23	0	0	23
RESTRICTED AVLBTY	80	13	*	4	0	97
VOYAGE REPAIRS	0	0	0	0	0	0
DRYDOCKING	70	13	13	4	0	100

* RESTRICTED AVAILABILITIES OF SERVICE CRAFT HANDLED BY MASTER JOB ORDER.

The nature of the major work performed by this activity is well illustrated by the fact that an average of 54 boat engines and 107 boat hulls were overhauled each month. During Fiscal Year 1954 the basic work week was reduced from 48 to 44 hours.

b. IMPROVEMENTS IN FACILITIES.

(1) Repairs to three of the four drydock caissons (1, 2 and 3).

(2) Continuing improvements to drydocks such as new pump motors in pumphouse #1, installation of fire protection and composite blocks in drydocks 3 and 4.

(3) Utilization of wet and dry sandblasting and application of hot plastic paint.

c. CURRENT MAJOR PROBLEMS.

(1) Uncertainty concerning reliefs for officer personnel.

REPAIR SHIPS AND TENDERS. All afloat repair facilities continued to be used to the maximum possible extent in the primary operating areas of the fleet in accordance with the concept of Mobile Logistic Support. An experimental tender evaluation program was started in October 1953 based upon the measurement of work by ROV funds used in the repair of vessels other than the tender and the calculation of the cost of doing that work in terms of the overall labor and material cost of the tender.

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SHIP REPAIR UNITS. Reports on the work accomplished by the two nucleus Ship Repair Units on the West Coast continued favorable. Ship Repair Unit ONE, located at the Naval Station, Astoria, Oregon, performed work primarily on REDFLT ships and craft. YRDH 3 and YRDM 3 are assigned to this Unit. Ship Repair Unit THREE, at the Naval Station, San Diego, performed work on ships and craft assigned to COMSTLEVEN and REDFLT and accomplished voyage repairs on MDAP ships. YRDH 5 and YRDM 5 are assigned to this unit. Allowance of each unit is 11 officers and 225 enlisted. The on-board count as of 30 April 1954 was:

SRU ONE	-	8 officers
		228 enlisted
SRU THREE	-	7 officers
		233 enlisted

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SHIP REPAIR FACILITY, YOKOSUKA, JAPAN.

MONTH	U.S.NAVY OFFICER	U.S.NAVY ENLISTED	U.S. CIVILIAN	INDIGENOUS CIVILIAN	TOTAL
JUL 53	37	369	4	4049	4459
AUG 53	38	365	4	4050	4457
SEP 53	38	359	4	4032	4433
OCT 53	38	326	4	4033	4401
NOV 53	39	315	4	3995	4353
DEC 53	39	320	4	3995	4358
JAN 54	39	325	4	3990	4358
FEB 54	39	325	4	3975	4343
MAR 54	39	321	4	3963	4327
APR 54	36	328	4	3937	4305
MAY 54	37	317	4	3726	4084
JUN 54	37	315	4	3594	3950

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SHIPS DEPARTMENT, U. S. NAVAL STATION, SUBIC BAY.

MONTH	U.S.NAVY OFFICER	U.S.NAVY ENLISTED	U.S. CIVILIAN	INDIGENOUS CIVILIAN	TOTAL
JUL 53	14	7	29	1707	1757
AUG 53	14	6	29	1708	1757
SEP 53	14	6	26	1706	1752
OCT 53	14	6	31	1706	1757
NOV 53	12	6	31	1704	1753
DEC 53	13	6	30	1733	1782
JAN 54	11	6	28	1775	1820
FEB 54	11	6	25	1804	1846
MAR 54	12	6	25	1841	1884
APR 54	13	5	25	1852	1895
MAY 54	13	5	26	1850	1894
JUN 54	13	5	26	1850	1894

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SHIP REPAIR FACILITY, GUAM, M.I.

MONTH	U.S.NAVY OFFICER	U.S.NAVY ENLISTED	U.S. CIVILIAN	CONTRACT NON-U.S. CIVILIAN	TOTAL
JUL 53	47	775	0	80	902
AUG 53	45	746	1	80	872
SEP 53	44	711	2	82	839
OCT 53	44	697	2	79	822
NOV 53	39	663	3	90	795
DEC 53	39	686	3	87	815
JAN 54	39	671	3	83	796
FEB 54	41	650	3	101	795
MAR 54	39	637	3	90	769
APR 54	39	590	7	81	717
MAY 54	37	571	5	83	696
JUN 54	30	550	4	83	667

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SHIP REPAIR DEPARTMENT, FLEET ACTIVITIES, SASEBO, JAPAN.

MONTH	U.S.NAVY OFFICER	U.S.NAVY ENLISTED	U.S. CIVILIAN	INDIGENOUS CIVILIAN	TOTAL
JUL 53	6	63	0	586	655
AUG 53	6	64	0	615	685
SEP 53	7	58	0	614	679
OCT 53	8	56	0	613	677
NOV 53	7	56	0	613	676
DEC 53	7	55	0	615	677
JAN 54	6	50	0	613	669
FEB 54	6	52	0	606	664
MAR 54	6	54	0	597	657
APR 54	6	56	0	585	647
MAY 54	5	52	0	567	624
JUN 54	6	52	0	556	614

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FLEET PERSONNEL

1. DISCUSSION - No single factor would improve the personnel situation more than a decrease in the rapid turnover of junior officers and enlisted personnel due to expiration of active obligated service. At the present time, only about 6% of junior officers and of key petty officers in their first enlistment, are electing to make the Navy a career. A departure of this magnitude at the end of three to four years service represents a severe loss in experienced manpower, and poses continuing problems in training and replacement.

