

UNITED STATES PACIFIC FLEET  
Headquarters of the Commander in Chief

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Encl: (1) Annual Report of the Commander in Chief U. S. Pacific Fleet  
for period 1 Feb 1958 through 30 June 1958  
(2) Compilation of Readiness Items

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.

2. Enclosure (2) is forwarded in compliance with reference (b).

H. G. HOPWOOD

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CINCPACFLT ANNUAL REPORT, 1 FEB TO 30 JUNE 1952

SUMMARY

Operations in the U. S. Pacific Fleet during the period of this report remained oriented toward the Communist threat in WESTPAC. To meet this threat, it was necessary to maintain continuous readiness for combat operations of any magnitude; special operations and training schedules were directed toward maintenance of an immediate strike capability.

Between United States and Communist forces no serious incidents developed. However, unsettled conditions in Indonesia and elsewhere in the area and created long standby periods which disrupted training schedules. Increasing unidentified submarine contacts in the WESTPAC emphasized the gravity of the Communist submarine threat.

Two important steps were taken toward increased cooperation in the Pacific with both allied and other U. S. forces: a weapons interchange for Asian Military Leaders created a new awareness of United States capabilities and sparked interest in closer collaboration; the first of a series of inter-service briefings for the Pacific Staffs of CINCPAC, USMACV, and PACSIB pointed the way toward the utilization of training facilities and other resources in the Pacific for a general emergency.

Significant special operations included Operation Bullfinch for refueling in October; and completion of the experimental operations for the Pacific Carrier on 2 July, 1952. The latter operations were partially reduced to a

in spite of disruptive incidents and major equipment problems. Weapons delivery capability improved. As a result of the Readiness Inspectors, all CVAs are conducting Readiness Exercises. Studies of the early exercises lead to equipment and procedures which have increased the strike readiness of the fleet. The fleet now have a Mark 90 delivery capability, and the Mark 91 program is proceeding slowly. However, major striking force problems result from the lack of the single attack carrier task group and from the presence of only two CVAs deployed to WESTPAC for short intervals up to 3 months in the foreseeable future, a preponderance of B7C class aircraft resulting in excessive reliance on light attack aircraft. This results in a short stand-off distance and marginal all-weather delivery capability.

Modest improvement in our ability to counter limited numbers of conventional submarines continues. However, large numbers of submarines saturate existing defenses. For the problem of the fleet's ability to detect submarines we have no solution. While the improved detection systems and certain experimental systems offers hope for the future, they also create pressing demands for increased numbers of ships and personnel for investigation.

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Minor improvement in air defense continued from the introduction of modern aircraft and the increased use of air-to-air missiles. The vigorous development of defense in depth, tactical deception, and electronic warfare continues. However, problems with the F8U landing gear, continued icing problems with the F3H, and a continued absence of surface-to-air missiles negates much of the effort expended. Until major improvements occur in radar detection ranges and in the introduction of missiles, fleet air defense is expected to remain unsatisfactory.

Operational planning continued at about the same pace as previously with geographic areas of planning interest shifting with changes in the international situation. Policy problems concerning base rights and the strategic location of naval forces arose with increasing frequency due to political unrest in various areas.

The fleet has continued to suffer from shortages in certain key enlisted ratings and from excessive turnover in personnel. This situation has constituted a major difficulty in maintaining fleet readiness.

During this period the actual strength of the fleet has increased from 96.4 percent to 100.3 percent, due to Pacific fleet decreased allowances (primarily inactivations). The reenlistment trend provides a note of optimism for the future. Current rates show the goal of 25 percent overall for first reenlistments is being approached.

The current officer distribution plan (11xx LT and LCDR) compounded by the scarcity of communication ratings together with increasing requirements (i.e., barrier Operations and new communication facilities) have had an adverse effect on the already marginal manning levels at which the various communication facilities were maintained.

Inexperienced lieutenants (junior grade) and ensigns have been required to assume responsibilities for which they have not been qualified, which has adversely affected operational and material readiness. In search of solutions, TYCOMS affected were directed to prosecute an energetic and vigorous on board motivation and training program with particular emphasis directed toward the training of prospective reliefs for department heads. In addition CINCPACFLT recommended to the Chief of Naval Personnel that engineer billets on DD type ships be filled by qualified officers through a study leading to a modification to the career planning program. It was also recommended to the Chief of Naval Personnel that LDO (engineering officers) be assigned DDs. The feasibility of assigning warrant billets (engineering) to DDs from other type ships is currently under study.

OPERATIONS

**1. ORGANIZATION OF THE PACIFIC FLEET**

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

Cruiser-Destroyer Force, U. S. Pacific Fleet  
Naval Air Force, U. S. Pacific Fleet  
Submarine Force, U. S. Pacific Fleet  
Amphibious Force, U. S. Pacific Fleet  
Service Force, U. S. Pacific Fleet  
Mine 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 inter-type fleet training exercises, coordinates inter-type training, develops inter-type tactics, and plans for wartime offensive operations.

Ships and units from the Pacific Fleet type commands are rotated on duty in the Western Pacific and are assigned to Commander Seventh Fleet. Commander Seventh Fleet assigns forces to Commander Naval Forces Japan, Commander Naval Forces Philippines and Commander Naval Forces Indonesia as required. The Western Pacific is used as a major advanced training area for Pacific Fleet Forces. A Pacific-wide training program under the centralized direction of CINCPACFLT, integrates the training efforts of the Type Commanders, COMUSMACVFLT, COMSERNVPFLT, and other commands.

**2. WESTERN PACIFIC COMMANDS**

In the Western Pacific, the principal operational command element is Commander Seventh Fleet. Subordinate to him are the following major tactical units:

Task Force SEVENTY-TWO - Taiwan Patrol Force  
Task Force SEVENTY-THREE - Logistic Support Force  
Task Force SEVENTY-SIX - Amphibious Force SEVENTYSIX  
Task Force SEVENTY-SEVEN - Attack Carrier Striking Force  
Task Force SEVENTY-NINE - Fleet Marine Force SEVENTYNINE  
Task Group SEVENTY POINT FOUR - ASW Hunter/Killer Group

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The operations of the Seventh Fleet represent a balance between the requirements for upkeep and training on one hand and instant readiness for emergency action on the other. Continuing tension and strife in Indonesia have required the Commander Seventh Fleet to orient a considerable proportion of his forces toward, and remain alert to, developments in this troubled area.

The following is a brief description of the composition, operations, and command relationship of the major forces in the Western Pacific:

Taiwan Patrol Force (Task Force SEVENTY-TWO)

Task Force SEVENTY-TWO, which is normally composed of destroyers, patrol aircraft, seaplane tenders, and fleet oilers, has the primary mission of detecting any possible invasion of Taiwan and the Penghu Islands by Chinese Communist forces. The force conducts air surveillance and surface patrols in the Taiwan Straits and assists in the training of naval units of the Government of the Republic of China.

Mobile Logistic Support Force (Task Force SEVENTY-THREE)

Task Force SEVENTY-THREE 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.

Amphibious Force Seventh Fleet (Task Force SEVENTY-SIX)

Task Force SEVENTY-SIX, composed of one amphibious squadron, is employed primarily in amphibious training for Marine and Army units in the Far East and assisting in training indigenous forces in phases of amphibious warfare. This force provides a ready capability to land an RLT in amphibious assault.

Attack Carrier Striking Force (Task Force SEVENTY-SEVEN)

Task Force SEVENTY-SEVEN includes attack carriers, cruisers and destroyers. Since February 1958, there have been three CVA in this Task Force, except for the last ten days of June, when the number dropped to two. All of the CVA were angled deck carriers and at all times, two of the CVA in this Task Force were equipped with steam catapults. The operational pattern of this Task Force emphasized operations in the area adjacent to Japan.

Fleet Marine Force SEVENTH FLEET (Task Force SEVENTY-NINE)

Task Force SEVENTY-NINE, composed of the Third Marine Division (Minus) and the First Marine Air Wing, is commanded by the senior com-

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mander of WESTPAC units reporting to COMSEVENTHFLT. The Division is based on Okinawa and the Wing is based in Japan.

#### ASW Hunter/Killer Group (Task Group SEVENTY POINT FOUR)

Task Group SEVENTY POINT FOUR includes the ASW support carrier, destroyers and submarines. The submarines act as quarry for anti-submarine training. One IDE Division is permanently assigned TG 70.4 during its tour in WESTPAC, while destroyers from other task forces rotate in assignment to the Hunter/Killer Group for this training.

#### Special Operational Command -- Commander Barrier Pacific

COMBARPAC continued to operate a modest barrier for training purposes while completing plans to build-up to operational status on 1 July 1958. Although delays to replacement forces have required temporary retention of five DER on the contiguous barrier, 13 DER have commenced barrier operations.

#### Significant Operations or Incidents

##### Operation HARDTACK

Tests of Atomic devices are being conducted in the Hawaiian Islands Ground during the summer of 1958. Pacific Fleet ships, aircraft and miscellaneous units assigned to support the operation report to CINCUSC, Commander Naval Units, Joint Task Force SEVEN. Upon completion of the operational phase of Operation HARDTACK, Pacific Fleet units will be required for the roll-up phase. Roll-up is expected to be completed by October 1958.

##### Unidentified Sub-surface contacts

On a continuing basis PACFLT forces investigate unidentified sub-surface contacts reported in the Pacific area. These investigations range in degree of effort from interrogation of civilians who have made reports, to full scale Hunter/Killer Group ASW operations. The actual conduct of the investigations is the responsibility of the Operational Control authorities. The results of their investigations and reports are reported to CINCPACFLT who in turn makes an evaluated report to CINC.

##### Asian Military Leaders Weapons Demonstration

An Asian Military Leaders Weapons Demonstration under the auspices of CINCPAC was held during the period 18-25 May. The ranking military leaders from 16 countries attended. The group was assembled at Manila, followed by embarkation of the guests in the HANGCOCK and SANDERSON.