2. OFFICER STRENGTH (NAVY)

a. At the beginning of fiscal year 1954, the total on-board count of officers in PACFLT was approximately 21,328, compared to an allowance of 21,119. At the end of the year, the approximate on-board totals were 20,400, compared to an allowance of 20,412. The officer percentage remained about constant at approximately 101% of allowance through the year and the majority of allowances of PACFLT afloat units remained unchanged, however, fleet support activities were reduced approximately 10%.

b. At a BUPERS conference on personnel matters, held 7-9 October 1953, the Chief of Naval Personnel stated that the current manning level of forces afloat (based on 90% of complement) would be maintained through FY 1954. The manning level for the PACFLT in FY 1955 will be reduced from 90% to 87% of complement level. All large staffs will be cut about 10% in FY 1955.

c. While the officer situation as regards commanding officers of ships has been good, the average experience level of executive officers in the smaller auxiliaries, and the heads of departments in the smaller combatant ships, has been getting progressively lower as a result of the overall shortage of officers in the grade of Lieutenant Commander and Lieutenant and the rapid turn-over and impermanency of junior officer personnel.

d. Pursuant to planned reduction in personnel strength, ALNAV 1-1954 promulgated voluntary separation policies for certain categories of officers. Resignations will normally be accepted from officers who have completed four or more years of active commissioned service, except medical and dental officers, for whom only three or more years active commissioned service will be required.

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Communications, Electronics and Fire Control ratings. The recent ET/FT/AT/AX and GF training program instigated by BUPERS will improve the current shortage of electronic personnel.

e. TRAINING

1. During fiscal year 1954, approximately 11,540 enlisted personnel and 390 officers were ordered from PACFLT to schools under quotas allocated to PACFLT by BUPERS. These figures represent quota fulfillment of 69.26% for enlisted and 35.12% for officers.

2. In view of the reduction in ships assigned naval districts, CNO requested PACFLT assistance in afloat training of naval reservists. The program envisages assignment of reservists to PACFLT ships during scheduled operations on a space available basis. In order to provide maximum practicable assistance in meeting immediate requirements, COMFLETPAC was requested to determine from PACFLT type commanders, or designated west coast representatives, the availability of billets during June, July, and August, 1954, and to provide BUPERS with the following information: Possible cruise dates; officer and/or enlisted capacity; embarkation and debarkation ports.

3. BUPERS granted COMSERVPAC and COMFLETLANT authority to waive up to 6 months obligated service requirement for the four week course of instruction at the FT, Class "A" School. This was granted in view of the critical shortage of FT ratings.

f. OVERSEAS TOURS - Extension of overseas tours for enlisted personnel was authorized in one-year increments for a maximum extension of two years beyond normal rotation date.

g. REENLISTMENT RATE - In an attempt to achieve a minimum overall reenlistment rate of not less than 60%, with a minimum of 25% of reenlistment among those completing their first enlistment, CINCPACFLT emphasized that reenlistment of deserving and qualified men should receive command attention. The onboard reenlistment goals for FY 1954 have not been met. NAVPERS 15658 indicates the following significant reenlistment percentages for the first 8 months of the fiscal year:

OVERALL - 27.7%
PAY GRADE E-4 - 16.5%
PAY GRADE E-4 - 8% (Approximately)
(Critical Rates)

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The low reenlistment rate is attributed to the "G.I. Bill", which presents an attractive opportunity for schooling, and to the opportunity for jobs in industries, such as electronics.

h. STABILITY OF PERSONNEL - The requirements imposed by the sea-shore rotation program, the effect of the low reenlistment rate and transfers to the Fleet Reserve combine to create impermanency and instability of enlisted personnel in PACFLT.

i. SEPARATION - To attain a higher caliber of enlisted personnel, BUPERS provided a procedure for the early separation of personnel who after 2½ years do not meet certain mental standards and are not considered potential petty officer material. BUPERS extended the mandatory 2-month early separations, begun in 1953.

j. SPECIAL SERVICES

1. The number of motion picture prints available for distribution at Pacific exchanges has steadily diminished since the cessation of the Korean hostilities. On 1 June 1952 there were approximately 10,000 prints in the Pacific. This figure has been reduced to approximately 7,000 prints as of 1 June 1954. This reduction results from the fact that a lesser number of prints were procured from the motion picture industry during the period 1 April 1952 to 1 June 1954.

2. Curtailment of air space necessitated that PACFLT cease acceptance of celebrity (VIP) entertainment units after 1 May 1954.

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MORAL AND SPIRITUAL WELFARE--The average number of chaplains on duty with the Fleet during the year was two hundred ten (210). Of this number, one hundred thirty-eight (138) were of the Protestant faith, sixty-six (66) of the Catholic faith and six (6) of the Jewish faith. The interchange of services by chaplains of the different faiths insured the widest possible coverage of religious services for personnel and their dependents.

One of the chief responsibilities of the supervisory chaplains of the Fleet is to evaluate and coordinate the activities of unit chaplains. They visited the chaplains under their cognizance periodically and encouraged unit chaplains to call upon them for advice and assistance in connection with their personal and professional problems. In order that unit chaplains might be kept informed concerning policies and procedures relating to their duties and responsibilities, the Fleet and Force chaplains issued newsletters either bi-monthly or quarterly.

Commanding Officers afforded chaplains every opportunity to perform their spiritual ministries, and strongly supported their activities in the areas of welfare and morale. In many instances when chaplains were not available, commanding officers conducted services themselves or were instrumental in procuring a competent person to do so.

The chaplains of the Fleet accomplished excellent results during the year in the field of religious instruction. Bible and Catechism classes were well attended. Much time and effort was devoted to improving Sunday School facilities on shore installations.

The Character Guidance program received increasing emphasis during the year. A series of new lectures was developed and made available to unit chaplains in connection with this program. The personnel of virtually every unit in the Fleet were afforded the opportunity to attend Character Guidance lectures.

It is believed that the spiritual and moral welfare of the personnel of the Fleet was well provided for during the year, and that much credit is due commanding officers who endeavored to meet the religious needs of all personnel.

[redacted]

HEALTH, MEDICAL - During the period covered by this report, the health of PACFLT personnel was maintained at high level. Emphasis upon preventive medicine practices and training was continued, the results of which are reflected in record low non-effective rates. Despite the negotiation of the Korean Armistice during the latter part of July 1953, the overall military mission of PACFLT forces remained essentially unchanged, which has necessitated the continuance of medical logistic support facilities and services in excess of those required during times of "peace". Medical department personnel on-board strengths gradually approached 100 percent of allowance by July 1953 in all categories, but shortly thereafter some reductions were sustained, especially in the category of medical officer personnel.

The dilemma posed by the requirement for continued full combat readiness on the one hand, and on the other hand the forced reduction of staffing ratio (medical/line) has already made its appearance and there does not appear to be any satisfactory answer to the problem unless compromise on a calculated-risk basis is accepted. It is predicted that this problem will become even more acute in the years to come. Paramount in Fleet medical planning and thinking has been the recognition of necessity for maximum effective utilization and economy of medical manpower.

Specific accomplishments of significance, initiated or participated in by the Fleet Medical Office, include the following:

a. Implemented anti-malarial program for Navy and Marine Corps personnel returning to the continental United States or its Territories, who had been ashore on liberty or on duty in Korea during the malaria season.

b. Established a rodent control training course at Pearl Harbor, with the cooperation of Preventive Medicine Unit SIX and the U.S. Public Health Service, for the purpose of training selected Medical Service Corps Officers, Hospital Corps officers and enlisted Hospital Corps personnel in rodent control and inspection procedures in order to qualify such personnel for accreditation as Navy rodent inspectors by the U.S. Public Health Service. This course was not previously available.

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c. Delineated the responsibilities and functions of Fleet Epidemiological Disease Control Unit TWO following re-establishment of the unit in the U.S. Naval Hospital, Yokosuka, Japan.

d. Assisted in coordination of efforts of fleet and shore based medical facilities in the Hawaiian area, monitoring, implementation and execution of precautionary or preventive measures, to cope with an epidemic of poliomyelitis among military personnel and their dependents.

e. Conferred with the staff of Naval Supply Center, Pearl Harbor, regarding the proposed establishment of a Medical and Dental Stores Section in Naval Supply Center, Pearl Harbor, to provide medical supply support for shore based activities and elements of the fleet based at or transiting Pearl Harbor.

f. Cooperated with and advised the Special Operations Officer in regard to medical aspects of nuclear bomb tests and relocation of atoll natives who had been removed from critical areas.

g. Revised the medical annex for CINCPACFLT [illegible] PLAN 201-54, incorporating in the annex the medical section of the previous plan which had been a part of the [illegible] annex.

h. Conducted two inspection trips to medical installations in the Western Pacific and visited medical installations and officials of Southeastern Asia.

i. Represented the Bureau of Medicine and Surgery at the annual convention of the Association of American Hospital Administrators held in San Francisco during the latter part of August 1953.

j. Attended the annual Surgeon General's Symposium at the National Naval Medical Center, Bethesda, Maryland, in November 1953 and presented a paper on "Problems of Fleet Staff Medical Officers".

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k. Prepared forwarding endorsement on the BUMED letter to CNO recommending favorable action on the proposal for re-establishment of Navy Medical Research Unit TWO on Formosa.

l. Prepared forwarding endorsement urging favorable consideration of COMNAVFE's proposal to assume responsibility for operation of the Army Hospital, Sasebo, Japan.

m. Advised local and departmental officials concerning feasibility of transferring leprous and mental patients from Saipan and Tinian to the Naval Hospital, Guam, for more adequate definitive treatment.

n. Directed establishment and operation of a medical training program for indigenous personnel on Saipan and Tinian.

o. Submitted recommendation to BUMED for the assignment of medical officers to a course of instruction in ABC Warfare Defense prior to assigning them to PACFLT units for duty.

p. Summarized outbreaks of diarrhea which have occurred in Naval vessels visiting the port of Hong Kong and advised COMNAVPHIL concerning restrictions which should be imposed on the procurement of fresh provisions while in that port.

q. Recommended to BUMED that the photodosimetry program in PACFLT continue to be administered by individual commands, rather than by CINCPACFLT and that the dosimeters be made a standard medical supply item, procurable by routine requisition.

r. Requested COMNAVFE to justify the retention of surgical teams in the NAVFE area or initiate action to make personnel of the surgical teams available to BUPERS for reassignment.

s. Submitted recommendation to BUMED as to type and number of burial caskets which fleet experience had indicated would best serve the allowance-list needs of type ships in PACFLT.