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Subic. The Naval portion of the Weapons Demonstration was performed enroute Okinawa and included an opposed sortie, ASW demonstrations by ships and aircraft, submarine and cruiser Regulus launches, DD/CA gun-fire, IFS rocket firing, and an air power demonstration by the embarked air groups. The Marines demonstrated vertical envelopment concepts on Okinawa, where the Air Force and Army phases were also carried out. Reports indicate the Weapons Demonstration was well received by all participants and engendered mutual good will and respect.

#### Major Casualties

In February 1958, USS CHITTENDEN COUNTY (LST 561), while engaged in off-loading First Marine Brigade equipment at Kusaie, T.H., grounded to seaward of the beaching site, broached and was stranded. She received further damage while salvage operations were in progress. Repairs to main engines and hull were determined to be uneconomical and CHITTENDEN COUNTY was decommissioned in June.

In May 1958, a collision between SILVERSTEIN and STICKLEBACK resulted in the sinking of USS STICKLEBACK (SS 415) without loss of life. This collision occurred while SILVERSTEIN and STICKLEBACK were conducting realistic ASW exercises as a part of advanced refresher training of the submarine.

Investigations of these incidents have not been completed as of this writing.

#### Tempo of Operations

One basic factor overshadows all phases of Pacific Fleet operations: The number of units assigned is insufficient to meet the continuous commitments of the fleet, and no reserve is available for the inevitable contingency operations. The result has been a cycle of necessity. The limited forces assigned have been required to operate at a faster tempo than men and machinery can sustain. Resultant material casualties force a greater burden on materially reliable units. Morale, lowered by frequent and sometimes unscheduled deployments has been a major factor causing a low reenlistment rate, which in turn has contributed to personnel instability, a reduced level of personnel proficiency, and a necessity for exhaustive and repetitious training which, in itself, has necessitated a quickened tempo of operations.

As a partial corrective, action has been taken in the fleet to eliminate the least productive operations and to insure the most efficient employment of forces during operating and training periods.

Since one of the basic causes of this spiralling effect is a shortage of units, assignment of additional forces to the Pacific Fleet is

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needed. Serious shortages of destructors and submarines prevent fulfillment of the required readiness in the field of anti-submarine warfare. Shortages of deployable flight decks, makes it difficult to meet deployment commitments.

#### Briefing Exchange

In an effort to improve inter-service cooperation in the Pacific, CINCPACFLT, CIPACAF, and CINCUSARPAC initiated a staff briefing program of considerable significance. Each service noted as being for the 35-40 most senior members of each of the other two services. The briefings stressed organization, capabilities and requirements. More important than the information exchanged, however, was the increased personal contact which has followed the presentations. Improved coordination utilization of training services has already resulted and steps are being taken for a more effective interchange of air defense information.

It is planned to repeat this program each fall after the summer turnover of staff officers.

#### FLEET CAPABILITIES AND REQUIREMENTS

##### Striking Force

In accordance with directives from higher authority, the fleet maintains four attack carrier task groups constantly ready for operations. Of these either two or three are always deployed and the remaining one or two are on the West Coast ready for deployment. Periodically the ready units operate together as a task force. During the period of this report there have been three such operations for the last 10 days of June, when the number dropped to two.

The following factors have worked to improve the combat capability of our deployed forces:

- a. Assignment of certain strike responsibilities to the Marine Air Wing.
- b. A three fold improvement in the special weapons strike capability rate of CVAs.
- c. Shipboard organizational improvements including the designation of "Special Weapons Coordinator" as a primary duty billet aboard CVAs.
- d. Improvement in weapons distribution between types of carriers.
- e. The replacement of CTS 77 interim target folders with improved CINCPACFLT folders.

Unfortunately these gains were partially offset by these adverse factors:

- a. All AAD aircraft were grounded for considerable periods of time.
- b. The FJ-4B aircraft have operated under loading restrictions which reduce their radius of action.
- c. The diversion of the HOJNET to standby in the Indonesian crisis temporarily reduced strike capability on higher priority targets in the Northern areas.

In spite of the adverse factors, overall strike capability improved. However, when viewed in the geographic framework of the Western Pacific and in the trend toward fewer carriers, the strike situation is far from bright. Faced with a 2500 mile Asiatic Coastline, we can cover it all only by relying on single attack carrier task groups. Exercise results indicate that even when dispersed, these small groups are quite vulnerable to air and submarine attack. Further, during periods when only two CVAs are deployed, we can meet our quick strike commitments only by increasing reliance on shore-based units which are believed to be even more vulnerable.

As a partial solution to these problems the Pacific Fleet is working hard on improved doctrine, tactical deception, more effective air and submarine defense, and faster striking rates. In spite of these efforts, however, it is apparent that our commitments require more aircraft carriers, and especially, they require modern aircraft carriers capable of launching more heavy attack aircraft with which to increase our stand off distance and our all-weather strike rate.

#### Fleet Air Defense

Within the capabilities of the equipment involved, CINCPACFLT continued to emphasize fleet air defense. Individual ship training, inter-type training and inter-type exercises stressed air defense readiness, and some progress has resulted from the following innovations:

- a. The three phase training systems for inter-type exercises adopted by COMFIRSTFLT. In this system, the initial phase occurs at FAIRDETTACEN SDIEGO and includes indoctrination and rehearsal periods for ship teams. These are followed by rehearsals at sea. Then the actual exercises completes the cycle.
- b. Further development of randometric formations has improved the doctrine for fleet air defense.

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c. Constructive surface to air guided missile ships are being used in inter-type exercises to develop doctrine and familiarize personnel with the procedures required by these weapons.

Unfortunately, these efforts, while useful and partially successful, have served primarily to highlight the personnel and material deficiencies which plague air defense. Randometric formations require much higher air defense skills than did the older concentrated formations, yet the personnel turnover remains so high that air defense exercises must emphasize basic training rather than advanced tactics. Significant material deficiencies include the lack of high performance radar, the absence of surface to air guided missiles, and the frequent grounding of the newest fighter aircraft.

In view of these deficiencies, PACFLT air defense readiness must be considered unsatisfactory. These deficiencies are accurately reflected in reference (b).

#### Pacific Barrier

Progress has been made on the Pacific Barrier with an interim line to become operational on 1 July, 1958. This line will operate from Midway to the vicinity of Kodiak until the Aleutian land segment is completed in the spring of 1959. Then the barrier will re-orient to the Midway-Umnak line. Initial force levels include two AEW squadrons totaling 25 planes plus thirteen DERs. DER forces will increase steadily to a total of eighteen about April 1959.

In cooperation with the Hawaiian Air Defense Division, Pacific Barrier Forces have participated in several exercises which included penetrations by high altitude jet bombers and fighters and low altitude propeller aircraft. The exercises tested procedures, command relationships and communications nets, supplemented normal training and provided data for more realistic WV-2 and JEd sweep widths. From these exercises COMBAPAC has determined that significant increases in WV-2 sweep widths can result from manning five instead of three radar scopes. This finding is reported in detail in separate correspondence.

#### Land Based Air Defense in PACOM

CINCPACFLT has coordinated with the other component commanders in developing a Standard Operating Procedure (SOP) for Air Defense of Land Areas in the PACOM. The SOP includes provision for augmentation of land based air defense forces by air defense capable naval forces when such forces are deployed in a position to assist and are not otherwise engaged in higher priority operations.

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## Electronic Warfare

The obvious deficiencies in fleet air defense emphasize the need for tactical deception and for vigorous pursuit of a major tool, electronic warfare. As offensive missiles become more numerous and effective, electronic warfare will become even more important. Some improvements in electronic warfare capability have resulted from:

a. Better coordination for training purposes. Until recently coordination was centralized at the CINCPAC level. Now, except on the U.S. West Coast, the control of active ECM/ECM exercises within interference range of major land masses is accomplished by CINCPAC joint area coordinators such as COMUSJAPAN and CINCPAC-NEPPHIL. On the U.S. West Coast, each military service is responsible for its own coordination. COMWESTSEAFRON coordinates active ECM/ECM usage for CINCPACFLT. Outside the interference range of major land masses, the OCE need only notify the appropriate area commander of his intent to conduct ECM exercises.

b. Increased use of Beach Jumper Unit ONE and the TF-14 aircraft of VAAW-35 for West Coast training.

c. Inter-service coordination which has permitted use of U.S. Air Force ECM facilities in the Hawaiian area and mutual participation in U.S. Air Force and U.S. Navy exercises in WESTPAC.

d. Increased emphasis on dispersed formations in both EASTPAC and WESTPAC.

Unfortunately, many material deficiencies retard progress in this vital field. These deficiencies are accurately stated in reference (b) and the improvement programs listed therein appear sound; however, the time schedules for these appear too slow to meet fleet requirements.

## Amphibious Warfare

Commander Amphibious Force, U.S. Pacific Fleet, with his 84 amphibious type ships continues capable of combat loading approximately one Marine Division and one Air Wing. One PAIBRON is maintained in WESTPAC as part of the Seventh Fleet thus providing a continuous combat lift of one RLTF for contingency operations.

During the period, the tempo of operations for the amphibious force was extensive due to the demands for readiness to support contingency operations, special operations and amphibious exercises. The ground work for a reduction in tempo of operations was recently made by the decision to reduce the major Div/Wing landing exercises from two each

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year to one each year alternating between EASTPAC and WESTPAC. This reduction should assist in providing a more desirable in-port at-sea ratio for amphibious ships.

### Antisubmarine Warfare

General. Since February, 1958 there has been little opportunity to improve the overall ASW posture of the Pacific fleet. By necessity, the ASW Carrier deployed to WESTPAC has frequently been committed to tasks other than ASW. However, some significant ASW exercises have been conducted. These are reported under the heading, "Fleet Exercises".

In April, CINCPACFLT submitted to the Chief of Naval Operations a comprehensive staff study, CINCPACFLT TOPSIB serial 000105 of 24 April, 1958, concerning the submarine threat in the Pacific and recommended measures for countering that threat. Another staff study is now in progress to determine the optimum PACFLT ASW organization and force assignments. The following additional steps are being planned:

a. A composite ASW Group in EASTPAC with permanently assigned forces is under consideration. It will act as a Ready ASW Group subject to deployment to critical areas on very short notice. In addition, it will serve as a proving ground for new techniques, tactics, equipment, and ASW concepts.

Surface. The equipment improvement program continues to effect modest increases in overall surface ASW capability. This program includes:

a. Installation of SQS-4 sonar in destroyers and destroyer escorts. Approximately 30% of these ships now have SQS-4.

b. Installation of AN/GSQ 27 radio transmitters for rapid communications in coordinated ASW work. This program has been delayed by non-availability of the equipment. However, each destroyer is scheduled to receive it during the next overhaul. At present the program is 30% complete.

An additional program, now undergoing trial evaluation in the Atlantic Fleet, offers improved detection and classification both above and below the layer. This program involves improvement of the existing AN/SQS-4 installations with RDT/TriBeam modification, a time bearing

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recorder, preformed beams, sonar noise analyzer, and variable depth sonar.

Unfortunately, the following factors keep commanding officers of ASW units from realizing the maximum potential of these material improvements:

a. The age of ASW units and the hard usage to which they are exposed requires the ship to devote excessive time to what should be routine maintenance.

b. The numerical shortage of destroyer types and the pressing requirements for destroyer services (as for CVA air operations) seriously reduces the time available for ASW training.

c. The continuously large turnover of experienced maintenance and operating personnel prevents the development of an effective shipboard team.

d. A continuing critical shortage of submarine services makes it difficult for ASW units to receive even the minimum training requirements. This universal problem is aggravated in the Pacific where transit times are great and deployments away from support facilities are exceptionally long.

It is hoped that the improvement programs listed in reference (b) will ease the material and personnel problems. The problem of submarine services could be eased by rapid procurement and installation of the following ASW training devices:

15-R-5 Classification Trainer

21-B-12 Submarine Target Simulator

T3 Synthetic Echo Trainer

UN-7 Recorder-Reproducer

The ASW defense of major surface vessels continues to suffer from the lack of integral sonar capable of warning against submarines or torpedoes. The current emphasis on dispersed "daystack" or "Randometric" formations aggravates this deficiency. By separate correspondence the immediate trial installation of S<sub>4</sub>S-4 sonar and fanfare in a CVS has been recommended.

Air. With the continued conversion from mining missions, VP squadrons are now almost completely committed to ASW. However, their capability in this field is limited by the lack of any detection device effective

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against submerged submarines. In approaching this problem, a number of interim proto-type detection systems are now going into specially selected planes for test, training and evaluation.

The growing number of contacts which require investigation is exacerbating the basic shortage of VP aircraft. As previously reported, there is an urgent need for 6 additional VP squadrons to handle search and investigative flights in COMWESTPAC's area of responsibility. To allow vitally needed flexibility in training and operational assignments, COMNAVAIRPAC needs another CVS air group composed of one VP squadron and one HS squadron.

A number of seaplane problems are cause for concern:

a. The short range of the P5M. It can fly non-stop from the West Coast to Hawaii only under favorable wind conditions. Deployments to WESTPAC have occasionally been delayed as long as three months awaiting suitable weather for the TRANSPAC.

b. No PGM's are scheduled for the Pacific Fleet.

CINCPACFLT has recommended construction of a modern seaplane base on Guam and retention of Iwakuni as long as possible.

Submarines. The most important contribution to submarine ASW capability results from the continued installation of long range arrays. Progress with this program 87% complete. Unfortunately, this increasing detection range presents additional classification problems which will become particularly serious when SUBROC enters the submarine's area of interest.

#### Fleet Marine Force, Pacific

The Fleet Marine Force, Pacific, continues to be composed of two Marine Divisions, two Marine Aircraft Wings, an Air Support Squadron, a Liaison Company and supporting units of force troops for combat operations. Optimum utilization of these forces, however, would place considerable support requirements on other PACFLT Type Commands.

With many plus and minus factors off-setting each other, the net combat capability of the Fleet Marine Force, Pacific remains essentially unchanged from the previous report. Improvement factors include:

a. During this period, elements of the 3rd Marine Division and the 1st Marine Aircraft Wing were temporarily deployed to locations of strategic interest for support of contingency operations. This deployment tested almost all aspects of combat readiness for Fleet Marine Force units.

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Western Pacific. The variety, complexity and tenure of these operations demonstrated an overall combat capability. Corrective action has been initiated on the deficiencies observed during the deployments.

b. The replacement of the HUS helicopters of HMT-162 after exercise SIMONBACK by HUS helicopters significantly increased the helicopter lift capability in the Western Pacific.

c. The major ground elements of the 1st Marine Brigade, Fleet Marine Force and all force Troops, Fleet Marine Force Pacific units concerned have completed reorganization on the provisional Series Tables of Organization. In the 3rd Marine Division, only the 3rd Anti Tank Battalion, minus, a new unit in the Provisional Series Marine Division, has been activated. However, in accordance with the approved schedule, the division reorganization will be completed by the end of the first quarter, fiscal year 1959.

d. All units of the Fleet Marine Force, Pacific have on hand or available sufficient material to enable them to participate in amphibious operations or to undertake other assigned missions.

The following factors operated adversely on readiness:

a. The procurement of training areas for amphibious operations remains a continuing major problem. In the western Pacific, the Dingalan Bay-Laur training area meets the minimum requirements as an objective area for a major exercise. The training areas available for amphibious training exercises on the West Coast and in the Hawaiian area are also minimal. Efforts directed toward obtaining more suitable areas will be continued.

b. The availability of USS THETIS BAY for amphibious exercises during the period has permitted significant development of the vertical assault doctrine and enhances our readiness for operations. Additional helicopter platforms are needed for training and operations.

c. The R4360 engines for RA-4 aircraft are difficult to obtain. The shortage decreases the material readiness of these transport aircraft. Cognizant commands and activities have been informed and corrective action initiated.

#### Mine Warfare

The overall mining readiness is considered satisfactory. There is no ready surface minelaying capability, but a significant mine laying capability is represented by PACFLT submarines and patrol aircraft squadrons.

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Mine countermasures is unsatisfactory in the following areas:

- a. No capability to sweep pressure mines.
- b. Marginal capability to sweep acoustic mines because of poor acoustic signature of sweepers.
- c. Present mine location sonar is very poor for bottom mine location.
- d. Recent reductions in ships and personnel have resulted in practically no ready capability for channel conditioning programs.

Our stock pile of mines is deficient in that it consists primarily of WW II mines designed for use against surface ships. These are relatively ineffective against submarines.

#### Harbor Defense

Because of severe reductions in personnel we are unable adequately to defend any of our major harbors against attacks by submarines, submarine launched weapons, or small sneak craft. Personnel shortages and budgetary limitations do not presently allow the degree of readiness necessary for the proper security of some of our vital port areas.

It is understood that the Navy's M&DT has submitted a very favorable report on the Norwegian integrated weapons system TRIPS EAT. If proved successful in tests at Key West later this summer it should offer a partial solution to harbor defense problems.

There have been several Harbor Defense Exercises conducted, including exercises with the Japanese who are now showing a healthy interest in harbor defense and who are taking over responsibilities for defense of key harbors in Japan.

#### FLEET EXERCISES

##### Major Striking Force Exercises

Two major striking force exercises were conducted during this period: KNOCKOUT in WESTPAC and STRIKEX 3-58 in EASTPAC. Both stressed the development of the Randometric (dispersed) formation and tactical deception. In WESTPAC for the first time the U.S. Air Force controlled land-based radar net was integrated into fleet air defense. Though results achieved have not yet been determined, it is planned to continue working out the details for this coordination and to practice it in future exercises.

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### Quick Strike Exercises

A test of the capability of aircraft carriers to launch initial special weapon strikes has become a part of the operational readiness inspection of each deploying aircraft carrier. These tests have led to improvements in material allowance and shipboard operating procedures which resulted in a three fold increase in the quick strike launch rate.

### Air Defense Exercises

Test of fleet air defense is a prime objective of each major fleet exercise. In addition a number of lesser air defense exercises were conducted in an effort to raise the inter-type training level of the fleet. Because of the high personnel turnover, emphasis has to be placed on improving communications and coordination between units. Concurrently, the randometric formation and associated procedures are further developed.

The randometric formation is proving well-suited to future use of surface to air guided missile ships, and doctrine for such employment is crystallizing.

### Communications Countermeasures

A CNO sponsored Communication Anti-Jamming Exercise, AJEX 1-58, occurred on the West Coast concurrently with STRIKEX 3-58, from 5 to 9 May, 1958. Analysis of the results of this exercise has not been completed as yet. However, preliminary review of the reports received indicates that the capability to counter such jamming varies widely among units. On the whole, it is apparent that an aggressive jamming effort by a well trained enemy would seriously affect operational communications.

### Control and Protection of Shipping Exercises

Control and Protection of Shipping Exercises REX 58J and REX 58L were conducted during this period. REX 58J involved the routing of a non-mercantile convoy from Long Beach to Yokosuka via Pearl Harbor; REX 58L routed a non-mercantile convoy from Okinawa to San Diego via Pearl Harbor. During both exercises five Canadian DDE acted as through escort for the convoys. Two Japanese DE participated in the WESTPAC phase of REX 58L. These phases featured aggressor submarines plus aircraft making simulated special weapons attacks. Experimental deceptive tactics were used to avoid attacks from the submarines and aircraft. Though progress is being made it is apparent that convoy defense against air and submarine attack remains unsatisfactory.