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t. Monitored reports from PACFLT area commanders relative to the influenza vaccine program established by BUMED NOTICE 6230 of 1 October 1953 to provide information concerning utilization of influenza vaccine for military personnel in certain overseas areas.

u. Initiated action to implement SECNAVINSTRUCTION 4063.1 with reference to the Food Sanitation Training Program so as to make available to forces afloat the training facilities of shore based activities in the Pacific Theater.

DENTAL - In compliance with CINCPACFLT orders T-123 Ser P-637 of 15 Oct. 1953 the Fleet Dental Officer visited PACFLT dental activities in Korea, Japan, Philippines, Guam and Kwajalein. This trip was made in company with Rear Admiral R. W. MALONE, DC USN, Inspector General, Dental, from the Bureau of Medicine and Surgery. Observations indicated no particular problems concerning physical facilities, personnel or procurement of dental supplies. Morale in general appeared good and dental personnel are rendering a good dental service, although they are unable to meet all demands for their services.

The Force Dental Officer, FMFPAC returned from WESTPAC in June 1953 and reported dental health good in replacements received in Korea by 1st MARDIV, Ground Forces. This satisfactory condition is the result of planned processing of replacement drafts at the Dental Clinic, Camp Pendleton, California. The dental health of replacement drafts arriving at the 1st Marine Air Wing in Korea was reported as poor. This unsatisfactory condition was the result of replacement drafts arriving at the staging area, Marine Corps Air Station, El Toro, California, in very poor dental condition. Dental personnel at El Toro have been augmented and drafts received are carefully screened and dental treatment accomplished prior to departure to WESTPAC.

A continued need for stressing permanency of personnel is ever apparent. During the period 53 dental officers were released to inactive duty, 13 were lost due to resignations and 26 by honorable discharge from USNR. Subsequent to cessation of hostilities in Korea a critical review of all dental facilities in PACFLT was made to generate greater effort toward obtaining the maximum in dental health standards. Letters to commanding officers regarding the aforementioned have in most cases brought forth excellent results. The dental treatment task in PACFLT has not noticeably lessened during this period. Dental Department enlisted personnel were adequate during this period except for an acute shortage of 1st and 2nd class petty officers, also prosthetic dental technicians. Some difficulty has been experienced in obtaining dental enlisted personnel with sufficient obligated service particularly for assignment to overseas billets. Dental Officer Allowances for the Fleet appear to be adequate if their services are utilized to the maximum in the performance of dental duties only.

Present PACFLT and supporting dental facilities number 154. During this period a new dental facility with an authorized allowance of one dental officer was activated at Kami-Seya,

Japan under the command of U. S. Naval Communication Facility, Yokosuka. The prosthetic dental facility at Fleet Activities, Sasebo was expanded to provide a larger volume of dental prosthetic treatment to units in that area. The HOOPER ISLAND and AJAX increased their dental operating facilities to provide more efficient dental services. The training course "Shipboard Dental" (Accounting and Clerical), COMTRAPAC Curriculum No. 97[illegible] previously available to PACFLT enlisted dental personnel has been discontinued because of minimum utilization. Present plan is to revise it as a pre-commissioning course.

The Staff Dental Officer COMNAVMARIANAS has established a program of dental screening for Naval personnel ordered to Saipan, prior to their departure from Guam. Present plans also call for a dental officer from Guam to make quarterly trips of one week duration to Saipan. At the request of HICOMTRUSPACIS a dental officer from the Naval Dental Clinic, Guam was appointed to assist the Trust Territory District Dental Officer in the examination for licensing of Dental Practitioner REYES at U. S. Naval Hospital, Saipan on or about 19 June 1953. Dental Practitioner REYES will provide dental treatment for the Native Islanders. CINCPACFLT ltr ser 5713 of 21 Aug. 1953 directed COMNAVMARIANAS to provide dental service support to Chi Chi Jima. Periodic dental treatment including essential dental prosthesis for military personnel and emergency humanitarian dental care for Islanders or other non-military personnel on Chi Chi Jima is now provided by a dental officer on TAD from the Naval Dental Clinic, Guam.

In view of anticipated shortages of dental officer personnel the total effectiveness of dental care will be directly proportional to the combined efforts of all commands in insuring that maximum use is made of available dental resources.

LOGISTICS

GENERAL SUMMARY

In keeping with the shift in the strategic situation in WESTPAC, logistic support emphasis was changed during the year. One manifestation of this change was the thorough study and resultant general reduction effected on Guam. Continued development of the Subic Bay complex will result in a new balance of logistic support within the fleet. The naval logistic support in FLTCOM has been maintained at a level commensurate with the state of readiness required by the uncertain state of hostilities in that theater.

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LOGISTIC SUPPORT

MOBILE LOGISTIC SUPPORT

Mobile logistic support, augmented by available base support, continued to provide adequately the logistic requirements for fleet operations in the Far East. There were no problems, difficulties, or shortages that significantly affected naval combat operations.

Improved operational techniques in providing mobile support have resulted from the Korean Operations. Much remains to be accomplished in the preparation and refinement of load lists which are a vital factor in successful mobile support.

Continued studies are being made in underway replenishment procedures and techniques by naval forces afloat and ashore to improve methods of under-way replenishment.

GENERAL SUPPLY

Supply support has continued to be generally effective. There has been little change in inter-service agreements. Inter-service logistic support and cross-service support, when used, generally was satisfactory.