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Nautilus ASW Exercise

During the current visit of Nautilus to the Pacific Fleet, a brief ASW exercise was conducted off San Diego. The first phase on 12 May 1958 was an opposed transit of the Nautilus in which our ASW forces were not able to make contact. On 15 and 16 May a familiarization ASW phase was conducted while Nautilus was enroute from San Diego to San Francisco. The familiarization of SOSUS personnel with Nautilus characteristics is still in progress. The assignment of nuclear propulsion submarines to the Pacific fleet this summer will permit further progress in this field.

Hunt to Exhaustion

During the week of 17 March 1958 an unsuccessful hunt to exhaustion exercise was conducted in the waters off San Diego. Four Canadian frigates participated in this exercise with U.S. units. Two non-exercise unidentified submarine contacts required withdrawal of most of the U.S. ASW forces previously designated for this exercise. The poor sonar conditions off Southern California increase the difficulty of this type problem. In the future, the SOSUS net will participate in hunt to exhaustion exercises.

Amphibious Exercises

The following amphibious exercises were conducted:

EASTPAC - MIDPAC Area: five BLT LEXs and one Combat Support LEX. The latter exercise is of significance since it marked the first utilization, in recent years, of San Nicolas Island for an amphibious landing. The proximity of the airfield to the beach permitted a realistic test of the latest developments in the combat and logistical support of a Marine Aircraft Wing operating ashore from a captured airfield.

WESTPAC:

- a. One DIV/WING LEX in the LAUR Area of the Philippines in which units of the Armed Forces Philippines participated.
- b. One ROK Marine RLT LEX in Korea.
- c. One U.S. Army Battle Group LEX at Okinawa.

SEATO Exercises

A U.S. sponsored SEATO Maritime exercise 1-14 May in the South China Sea area. The U.S., U.K. and Australia each included a carrier in the forces furnished for the exercise. With an appropriate number of support

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ships, escorts, replenishment ships and three SS participating, emphasis was placed on anti-submarine warfare. Much training and valuable experience was gained by participation in this major exercise which included cross air operations and advanced ASW type exercises.

#### Minor Combined Exercises

PACFLT units participated in a number of minor combined exercises involving naval forces of the Philippines, Thailand, GRC, JMA, and JMSDF. Participation of PACFLT units consisted primarily of rendering services in ASW and mine warfare training. A U.S. - PHIL Harbor Defense Exercise and a U.S. - THAI Mine Warfare Exercise were of importance as the first U.S., Philippine, and Thailand exercises of these type. The enthusiasm and the training generated indicate that such exercises should be continued.

### FLEET TRAINING AND READINESS

#### Personnel

While PACFLT is currently at nearly 100% of the total number of enlisted personnel allowed, serious shortages exist within certain technical specialties required to man individual ships, stations, and activities. A shortage of qualified and experienced officer personnel compounds this situation. This shortage of quality has the following effects:

- a. Shortage in certain key rates frequently dictates the reassignment of personnel to units about to deploy thereby decreasing personnel stability.
- b. Overseas bases have to be maintained at less than their authorized enlisted allowances in order to maintain ships and operating units in a state of readiness for possible combat.
- c. Shortages in supervisory technical personnel (second class and above) in some ratings reduces maintenance and training levels.
- d. Frequently, destroyers are incapable of prolonged four boiler operations because of shortage of qualified watch standers.
- e. Shortages of LIXI officers in the grades of LT and LCDR require LTJGs and Ensigns to assume responsibilities for which they are not always qualified.

#### Aircraft Readiness

The overall attack carrier capability continues to improve slowly with the introduction of new aircraft and improved procedures. However,

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material defects and the lack of spare parts support have reduced fleet readiness in each instance of initial deployment of the F4U, A1H, A3L, F3H and F2U. The all time low was recently experienced when all A1Hs were grounded pending incorporation of an aircraft service change and the FJ/As were grounded except for emergency operations due to a structural weakness. Some improvement in strike radius and in CAP capability is expected when we receive the AW/AAD in-flight refueling kits.

Patrol squadron readiness is basically unchanged. All squadrons are MK-90 capable. In the near future the MK-101 will further increase the atomic depth bomb capabilities. However, PACFLT lacks sufficient patrol squadrons to meet all ASM requirements. In this respect it is hoped that the Selected Naval Air Reserve Program will partially alleviate this situation.

Target Aircraft. The following factors create a critical target aircraft program within PACFLT:

- a. The lack of out-of-sight control centers for drones.
- b. The lack of launch, control and recovery craft for the MA.
- c. The termination of large drone capability in WESTPAC area by loss of Yonabaru.
- d. The lack of suitable launch and recovery sites for the F6F-5K drone. In the Pacific area, Bonham AIF is the only field capable of 24/7 drone operations. It is only marginally capable and unsuitable for long term. Consequently, CNO is withholding assignment of F6F-5K squadrons to PACFLT pending availability of suitable runways.
- e. F6F-5K drones are being converted to control aircraft. The air speed and the Lt pattern of F6F-5K drones make them unsuitable as missile targets.

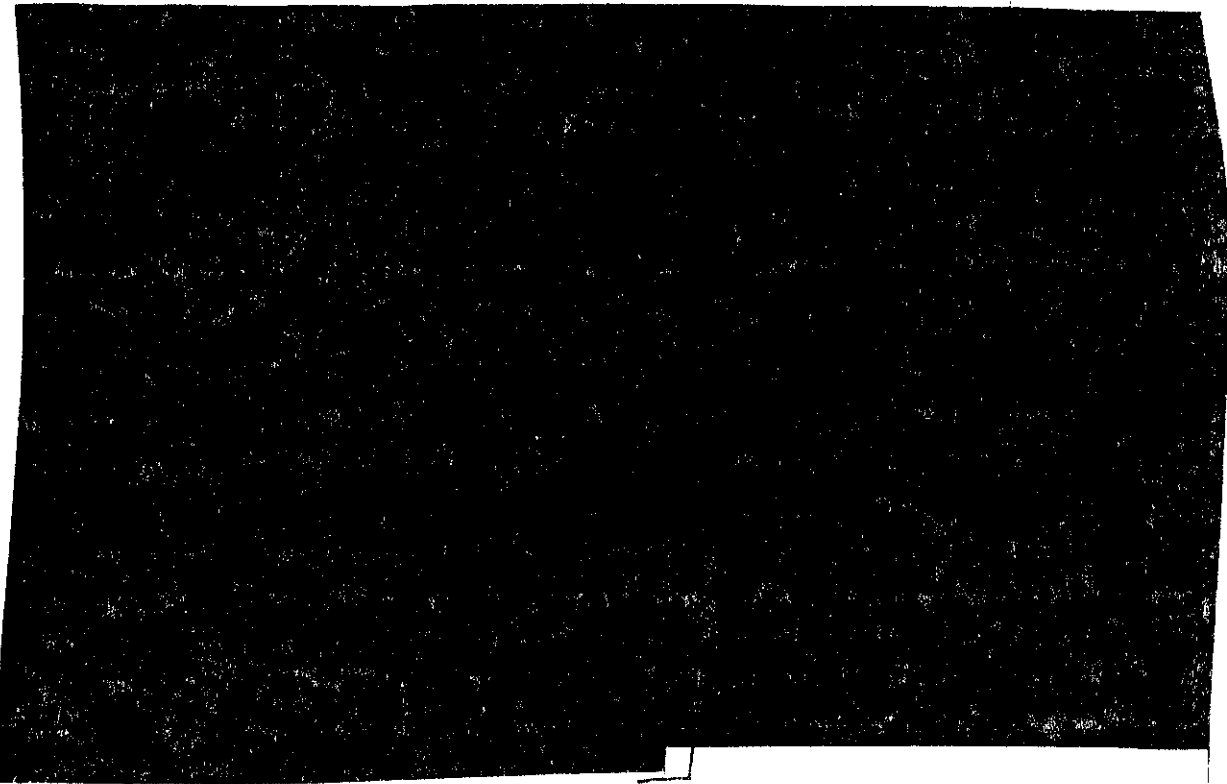
#### Pilot Readiness

Pilot readiness continues to suffer during WESTPAC deployments due to lower flying time per pilot than is desirable. The facilities of NAS Cubi Point and NAS Agana have afforded additional opportunities for training, but over crowding in Japan and lack of suitable targets combined with the critical spare parts situation precludes proper maintenance of pilot readiness.

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COMPOSITION OF THE PACIFIC FLEET

As of 30 June 1958 the composition of the Pacific Fleet is as follows:

WARSHIPS

CVA 8, CVS 4, CA 7, CL 2, DD 74, DDE 12, DDR 16, DL 2, SS 32, SSG 1, SSK 3, SSH 5, SSN 1, BOXER (special category)

Sub-total: 163

AMPHIBIOUS VESSELS

ACC 2, AKA 2, APA 15, APD 4, ASSP 1, IFS 1, LSD 16, LST 37, CVHA 1

Sub-total: 85

MINE WARFARE VESSELS

MSC 8, MSO 31

Sub-total: 39

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COMPOSITION OF THE PACIFIC FLEET (CONT'D)

PATROL VESSELS

DE 16, DER 20, DE (RESTRA) 9

Sub-total: 45

AUXILIARY VESSELS

AD 6, AE 7, AF 9, ACS 2, ACSS 1, AR 3, AXS 2, AKL 1, AS 2, ASR 4, ATY 19,  
AV 3, AVI 1, AVP 3, AVS 1, ADG 1, AG 1, AO 16, AOG 5, AGB 2, AE 1, AR 2,  
AGC 2, AGS 3, ATA 2, ARS 6

Sub-total: 107

Grand Total: 144

INCREASES IN STRENGTH

NEW CONSTRUCTION/CONVERSION

HORNET (CVS 12)  
HOOPER (DE 1026)  
KING COUNTY (AG 157)

Sub-total: 3

FROM ATLANTIC FLEET

BLAIR (DER 147)  
STURDEVANT (DER 239)  
NAUTELUS (SSN 571) (TEMPORARY)

Sub-total: 3

Grand Total: 6

DECREASES IN STRENGTH

TO ATLANTIC FLEET

ATKA (AGB 3)

Sub-total: 1

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AIRCRAFT UNITS (USN) (CONT'D)

- 1 PHOTOGRAPHIC RECONNAISSANCE SQUADRON (VAP)
- 2 FLEET AIRBORNE EARLY WARNING SQUADRONS (VAW)
- 4 CARRIER SPECIAL SQUADRONS (PHOTOGRAPHIC HEAVY ATTACK, VAAW, VAW)
- 1 ELECTRONIC COUNTERMEASURE SQUADRON (VQ)
- 2 OPERATIONAL DEVELOPMENT SQUADRONS (VZ)
- 14 FLEET AIR SERVICE SQUADRONS (FASRONS)
- 1 FLEET AIR GUNWAY TRAINING UNIT
- 1 FLEET ALL WEATHER UNIT
- 1 GUIDED MISSILE GROUP
- 14 PATROL SQUADRON (VP)
- 1 HEAVY ATTACK MINING SQUADRON
- 1 HEAVY ATTACK WING - 5 HEAVY ATTACK SQUADRONS
- 1 AEW SERVICE SQUADRON (BARRIER)
- 2 BARRIER AIRBORNE EARLY WARNING SQUADRONS
- 1 FLEET TACTICAL SUPPORT SQUADRON
- \*2 MARINE AIRCRAFT WINGS WHICH INCLUDE

- 8 ATTACK SQUADRONS
- 5 FIGHTER SQUADRONS
- 4 ALL WEATHER SQUADRONS
- 1 COMPOSITE SQUADRON
- 2 OBSERVATION SQUADRONS
- 1 PHOTOGRAPHIC SQUADRON
- 3 TRANSPORT SQUADRONS
- 8 HEADQUARTERS AND MAINTENANCE SQUADRONS
- 1 TRAINING SQUADRON
- 2 WING SERVICE SQUADRONS
- 1 ELECTRONIC COUNTERMEASURE SQUADRON
- 6 LIGHT HELICOPTER SQUADRONS
- 1 MEDIUM HELICOPTER SQUADRON

LANDING FORCE

- 1 FLEET MARINE FORCE HEADQUARTERS WITH ATTACHED FORCE ESCORTS
- \*2 MARINE DIVISIONS
- \*1 MARINE BRIGADE BASED AT KANOEHE FORMED FROM UNITS INCLUDED ABOVE

Enclosure (1)

COMMUNICATIONS

1. General.

a. TRAFFIC VOLUME.

(1) The average monthly message traffic load handled by the Headquarters Communication Center for the first five months of calendar year 1958 was approximately 25,192 messages, 1,541,702 code groups (classified), and 377,089 code groups (unclassified). This represents an increase of classified traffic handled over the last six months of 1957, although the unclassified traffic load decreased.

b. SINGLE SIDE BAND.

(1) Testing and installation improvements on the special high-power (1 KW) HICOM voice network established in September 1957 have continued to take place. Alterations were made to increase the size of the radio room where two SSB HF voice transmitter/receivers are installed for use on the High Command SSB voice network. Two new engineered directional (beam type) antennas are being installed. (Installation to be completed by 1 July 1958).

(2) This network includes all major commands in the Atlantic and Mediterranean, and will include all major commands in the Pacific. Equipment was installed in the USS ST PAUL in February 1958, and plans are now underway for a similar installation in the USS HELENA which will relieve the ST PAUL. COMUSMACV and COMUSMACV are also in the process of installing this equipment. Daily tests are conducted with CNO's installation in the Pentagon and the ST PAUL with excellent results.

2. Exercises.

a. The CINCPACFLT Communications Center participated in exercise Knock Out, Operation Alert, and two CINCPAC COC Communication exercises.

3. 

4. MINIMIZE

a. The three exercise MINIMIZE that have been imposed during these exercises in the Pacific Area since 1 February 1958 have become increasingly effective. Although violations are still numerous, marked improvement has been shown. CINCPACFLT revised the CINCPACFLT MINIMIZE Instruction (CINCPACFLTINST 02100.1A) based on lessons learned during the exercise MINIMIZE.

5. Screening Boards

a. CINCPACFLT has established basic procedures that will be followed by all Fleet Broadcast Screening Boards in event their activation is required. (CINCPACFLTINST 02000.2 applies).

6. Circuits

a. The point to point SSB circuits P1, P3, P5 and P10 have been expanded to 16 channels and are fully operational.

b. The training on the use of the ship to shore python circuits has been increased and all ships so equipped are given extensive training in RABIPAS prior to deployment.

c. The RABIPAS tape relay circuit has been extended to COMINTRELS whether afloat or ashore.

d. Circuit 419.1 has been authorized for aircraft carrier use with most Coast Air Stations in order to obtain tactical terminal weather information. This has solved a major problem in that carriers can now receive immediately the local air station weather when forecasts are imminent to marginal weather.

7. Broadcasts

a. As of 1 February the SDIRCO, Delta Romeo Broadcast was activated and SPROM D.12, Foxtrot Romeo Broadcast, was activated.

b. Effective 15 April the revised wartime submarine broadcast procedures were placed in effect on the VLF component of the Search Light Broadcast, Hotel. However, a separate VLF broadcast for submarines is still required in the Hotel area.

8. 

9. Electronics.

a. The responsibilities formerly assigned to IJNMAN 12 NAVDIST REP Offices in Japan and Guam have been incorporated with the SRF's of Japan and Guam and the IJNMAN REP offices have been disestablished. IJNMAN 12 NAVDIST REP PHIL has been incorporated with SRF Philippines as of 30 June 1953. IJNMAN 12 NAVDIST REP PHIL is the last of the IJNMAN 12 REPS to be disestablished.

b. NAVCOMMSTASPHIL (B) at San Miguel is in operation and final acceptance of the facility has been completed. NAVCOMMSTASPHIL (B) at Haring continues to be indefinite due to land acquisition problems and other work

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being taken to move the transmitter site from Morong to the Northeast section of Fort Stotsenburg military reservation. USMIPS has directed SRF Philippines to conduct a survey in the area. The report on this survey has been made.

c. The SCATTER facilities being constructed by the Page Engineering Company under contract to the Department of the Army are proceeding at Arakaboon Island, Palau Islands; Ponape Island, Caroline Islands; Ritidian Point, Guam, Marianas Islands; Kokole Point, Hawaii, Hawaii Islands; Oahu, Hawaiian Islands; South Beach, Iwo Jima; Marcus Island; Eastern Island, Midway Islands; Okinawa; Camp O'Donnell, Luzon, Philippine Islands; Chinghsing Shan, Taipei, Taiwan. Completion dates between all the SCATTER sites under contract from Hawaii to Okinawa via the Philippines Islands scheduled for completion by April 1959 with military operation in July 1959.

SHIP MAINTENANCE

A slight downward change in the material condition of PACFLT ships has occurred during the past year. A broad comparison with conditions at the close of FY 1957 follows:

	<u>FY 1958</u>	<u>FY 1957</u>
Carriers	Satisfactory	Satisfactory
Cruisers	Good	Good
DD Types	Barely Satisfactory	Satisfactory
Submarines	Good	Good
Amphibious Types	Barely Satisfactory	Barely Satisfactory
Minecraft	Satisfactory	Good
Auxiliaries	Satisfactory	Satisfactory

Factors on which the current classifications are based are broken down in more detail in the following table:

	<u>HULL</u>	<u>MACH</u>	<u>ELEC</u>	<u>ELEX</u>	<u>ORD</u>
Carriers	Sat	Sat	Good	Barely Sat	Good
Cruisers	Good	Good	Good	Sat	Good
DD Types	Sat	Barely Sat	Sat	Barely Sat	Sat
Submarines	Good	Good	Good	Sat	Good
Amphibious	Barely Sat	Barely Sat	Barely Sat	Barely Sat	Sat
Minecraft	Good	Sat	Good	Good	Good
Auxiliaries	Sat	Barely Sat	Barely Sat	Barely Sat	Sat

The downward trend in the material condition can be attributed to the increasing age of the ships, shortages of qualified personnel, and heavy operational commitments. To offset the increasing age of the ships more restricted availabilities are being granted at every opportunity. Until adequate qualified personnel are available in sufficient numbers to provide stabilized complements, R/A's must be utilized at repair activities to offset the lack of adequate self maintenance. Operational studies have been pursued, and some relief is evidenced for the future to allow greater in-port maintenance time. Continued attention is directed to improving overhaul practices and schedules. Through close coordination of repair activities and operational command, every effort is being pursued to reduce the costs and to extract every possible available man-day of labor during overhauls.

ADEQUACY OF FUNDS

Repair funds remained critical throughout the year in that funds were still made available only for essential repairs. The conversion of SHIREFFAC Subic, to a modified industrial fund concept with a resultant increase in overhead charges, the application of the Fair Labor Standards Act at SHIREFFAC Guam, and the amended Master Labor Contract in Japan during Fiscal Year 1958, only served to aggravate an already tight funding situation.

In the Supplies and Equipage program there is reason to believe that the situation has improved. A third annual survey of Fleet repair parts and equipage deficiencies was completed in which both total and "essential" allowance deficiencies were reported. The total deficiencies reported for fiscal year 1958 were \$9,167,000 as compared to "essential" allowance deficiencies of \$8,500,000 in fiscal year 1957. "essential" allowance deficiencies for fiscal year 1953 were reported as \$4,255,000. Attempts have been made to further define "essential" deficiencies, but it is recognized that any definition given is subject to various interpretations. For this reason the total allowance deficiency figure is considered to be the more valid as to actual requirements.