Ammunition supply to the Pacific Fleet has been satisfactory during 1954. With the end of the Korean hostilities the problem became one of supplying training ammunition only. In order to have an eleven weeks supply on hand it is necessary to have approximately 80,000 short tons available in Japan of which approximately 20,000 tons are stored afloat. This eleven weeks supply should assure not less than a five weeks supply on hand when the first CONUS resupply arrives in Japan should hostilities begin again. As magazine facilities are inadequate in Japan, it has been necessary to issue a considerable number of waivers in order to maintain the amounts of ammunition required.

TRAINING IN SOUTH CHINA SEA

To evaluate the state of fleet readiness and to further training under fair weather conditions, designated fleet units have been conducting operations in the South China Sea since February. These operations have also tested the effectiveness of the Subic-Sangley area as an operating base to supplement mobile logistic support. In general, the logistic support provided was adequate.

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SUBIC BAY PHILIPPINES

Fleet activity and construction in the Subic Bay area during the fiscal year created increasing demands for all phases of supply support.

A Naval Supply Depot is scheduled for activation on 1 July 1954. Construction of a sawmill was approved in November. Continuing effort is being made to improve the POL storage facilities in the area, including construction of a permanent fuel pier.

NSD YOKOSUKA

In October 1953 the NSD Yokosuka was authorized and directed to make all off-shore procurement of MDAP material for Title III countries.

GUAM MARIANAS

There is considerable material on Guam which is excess to the needs of the Navy. Continuing action is being taken to reduce the stock levels. A study is being made of aviation supply support on Guam with the view toward elimination of duplication of aviation supply effort in the Western Pacific.

Construction of POL storage facilities on Guam was completed. Continuing effort is being made to integrate Navy-Air Force facilities.

SCRAP RECOVERY PROGRAM

The recovery and disposal of residual scrap located at various Pacific overseas bases improved somewhat during fiscal year 1954. Considerable amount of scrap material was removed from Saipan and Tinian. Difficulties encountered by the contractor with the Philippine Government over removal clearances of sunken vessels in Subic Bay area were resolved in latter part of fiscal year 1953 and satisfactory salvage progress has since been made. A one (1) year extension which expires 31 December 1954 was granted to the contractor to complete salvaging operations in the Subic Bay area. A 120 day option was granted 23 April 1954 to civilian contractor to make survey and determine if salvaging the sunken vessels around the Bonin Islands is economically and technically feasible.

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...Y 1954 logistic support continued to be provided to the Trust Territory Government in accordance with the Navy-Interior Agreement. The land settlement program in the Saipan District showed considerable progress. On Saipan 1134 land claims have been filed to date and title determinations completed. 523 land claims were settled locally by returning the land to the custody of the ostensible title holder or by exchange agreements for other public domain land.

Executive Order 10408 which transferred a portion of the Saipan District of the Trust Territory to the Navy was amended by Executive Order 10470 of 17 July 1953 to include all the Northern Marianas Islands of the Trust Territory except the Island of Rota. The Navy is continuing to provide medical care to indigenous leprous and insane patients originating in other districts of the Trust Territories on a reimbursable basis pending establishment of suitable medical facilities elsewhere in the Trust Territory by the Department of the Interior.

BONIN VOLCANO ISLANDS

The Bonin-Volcano Trust Fund which was established on 8 March 1952 to serve as a benevolent fund for the benefit of the indigenous population of the Bonin-Volcano Islands has a balance of $15,303.37. The sum of $303.37 represents interest earned through calender year 1953.

CARGO HANDLING BATTALIONS

One full strength (CHB 2) and three reduced (CHB 4, 6 and 8) cargo handling battalions were deployed in the Pacific at the beginning of the period and were effectively used at various Pacific bases to expedite the movement of cargo and to train and supervise untrained naval and indigenous personnel at overseas bases. Cargo Handling Battalion EIGHT was disestablished on 10 May 1954. Cargo Handling Battalion TWO is assigned and home-ported at Guam. Cargo Handling Battalions FOUR and SIX are home-ported at NSC, Oakland and have been assigned and rotated to Kwajalein, Philippines and Japan (including afloat operating forces in Japan.)

AIR TRANSPORTATION

Air transportation in the Pacific and Far East has been adequate during the year. The Fleet Logistic Air Wing has rendered invaluable support in its operations to lift passenger and cargo beyond the capability of MATS and over routes of sole interest to the Navy. In numerous cases it was possible to provide urgently needed airlift for parts and equipment to combatant units which would otherwise have been unable to carry

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out assigned missions. The completed conversion of Navy TransPac squadrons VR-21 and VR-5 to R6D aircraft early in the year increased the efficiency of TransPac operations. Commencing 1 June COMFLOGWINGPAC undertook the task of providing sole air logistic support to the Alaskan Sea Frontier on the basis of MATS withdrawal and the route becoming one of sole interest to the Navy. With increased activity in the Philippine area, flights between Japan and Sangley Point were initiated and flights from Hawaii were increased in number to provide necessary air logistic support. Carrier on board (COD) flights were all initiated in the Philippine area.

SURFACE TRANSPORTATION

Surface transportation in support of the Pacific Fleet and overseas bases has been provided to a limited degree by SERVPAC, PHIBPAC and other combatant elements. In the interest of fiscal and manpower economy CINCPACFLT directed airlift in place of surface lift for TransPac movement of personnel whenever a clear cut economy was indicated thereby. In late June it was necessary to resort to commercial lift of dependent personnel from Hawaii to CONUS to a very limited degree by reason of insufficient military lift.

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BASE DEVELOPMENT

HAWAII

PEARL HARBOR

Base development for the Naval Base, Pearl Harbor, consisted primarily of completing previously authorized projects for replacement of water front utilities and minor repairs and rehabilitation of numerous base structures. New development consisted of construction of additional ammunition storage and a Quality Evaluation Lab at the Naval Ammunition Depot. Two (2) Title 8 projects (Cherry housing) of 75 and 425 family housing units in the Pearl Harbor area were completed and occupied by families of military personnel.

BARBER'S POINT

Development at the Naval Air Station consisted of completing previously authorized projects for enlisted men's mess hall and galley and a floating sea plane dru dock, the latter at the sea plane base in the Keehi Lagoon. Numerous rapidly deteriorating temporary type structures, no longer considered essential were removed by demolition contract. A Title 8 project consisting of 260 family housing units was completed and occupied by military personnel residing in the area.

KANEOHE

Completion of previously authorized projects to provide permanent barracks, mess, BOQ's and miscellaneous facilities to support a Marine Regimental Combat Team and a Marine Air Group were the primary development projects at the MCAS.

MIDWAY

The NAVSTA base development consisted primarily of repairs and rehabilitation to POL system, power plant, water front structures, utility systems and aircraft parking areas. A previously authorized project to improve the communication facilities for CAR and navigation aids was completed under CPFF contract NOy 22840.

KWAJALEIN

Development at the NAVSTA continued in accordance with the approved Master Plan to replace the temporary facilities with permanent facilities. Previously authorized projects for station

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utilities, Public Works shops, power plant, barracks, BOQ, POL, water catchment and storage and miscellaneous aircraft operating facilities were substantially completed under CPFF contract NOy 22840. 70 replacement housing units were completed by a Detachment from NCB 10. New development authorized and under construction by contract NOy 22840 consists of additional cold storage, POL system and laundry and dry cleaning plant. 26 additional replacement housing units were allotted for construction by the NCB Detachment.

GUAM

On Guam base development projects consisted of continuing the construction of previously authorized permanent projects at various activities under COMNAVMARIANAS. Completion of currently authorized projects on Guam will provide permanent Transmitter-Receiver communication facilities, hospital, ammunition storage facilities, POL storage and distribution system, family housing units, limited aircraft operating facilities and island wide utilities systems. The remainder of the heavy construction work is being accomplished by the firm of Brown-Pacific-Maxon under CPFF contract Noy 13931.

SAIPAN

High water resulting from typhoons caused extensive damage to the Naval Administration Unit facilities located along the water front on Saipan. Rehabilitation of facilities in the former Navy Hill area to provide minimum hospital, barracks, family quarters, Public Works shops, Administration building and essential utilities to relocate the NAVADUNIT was approved. Rehabilitation is currently in progress and usable completion and relocation anticipated in the next fiscal year.

PHILIPPINES

SUBIC BAY

At the NAVBASE Subic base development continued under CPFF contract NOy 22840 and Mobile Construction Forces of the 30th Naval Construction Regt. Usable completion was accomplished on previously authorized projects for permanent cold storage, administration building, water supply, Alava Wharf, security fencing and temporary POL facilities. New development included construction of administration, and engineering design for first increments of construction for NAVCOMFAC (R) San Miguel, power plant and fleet POL storage projects. Engineering studies were completed for a common military port of entry at Subic and military highway and POL line from Subic Bay to

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Clark AFB.

Construction of the Naval Air Facility, Cubi Point and temporary fleet ammunition storage at Camayan Point continued throughout the third construction season. Considerable progress was made on the main runway and taxiway, carrier pier, barracks, mess hall, utilities systems, ammunition pier, magazine storage facilities and general site development.

SANGLEY POINT

Base development at NAVSTA Sangley was limited to completion of previously authorized projects under CPFF NCy 22840 and 20 replacement housing units by a Detachment of NCB 2.

OKINAWA

NAHA

The construction of previously authorized projects to provide minimum facilities to support Naval Patrol and Service Squadrons based at this Air Force facility continued at NAF Naha.

YONABARU

Previously appropriated funds for rehabilitation of the runway, taxiway and aircraft parking areas at this inactive former Naval Air Station were diverted to assist in the financing of the Navy Departments 1954 Fiscal Year Public Works Program.

WHITE BEACH

Engineering studies by the Army Engineers for a joint military ammunition pier were completed; however, in view of current austerity trend the Army withdrew its sponsorship for this facility. Funds previously appropriated for major rehabilitation of water front facilities have not been apportioned to date.

JAPAN

IWAKUNI

Base development consisted of one (1) 50 man BOQ financed by Yen funds and constructed under Air Force contract and additional aircraft parking apron currently under construction by Detachment ABLE of CBMU 101.

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ATSUGI

At the Naval Air Station, Atsugi, base development consisted of major rehabilitation and minor new construction by Detachment ABLE of NCBU 101 and by NOy contract to provide additional aircraft parking area, hangers, shops and other station support facilities to house Marine Air Units. The Navy-Air Force agreement for joint use of the Naval Air Station was amended to permit complete Navy use and operational control of the station.

OPPAMA

Minor rehabilitation and new construction at the Naval Air Facility, Oppama was accomplished by Detachment ABLE of CBMU 101 and by NOy contract to provide minimum essential facilities to support Marine Air Units.

SASEBO

Development at the Fleet Activities, Sasebo, was limited to minor repairs and improvements to existing structures and utilities systems by the station maintenance force, although three (3) new 200 man barracks were constructed for the station by the Japanese Ministry of Construction.