#### OVERHAUL TRENDS

The cost per man hour at Navy repair activities has, for the time being at least, hit its peak. The effective mean cost per man hour at the six major repair activities on 1 January 1957, was \$5.08. This rate increased steadily until 1 January 1958, when it hit a peak of \$6.26 or an increase of 23.4% since 1 January 1957. This increase was due to (1) pay increases and (2) government contribution to the Civil Service Retirement Fund (effective 1 July 1957). Since 1 January 1958, there has been a decrease in the effective mean cost to \$6.13 or 2.1%, leaving the overall increase since 1 January 1957, at 20.6%. This reduction in rate, while it may appear small, indicates the efforts on the part of the shipyards to effect economies and work toward greater efficiency. The PACFLT overhaul budget for fiscal year 1958 represented an increase of approximately 10% over the fiscal year 1957 budget. However, as indicated above the realized costs will exceed the 1957 costs by at least 20%. In view of actual return costs the fiscal year 1959 overhaul budget as submitted shows an increase of approximately 33% over the 1957 budget. In addition to the regular appropriation submission for fiscal year 1959, CINCPACFLT submitted a request showing man-days of productive labor required, by bow number, for each ship scheduled for overhaul during the next fiscal year. This method of submission substantiates further the actual requirements of the PACFLT for fiscal year 1959. It is anticipated that budget submission in this form will be continued since it expresses requirements in more stable terms and provides additional justification for funds required.

#### MAJOR MATERIAL CASUALTIES - 1 February 1958 to date.

##### a. Collisions.

(1) COLAHAN (DD658) port radar room and waist 40MM gun mount destruction severely damaged by SHIELDS (DD596) while the latter was moving along side COLAHAN in San Diego harbor.

(2) STICKLEBACK (SS415) suffered fatal damage in a collision with SILVERSTEIN (DE534). STICKLEBACK sank on 29 May in 1700 fathoms of water. SILVERSTEIN suffered moderate hull damage.



(3) RAINIER (AE5) and REDULUS (AF57) collided when RAINIER steering system failed during underway replenishment operations. Minor hull damage to both ships.

(4) KAWISHIWI (AO146) had two separate collisions. Collided with PHILIPPINE SEA (CV347) during replenishment exercise, and also with FLOYDS BAY (AVP40) during replenishment exercise. KAWISHIWI received portside damage.

(5) GUADALUPE (AO32) sustained portside damage in a collision with SOUTHARLAND (DD-743) during replenishment exercises.

(6) TOLOVANA (AO64) suffered portside damage in a collision with YORKTOWN (CVS10) during replenishment exercises.

(7) MSB33 collided with outer breakwater Long Beach, Calif., during fog, bow damaged.

b. Groundings.

(1) TORTUGA (LSD26) suffered serious bow damage due to grounding on a coral head.

(2) CHITTENDEN COUNTY (LST561) suffered serious damage when she broached as a result of an unsuccessful beaching exercise. Damage was of such severity that disposal was requested and approved.

c. Fires and Floodings.

(1) HANCOCK (CVA19) had a major fire as a result of an aircraft accident on the port catapult.

(2) BON HOMME RICHARD (CVA31) flooded central station while in overhaul.

(3) HAMUL (AD20) suffered a fire in a main distribution board due to salt water from a ruptured fire hose.

(4) YARNALL (DD541) flooded the refrigerated spaces after having been struck by an exercise torpedo fired by a submarine.

(5) REHOBOTH (AGS50) incurred minor flooding of forward engine room as a result of valve failure.

(6) CASTOR (AKS1) flooded several magazines as a result of valve failure and inadequate watertight integrity.

(7) KISHWAUKEE (ACG9) flooded the main engine room.

(8) CIMARRON (AO22) required drydocking to control flooding after failure of sea suction piping.

(9) STEVEN COUNTY (LS1138) suffered an engine room fire during the cutting torch of a shipyard worker while ship in drydock.

d. Miscellaneous. A large number of material casualties considered to impair operational readiness, were individually reported as such. Full reports were made in each instance, so that an individual recapitulation is not warranted. The majority of the casualties occurred to the propeller machinery, propellers, and to the electronic installations.

#### REPAIR PARTS BINNING PROGRAM

The electronics binning program is completed for all applicable BOSTON ships. The mechanical - electrical repair parts binning is progressing satisfactorily. All carriers (except CVS9 class ships), all DD, all DDG, three DDR, all DDE, four out of six DE, 2 AN, 1 AVF, 17 amphibious and its auxiliaries have received the mechanical - electrical binning to date. The ordnance binning is progressing satisfactorily with all carriers except CVS9 class ships, 56 DD and DDR, 4 DDE, 5 DE, 2 DL and approximately 3/4 of amphibious ships having completed the ordnance binning.

#### HABITABILITY PROGRAM

Improvements in habitability have continued but only on a very minor scale due to the lack of available S&E funds.

#### WESTPAC UPGRADE AND REPAIRS

Uptime arrangements and performance in WESTPAC continued to improve. A re-evaluation of manpower requirements was necessitated at all repair activities in WESTPAC due to the loss of R&P work, and ship unavailability due to craft inactivations. A portion of the reduced workload was offset by additional homeporting of ships to WESTPAC and a rescheduling of their regular overhauls. The scheduling of two week destroyer overhauls at Guam had proven satisfactory with these ships receiving a quantity of quality repairs.

#### GENERAL CONCERNS ON MATERIAL MATTERS

a. Hull. Extensive repairs to hull structures and to piping systems continue during each overhaul. This continuing problem has been elaborated upon sufficiently in the past, that further comment is not deemed necessary in this report. All CVA19 class, except the HANCOCK have had the hull strengthening measures applied as a result of the weaknesses revealed in the TICONDEROGA. The HANCOCK will be strengthened in FY 59. Examination of Devran coatings in tanks have produced results ranging from poor to good. Several older ships received coatings with recently developed fluid film gel-type compounds, for evaluation. This material, an outgrowth of the flotation compound in general use in ballast tanks, appears to offer a low cost solution to the tank corrosion problem, and provide a substitute for SARAN. It is now hoped that some type of a low cost protective coating for piping interiors can be found to reduce the rate of deterioration. The

WMA's paint system on submarines continues to show outstanding protection against corrosion when properly applied. The cathodic protection system installed in WAKCO (SS565) showed effective control of hull corrosion over a long period. The moratorium of one overhaul cycle in Partial Hull Surveys for all thick-skin submarines has shown by visual inspection that these SS have not "rusted" since last overhaul. This has saved significant money, with no degradation in hull strength. Resumption of surveys in all submarines will increase future financial requirements, but more than a one cycle moratorium is not recommended. The aluminum used in submarine fairwaters and masts is beginning to show age. Either an acceptable repair technique must be devised, or large scale replacements will be required.

b. Machinery. The rate of major casualties to boilers, both main propulsion and auxiliary machinery, has increased over previous fiscal years and is attributed principally to the shortages of personnel in both numbers and rates. While a program of education, inspection and maintenance has been stressed throughout the year, repairs will continue at a high level through at least the next overhaul cycle before any fruits of this program can be expected. Repairs to valves, pumps, and to blading and reduction gears of ships service generators and main turbines continue at a high rate due to age and use of the ships, with no anticipated reduction.

c. Electrical. Electrical deficiencies, as previously reported, continue with replacement of cables required within available funds. The DC non-destructive testing procedures for determining when a generator or motor requires shop overhaul, and also to show whether baking or varnishing has been successful, have been pursued and show promise; COMSUBPAC, COMSERVPAC and BUSHIPS have been working on this problem, with Mare Island, San Francisco and Pearl Harbor now standardized on the testing procedures for evaluation. This procedure can assist in better allocation of overhaul funds for more needed repairs.

d. Electronics. Material readiness in electronics remains marginally satisfactory, with a slight improvement noted over the past year. A review of INSURV and other inspection reports indicates a decrease in the number of unsatisfactory conditions. This minor change in material readiness is attributed to several factors: (1) some obsolescent equipments have been replaced; (2) the electronics technician conversion program, while not greatly adding to the technical capability of maintenance personnel at this time, is providing the fleet with men having supervisory experience; (3) increased emphasis on the POMSEE program; and (4) more effective repair parts support in WESTPAC. The success of operational missions is largely dependent upon the bulk of technical assistance provided to ships prior to their commitment. However, a planned 30% reduction of electronics contract service personnel is to be effective in FY 59. This reduction will have its highest effect in the area of on-the-job training and technical assistance by METU's. The requirement for METU service continues. Increase in the military strength of the METUs is being requested.

In general the electronics maintenance problem is that of obsolete, aging or highly sophisticated equipments, and insufficient qualified personnel for effective maintenance. The results are two fold; decreased

reliability and higher costs of electronic repairs. In some instances it appears that we have been "engineered" out of the realm of self sufficiency, i.e., engineering developments have not been paralleled with increases in technical competence and billets

FCMSEE continues to be the basis of hope for continual improvement of equipment condition and should continue to be emphasized. Test equipment deliveries have increased somewhat but there remains still effective a large list of "critical" test equipment in all special fields, with many allowance vacancies. Continued emphasis in this area is required.

RF energy was reported to have caused an accidental firing of a weapon on a carrier deck. Communication transmissions have been reduced to a certain extent in carriers during loading of weapons as an interim measure. The results of an investigation on this RF hazards problem. Temporary mitigation may be achieved by antenna rearrangement but the only long range solution is considered to be immunization of the weapons.