YOKOSUKA

Base development at the Fleet Activities, Yokosuka consisted primarily of continuing with construction of previously authorized projects to relieve the congested situation in the water front and industrial areas and to provide additional personnel facilities in connection with relocation of certain military activities from Tokyo to Yokosuka. New development consisted of a finger pier at Sherman sea wall, administration building, 175 man BOQ and mess and extension to existing utilities systems. An administration building and additional utilities systems were also completed by the Japanese Ministry of Construction as part of the overall station development.

EMPLOYMENT OF CONSTRUCTION BATTALIONS

Five NCB's (2, 3, 5, 9 and 11) were employed, although not all at one time in the construction of the Cubi Point Naval Air Facility and Fleet ammunition storage facilities previously summarized under base development for Subic Bay. Detachments from NCB 2 were deployed to construct 20 replacement housing units at the NAVSTA Sangley and to accomplish miscellaneous

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non-recurring maintenance projects at the N.V.STA Midway. Construction work assigned to Mobile Construction Battalions in the Philippines was coordinated by the 30th Naval Construction Regiment. NCB 10 was engaged in the construction of 1184 replacement housing units on Guam. Detachment ABLE of NCB 10 was engaged in the construction of 96 replacement housing units on Kwajalein. Following a period of leave, rehabilitation and reforming Detachment ABLE of NCB 9 was deployed to Saipan to accomplish rehabilitation of limited hospital, administration, barracks, mess, family housing facilities and essential utilities in the former Navy Hill Area to relocate the N.V.EDUNIT. The remainder of NCB 9 was deployed to Alaska to accomplish certain non-recurring maintenance projects at the N.V.S.. Adak. CEMU 101, formerly designated CEMU 1, provides support for Marine Air Units in Korea. Detachment ABLE of CEMU 101 was deployed to Japan in September 1953 to accomplish rehabilitation of Aircraft operation and miscellaneous support facilities at MAF Atsugi and MAF Oppama and to repair the existing aircraft parking area at MAF Iwakuni to provide facilities to house Marine Air Units at these activities. Detachment ABLE of the 10th Brigade consisting of surveyors and draftsmen was deployed to Subic Bay to assist the 30th NCR.CT in the preparation of construction drawings and progress charts.

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LOGISTIC PLANNING

NAVY LOGISTIC PLANS (NCL)

NCL (PACFLT) 1-54 was prepared, based on NCL 1-54. CNO expanded the Navy Planning System to embody an Emergency Phase of a war from D-Day through D + 6 months, and a War Estimate section covering operations throughout 48 months of a general war. As a result all phasing of personnel and material in logistic mobilization planning is extended through 48 months. CINCPACFLT assigned planning stages as follows:

a. Fourth Stage Plans: Type and Force Commanders were directed to prepare subsidary plans based upon NCL 1-54, concurrently with CINCPACFLT and guided by the most current information available, such as NCL (PACFLT) 1-53, the logistic code plans of bureaus and offices of the Navy Department, and individual letters regarding logistic details of mobilization.

b. Fifth Stage Plans: In view of the fact that certain bureaus and offices of the Navy Department having management and financial control must use the logistic planning of field agencies, CINCPACFLT established Fifth Stage Planning Agencies within the Pacific Fleet. The fifth stage plans prepared by individual bases and stations set forth in detail the requirements of the activity together with the capabilities which are within the limitations imposed.

IWAKUNI

The mission of the Naval Air Facility expanded during the year and plans were laid to phase-in additional Navy and Marine units as the USAF phases-out during FY 1955, with collateral augmentation of the Navy facility to NAS status.

SHIP REPAIR FACILITIES

Missions of the Ship Repair Facilities Guam and Yokosuka and the Naval Station Subic Bay have been changed to include the responsibility "to install and maintain shore electronics equipment and provide technical guidance in such matters to all Naval activities in the area under the command" of their respective Naval Forces Commander. COMSERVPAC has been assigned the responsibility for coordinating all matters in Pacific Area electronic installations which are under the cognizance of CINCPACFLT and the technical control of the Bureau of Ships.

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PLANS DIVISION

The internal organization of the Plans Division of this Staff is as follows:

Assistant Chief of Staff for Plans
Assistant Fleet Plans Officer
Head, Plans Review and Policy Section
Assistant Head, Plans Review and Policy Section
Assistant Head, Plans Review and Policy Section
Head, Plans Development Section
Assistant Head, Plans Development Section
Assistant Head, Plans Development Section
Assistant Head, Plans Development Section
Assistant Head, Plans Development Section

Of necessity, fleet planning activity concerns itself with matters of a higher security classification than can be covered in this report. Hence, only the highlights of fleet planning will be touched upon here.

Pacific Fleet planning during the period June 1953 to June 1954 continued at a high tempo and volume. Governing factors were:

a. Renewed emphasis on development of plans for action in Southeast Asia. These planning responsibilities were of major concern to CINCPAC. However, because the Fleet is the major component of the Pacific Command and the only component with combat forces assigned, plans for military action centered about the Fleet.

b. Continued coordination of planning between CINCPAC, CINCPAC and COMSAC in the field of special weapons and the resulting requirement that the Fleet revise plans for the employment of the weapons.

c. Development of a new concept of offensive mining. Because the Fleet is responsible for offensive mining throughout the Pacific, it is necessary that plans be revised to permit practical application of this new concept.

Fleet planning responsibilities for the period fall generally into two categories; those planning responsibilities which involved coordination of naval matters with friendly powers who also have maritime interests in the Pacific, and those planning responsibilities of unilateral U.S. interest in the Pacific.

In the first category, and within the framework of international treaties, agreements and arrangements, fleet planning concerned itself with shipping control and related matters, build-up and U.S. support of naval forces of friendly Asian nations, and other matters requiring coordinated naval action in the event of an emergency.

Second category planning items covered Pacific Fleet responsibilities in strategic areas of the Pacific.

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The foreseeable and probable conditions under which the limited forces of the Pacific Fleet may be required to act vary in the extreme. The old planning concept of passing from a condition of "cold peace" to "hot war" has had to give way to the modern practice of planning for and applying, where appropriate, varying degrees of military, political and economic pressures in furtherance of U.S. and United Nations policies in Asia. From the interplay of these factors, further complicated by the necessary restrictions placed upon the fleet in times of cold war, emerges a pattern of planning that is complex and voluminous in detail but simple in principle. Fleet planning centers on the offensive power of the carrier task forces as the major element of the fleet's striking power. The planned use of the fleet's offensive power under a variety of conditions is at the center of a large number of contingent plans. The planning objective is to produce a series of flexible plans that may be executed in part or as a whole in the event of a general emergency or under conditions short of a general emergency. The operational flexibility of the carrier task force lends itself readily to this type of planning in which undesirable rigidity is avoided. In addition to the task of generating plans and in the accomplishment thereof, officers of the Fleet Plans Division made numerous trips to all parts of the Pacific as well as to Washington, D.C., representing the Fleet and on many occasions, CINCPAC. The scope of planning activity ranged from the details of Fleet Type Commanders' operational plans to the planning for and participation in conferences concerning international military cooperation in the Pacific. By no means the least of these problems was the constant adjustment of plans and orders to those of other commanders in the Pacific. In this respect, the military directive "coordinate with" at times leads to negotiations as lengthy and vexing as treaty negotiations with foreign powers. Other continuing tasks of the Fleet Plans Division include the review of plans of other commanders in the Pacific to ensure that Pacific Fleet forces are properly employed in accordance with naval doctrine and policies, determination of Pacific Fleet force requirements and organization of such forces for discharge of assigned tasks.

Governed by the complex and rapidly changing political, social and military situations in Asia and its contiguous areas, it is expected that the planning pattern outlined above will continue for an indefinite period.

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INTELLIGENCE - The Intelligence Division conducted daily and weekly briefings for CINCPACFLT and Staff throughout the year. Special briefings have been conducted for CINCPACFLT and Staff, Type Commanders, Force, Group and Unit Commanders, Commanding Officers of individual ships, and intelligence officers of subordinate staffs. Other intelligence was disseminated to the staff and subordinate commands through intelligence annexes to various plans, by means of the Weekly Intelligence Digest, formal intelligence estimates, Daily Intelligence Summary and area studies.

The Intelligence Division coordinates the flow of Fleet Photography from the forward area to the respective bureaus with distribution of prints as required by naval commands. Photographic Interpretation reports on areas of interest have been disseminated to Type, Fleet, CARDIV and Air Wing Commands, Air Force units and certain Naval Attaches.

A Submarine Classification and Damage Assessment Board, with the Assistant Chief of Staff for Intelligence as senior member, provided systematic and rapid evaluation of submarine contacts reported to CINCPACFLT.

The Intelligence Division maintains liaison with the other military services, AEC, FBI and other appropriate agencies.

The establishment of a Fleet Intelligence Center and a Fleet Air Intelligence Augmenting Unit is currently underway.

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ANNUAL REPORT
OF
PACFLT EVALUATION GROUP

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During the past year the Evaluation Group has continued to record, analyze and evaluate all U.S. Naval Operations in the Korean War. The special functions of the Group, as delineated by the CNO directive authorizing its formation (CNO ser 015F03D of 20 September 1950) are:

a. To conduct a continuing evaluation of combat techniques, weapons employment and logistics of the United States Pacific Fleet in military operations in the Western Pacific.

b. To determine such conclusions and recommendations as may be applicable to current combat training and war operations or which may indicate the need for new weapons or methods development, and

c. To prepare an analysis and record of facts of naval combat operations (including those of the Marine Corps) and related operational circumstances to serve as essential background.

The Group has operated with a staff of 7 permanent officers, 5 temporary additional duty officers, 3 civilian analysts, and 17 enlisted men, with headquarters on the second floor of temporary Building #500, adjacent to CINCPACFLT headquarters. During visits of the Group to the Far East, temporary facilities at COMNAVFE headquarters are utilized.

During August, members of the Group made trips to the Far East and WESTPAC to obtain data for the fifth and sixth Evaluation Group Reports. The fifth report was completed and approved by CINCPACFLT. In November CNO approved Report #4 and gave permission for distribution. In the same letter CNO gave permission to distribute, pending review and approval, Report #5 to PACFLT units only. Report #5 was forwarded to CNO on 11 March 1954 for review and approval. Distribution of reports # 4 and #5, as authorized by CNO, was completed in early 1954. CNO approved report #5 and authorized complete distribution in his letter of 26 May 1954. Distribution of report #5 was completed in latter part of June 1954. Also in CNO's letter of 26 May 1954 permission was granted to distribute report #6 prior to CNO review and approval.

Hostilities in Korea ceased as of 27 July ... it was determined that the sixth report would be the last ... ould cover the period 1 February - 27 July 1953.

The 6th and last report was approved by CINCPACFLT and the report was sent to the printers 21 June 1954. Upon completion of the sixth report and distribution the Evaluation Group will be disestablished.

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