(1) Communications. The program to replace obsolescent models of radio receivers with AN/SRR-11 and AN/SRR-13A is complete to the extent authorized by BUSHIPS. In some cases AN/SRT-14, 15, 16 AN/URT-17 transmitters are replacing obsolete equipments. The 100 watt, quick shift, TED receiver AN/SRR-27 is being installed at an accelerated pace. Mainboard-wise, the frequency synthesizing circuits and mechanical tuning devices of the AN/SRR-27's, AN/URT-2/3/4 and AN/SRT-14/15/16 transmitters, AN/URT-17 tuners AN/SRR-13 and radio receiver AN/SRR-13A are major problems. The latter have been recommended for installation of AN-1265/URT, 100 watt, quick shift for TED when made available. Generally speaking, installed AN/SRR-27's are obsolete and only about 50% effective.

The "off-the-shelf" commercial type, single side band program is approximately 85% complete. Material and operational difficulties have been reported due primarily to insufficient installation planning and preparation, which cannot be adequately carried out in a crash program. All efforts should be made to minimize these same difficulties in the crash program. Interim installations of AN/URT-17 transmitters for the High Command sideband program expected to complete in mid-summer 1958.

The shipboard communication antenna improvement program (CIC-100) has commenced with USS BURTON ISLAND (AGBI) while undergoing overhaul in Puget Sound Naval Shipyard and with USS HERBERT J. THOMAS (DD-903) at Naval Beach Naval Shipyard. Every effort should be made to utilize fully any worthwhile improvements reported in this program to increase the communication capabilities of our ships, backfitting where possible.

Old type patch panels are a constant source of trouble, and should be replaced with SB 82 and 83 switchboards. COMNAVSTA has requested the establishment of a shipalt for its ship types.

(2) Radar. The early replacement of obsolete and worn radar search radars continues to be of prime importance to increase the reliability

material readiness of the fleet. Information has been received that sufficient AN/SFS-10s will be made available to replace SG series in destroyer types. Immediate relief to replace obsolete SG/SU/SO series in other existing ships with the lightweight commercial types AN/SFS-21, 35, and 36 on a large scale is not indicated in view of estimated delivery dates from contracts. AN/SFS-4 and AN/SFS-5 series are not available for installation. Accordingly repair costs and maintenance problems relating to these obsolete equipments will continue at a high level.

A large number of obsolete SA/SC series air search radars which were beyond economical repair have been removed from auxiliary and amphibious ships, leaving them without air search capabilities. An adequate number of replacements for these radars is not anticipated within the coming year. The first of the much-needed long range AN/SFS-29, air search radar is expected to be installed in the summer of 1958.

The first AN/SFS-17 has recently been installed in a CVA. (The shortage of parts peculiar for this equipment is acute.)

Antenna kits have been provided to correct design deficiencies experienced in installed AN/SFS-28 air search radars.

From a maintenance standpoint the AN/SFS-6C, AN/SFS-8 series and AN/SFS-10 radars have experienced a high number of casualties. An analysis of CASREPTS indicate that the major problem is in mechanical parts failures in the antenna systems of these equipments, and, in the AN/SFS-8, failure of gyro units of the AN/SSQ-14 Stabilization Data Set. The increasing age of VK-4/5 repeaters is evidenced in numerous examples of deteriorated wiring and components necessitating complete overhaul during the year.

(3) Tacan. Backfitting has been deferred because of lack of equipment, with available equipments reserved for new construction and conversion programs. Field changes to improve reliability have been installed in most ships equipped with AN/URN-3. Antenna problems have created the requirements for a factory overhaul program, which has now been implemented. A new lightweight unstabilized antenna has recently been installed in a carrier for evaluation. A program to provide WESTPAC Ship Repair Facilities with a capability to remove and replace antennas is in progress.

(4) Sonar. Both the 100 inch and 185 inch AN/SQS-4 domes are presenting problems in that galvanic action between the stainless steel domes and the hull is producing marked hull corrosion. Air test methods have been developed to detect minute pin holes and gasket failures which have produced high system noise and degraded performance. The new 60 inch rubber CW-177D/U non-magnetic domes are becoming available. First reports indicate these are structurally stronger than earlier models which have failed at high rate in MINPAC ships. Availability of specific transducers and scanning switches continues to be critical, with recent improvement noted in some replacement types of transducers.

(5) Electronic Counter Measures. The AN/SAR-2 systems present a difficult maintenance problem caused by the corrosive effects of salt gases on antenna systems, and the scarcity of test equipment, on all maintenance levels, for proper alignment and sensitivity determination required to obtain optimum performance over the wide frequency range. Supplementary radio equipment is inadequate both in quality and quantity.

The long-range passive sonar AN/EQR-2B is proving to be an excellent equipment from both operational and maintenance points of view. In some submarines portions of the AN/EQR-3 sonar are being retained, providing supercyclic features pending the evaluation of the AN/WLR-2 for service use in Guppy III type, where space is more of a premium for passive sonar. The OM- omnidirectional type hydrophone has been installed as an interim measure.

SPECIFIC COMMENTS BY TYPE COMMANDERS.

a. COMNAVSTAIRPAC

(1) Alterations. It was necessary to defer several alterations within the Operation Improvement Program authorized priority list on CVAs and CVAsB during their recent overhauls due to the \$3,000,000 per ship cost on alteration programs by the Chief of Naval Operations. A continuation of installing recently authorized alterations on carriers is being planned both in overhaul and in continental restricted availability in order to keep the carriers capable of carrying out their assigned missions.

All CVAsB class except SHANGRI LA now have enlarged deck areas to permit handling B-1 and other new large aircraft. The deck/aircraft services in the landing areas have been extended forward to accommodate the LEXINGTON and HOW HOME RICHARD using weight and power savings made available by the removal of the 3"/50 cal gun battery. This modification materially reduces flight deck damage.

LEXINGTON, HOW HOME RICHARD and MIDWAY were fitted with new panel flat plate jet blast deflectors which will permit improved operations with the twin engine A3D aircraft.

Major modifications to the JP-5 fuel system have been accomplished on all attack carriers except CVAsB, 33, 14 and 19. It is anticipated that the program will be completed on these ships during fiscal year 1956. The 3"/50 batteries have been removed from CVAsB, 20, 31, 33 and 38 and CVAsB. It is planned that removal will be accomplished on CVAsB, 14 and 19 during next year.

The new MACD special weapons shop to accommodate sealed pit weapons has been accomplished in CVAsB, 16, 31 and 41 and is programmed for CVAsB class next overhauls. The Lulu and additional Betty stowages have been accomplished in CVAsB, authorized for CVAsB forthcoming overhauls, and programmed for remaining CVAsB as they are redesignated CVS. The Lulu, in addition to the present Betty capability, has been accomplished on CVAsB.

and is authorized for AV13 forthcoming overhaul. Sparrow III has been accomplished in CVA31 and 41 this year, and is programmed for remaining CVA19 class CVA forthcoming overhauls. The Bullpup capability has been accomplished in CVA16 for evaluation. It is not yet programmed for the remaining CVA.

The Atomic Strike Control Spaces alteration is being accomplished in CVA34 and 43. CNO directed that the CVA19, 41 (less class 43) and CVA59 class CVA's have the same installed at the earliest practicable date, but no firm program has been formulated to date.

(2) General. Operations with latest model aircraft in the Atlantic Fleet have revealed a deficiency in liquid oxygen producing capacity on CVA42 and CVA60, due principally to large losses of LOX which occurs in transferring the fluid from the storage tanks to the aircraft converters. This problem is expected to become severe in the Fleet CVA's next year. A third liquid oxygen plant will be installed on the USS MIDWAY and USS RANGER during the next fiscal year. The MIDWAY is receiving additional storage bottles now as an interim fix.

Extensive repairs to four main aircraft elevators were required this year, all due to contamination of the safety type hydraulic fluid. In three cases contamination was caused by salt water in the hydraulic system, while the fourth was caused by paint in the accumulators which was removed by the safety fluid and passed through the pumps.

### (3) Aviation Features.

The arresting gear on all Naval Air Force, Pacific Fleet carriers has been limited to 105 knots engaging speed to prevent aircraft from cutting arresting gear deck pendants. With the introduction of new high performance aircraft into the fleet, the reduction in allowed engagement speed is very serious. The Bureau of Aeronautics has a high priority program underway in an attempt to improve the situation.

Operation of steam catapults continues to be satisfactory. Maintenance procedures and parts availability are improving.

Major repairs have been necessary on H3 hydraulic catapults. As a result of the USS KEARSARGE casualty mentioned in previous report, the nuts and studs of the bolt circles of all pressure piping in the systems are being replaced on a high priority basis. BENNINGTON has had maximum operating pressure in the catapults reduced from 4000 psi to 3500 psi as a result of corrosion in the accumulators. Tests are presently underway to determine whether BENNINGTON can safely operate at 4000 psi, the upper limit for the other H3 catapult ships.

The optical landing systems have required extensive maintenance. The spare parts problem is still acute in this area. The present method of obtaining spare parts is still by cannibalization from ships in overhaul or restricted availabilities.

[REDACTED]

(6) Aluminum Superstructures. Corrosion of aluminum superstructure at attachment points to steel and at lapped seams and butts has required major repairs, particularly in the DDE445 class which are the oldest ships in the Force.

c. COMSUBRAC

(1) New Construction. The SALMON (SSR573) final acceptance trials were held in early June 1958. It is anticipated that she will be accepted with few deficiencies.

The GRAYBACK (SSG574) is scheduled to complete 31 July 1958, followed by a six month combined shakedown and Technical Evaluation under NAMTC cognizance.

SARGO (SS(N)533) and SWORDFISH (SS(N)579) will not report for unrestricted duty until March 1959. Much work remains to be done to set up administrative organization, plus tender and base facilities for upkeep of nuclear powered submarines.

(2) Machinery. USS CARBONERO sustained many severe casualties in her main engines during an extended patrol. Cause has been established as originating with on-board contamination of diesel oil through the conventional practice of pumping surveyed lube oil into the fuel system via the engine room bilges.

The re-engining of TANG and Wahoo was completed. The new engines have given outstanding reliability at sea since installation. The new larger engine rooms are a significant improvement over the original spaces.

Inadequacy of spare propeller stocks and slowness of procedure for effecting propeller repairs were recognized by BUSHIPS, and directives have been changed in an attempt to correct the situation.

Extra optical men from a San Diego tender had to be sent to SubBase Pearl, on TAD to help clear up a large backlog of damaged periscopes, due to the lowered manning levels at SubBase Pearl.

The battery in BLUEGILL expired well under the guaranteed life and is being replaced. It is hoped that BUSHIPS will execute measures as necessary to preclude such failures in the future.

The rebuilding program for BOUGE AC M3 sets is underway and tangible relief from the perpetual maintenance bout with the machines should be forthcoming.

The crash program to provide de-icing gear for snorkels failed to produce positive results until May when the NEL Arctic Pool started operation. Results from this research facility to date indicate the initial program was on a widely divergent tangent.

[REDACTED]



~~CONFIDENTIAL~~

(1) General

Material Condition of Ships. Inactivation of thirty older PHIBPAC ships, and the transfer of five newer LST from PHIBEMT reduced the average age of PHIBPAC ships. The average material condition was still only be rated as "Barely Satisfactory." Despite several major improvements in preservation and maintenance measures implemented during the year, the reliability of the older ships leaves much to be desired.

Shortcomings of wartime construction, combined with insufficient training and relative inexperience of personnel, limited tender operations, and operational overcommitments are, in the aggregate, the reason for the marginal condition of the World War II ships. Inexperience of personnel looks larger this year since, in the less glamorous auxiliary ships, much of the core of experienced personnel, officer and enlisted, has been lost by retirement.

Long range improvements in hull preservation were continued on a limited scale, due to funding limitations. Significant advance was made in the use of lower cost, fluid film tank coatings, which now confer greatly improved protective characteristics.

A series of collisions, groundings, and other casualties of the nature diverted a significant portion of restricted availability away from essential repairs.

Difficulties encountered with 24 volt DCVP are now being worked out prior to leave. All PHIBPAC ships will be outfitted with 24 volt DCVP by August 1958, after which previously issued equipment will be programmed into an alteration cycle.

On her first trip to WESTPAC, GARRON 13 exhibited poor engine performance, qualified in medium seas, and developed severe cylinder liner scoring problems. Maximum sustained speed should possibly be limited to 13 knots, until bow heavy tendency in seaway is corrected.

#### LSD L-27 CLASS

Boiler troubles on this class of ship continue, and are the subject of an active program of investigation. At present, troubles appear to be caused by:

1. Over firing of boilers, which are of marginal capacity, aggravated by;
2. Defective fuel filtering material fouling boiler tubes, mudsides, and;
3. Improper operation and maintenance procedures.

Education of operating personnel, purification of defective material

[REDACTED]

from the supply system, and development of improved maintenance methods is proceeding, and should soon show positive results.

LSD 1 through 8, equipped with Skinner Uniflow main engines, are developing engine troubles at an increasing rate, a trend which can be largely attributed to unfamiliarity of present shipboard operating personnel and repair yard personnel with this older type of engine.

LSD 28 and 31 experienced similar repeated failures of steering engine hydraulic piping. Investigation is continuing, with cause tentatively thought to be defective material and workmanship.

Major electrical inadequacies are, (a) the lack of adequate emergency power, (b) lack of damage control circuits on some ships, and (c) lack of casualty power.

Major problems attributed to lack of trained personnel are; (a) generator engines on LST leaking oil on to generators, an almost universal condition; (b) storage batteries and battery charging equipment in generally unsatisfactory condition; (c) LST traffic control lights not operative; (d) vent fans have been a major source of trouble to ships, due to inability to keep up with maintenance program. In part this is attributable to non-standard vent fans of doubtful original quality.

LST have continued to have gyro compass problems. Lack of qualified personnel is a contributing factor.

LCU have trouble in getting parts for MK 24 gyro compasses, and are unable to maintain this equipment. It has been estimated that 60% of MK24 compasses on LCU in WESTPAC are inoperative at any given time.

Ships report trouble with the MK22 boat compass, in that it acts as a drain on the boat batteries and is difficult to settle and set on course.

#### 1156 CLASS LST-TURNTABLE

Continual trouble with the turntable motor installed under the tank deck on 1156 class LST is attributable to accumulation of moisture. Accomplishment of a SHIPALT recently issued which should correct this condition should be undertaken at the earliest possible time.

The increase in ship casualties and repair items attributable to personnel error is noted with concern. If any great improvement in material readiness or reduction in maintenance cost is to be achieved, positive steps to attain a higher level of experience and proficiency in shipboard engineering officers and petty officers must be made.

#### e. COMINPAC

##### (1) Hull

[REDACTED]

[REDACTED]

(e) The wood hulls of the MSO, MSC, MSB, and MSK are in excellent condition. There have been no reports of attacks by wood worms, and rot and decay has been virtually non-existent to date. Forecastle deck rot on MSO, MSC and MSB have been stopped by using a fiberglass deck covering. Hull improvement programs, such as hull fastening replacement and dunnage tank coating, appear successful and are nearly complete.

(b) Dry rot was found in the bow area of 3 ML/MS in WESTPORT. These boats have been repaired.

(c) The hulls of the AN are in good condition.

(d) LST - Hull structures and fittings are considered to be in satisfactory condition, although a material inspection of HAMILTON COUNTY by the SUBINSURV Board Pearl in January 1958, revealed about 25% of the main deck plating required renewal. A number of these plates are being replaced during HAMILTON COUNTY's current overhaul.

(e) The air holes in the masker systems for sound isolation were fouled by marine growth on several ships. Bureau of Ships has issued instructions for applying a new paint on the masker belts and the use of periodic blow downs with the Solar Air Supply Units on the MSO, MSC and MSB minesweeps fitted with this system.

## (2) Machinery

### (a) MSO

1. The major development was the start of the Packard engine modernization program, SHIPPLAN MSO131 and 132. The engines of the CONSTANT (MSO127) and EN ROY (MSO136) have been partially modernized. Eleven MSOs of MINDIVs SEVENTY-TWO and SEVENTY-ONE are now getting the complete modernization treatment. This program should greatly increase the reliability of the main engines and reduce the maintenance effort expended by ship's force by at least 50 to 60 percent. Well trained personnel will still be required for efficient and effective operation.

2. The R-3 Packard engine (6 cylinder) on the SUBDIV 1 had a major casualty after modernization requiring replacement of the engine block. However, the cause of casualty was not due to any of the modernized parts.

3. After 17 Packard engines had been completely modernized in the Long Beach Naval Shipyard, seven of which had been reintallated on one MSO, an error in machining of the upper crankcase insert sleeves was discovered. This was a factory error and was luckily uncovered at the Long Beach Naval Shipyard. All 17 engines had to be torn down and reworked. Additional use of overtime was authorized by the Bureau of Ships. Final result was a week's extension in overhaul period for 6 MSO.

[REDACTED]

[REDACTED]

4. 100 KW generator installations (SHIPALT MSO 96) - Generator cooling fans were found to have been assembled incorrectly after several disintegrated causing severe damage to the generators. All units were taken off the line until correctly assembled fans, or fans of new design, were provided by the Delco Corporation. Since the new fans have been installed and the units restored to service, additional discrepancies have been discovered. Fans now must be inspected every 100 hours and reports made to BUSHIPS every 500 hours for the first 2000 hours of operation. Reports have also been received from Commander Mine Force, U.S. Atlantic Fleet, that pistons in the 6-71 engines are failing. BUSHIPS is investigating.

5. Pitch control system problems still exist, but casualties have been fewer. Installation of the Norfolk pitch control system seems to result in fairly reliable operation. Also use of lube oil, Symbol 9250, and reduced operating pressures in the pitch systems should help reduce the casualty rate.

6. The non-magnetic laundry machines are most unreliable and considered unsatisfactory.

(b) MSC - The 5 MSC with GM main propulsion engines have operated with few difficulties except for clutch casualties. The 3 MSC with Packard engines have not had the same problems as the MSO, or at least not as many. SHIPALTS MSC83 and MSC84 have been authorized to modernize the Packard engine during the regular overhaul of the three MSCs during Fiscal Year 1959. The general condition of the MSC machinery is satisfactory.

(c) MSB - The machinery installations are considered to be in good condition. The Packard engines have not been plagued with the problems of block pitting like the MSO. MSB engines are overhauled at Long Beach Naval Shipyard every 2000 hours under the BUSHIPS refit program. Flexitallic head gaskets and new design connecting rods have been authorized for installation in the MSB engines. COMINFAC considers that the new head gaskets and connecting rods will result in highly reliable propulsion engines for the MSBs. The Boeing gas turbines on the minesweeper generators have given reliable operation.

(d) The machinery installations on the AN are satisfactory.

(e) LST - Prior to regular overhaul, the port reduction gear in HAMILTON COUNTY became misaligned causing metal filings to be deposited in lube oil system. This condition is being corrected during the current overhaul. GREER COUNTY had similar difficulties and a restricted availability was assigned in October 1957, to dress down the burrs on the port reduction gears. Machinery plants both in satisfactory condition.

(3) Electrical

(a) MSO

[REDACTED]

1. Ships going through Final Acceptance Trials have three main areas of difficulty.

a. Dirty windings of generators. This must be cleaned in spite of all efforts to keep them clean.

b. Low insulation resistance in navigation light circuits. This can usually be rectified by ship's force when brought to their attention.

c. Minesweep generators unable to provide full power. This has usually been found in ships just out of overhaul and has been corrected by the services of manufacturer's representatives. Most of them seem to be inexperienced operators.

2. Problems with 100 KW generators were mentioned under machinery. The 300 KW variable frequency generators, particularly the control units, are still quite unreliable. However, these generators aren't required for normal operations at present time. Dressing room machine has improved. Extra attention to 400 cycle equipment seems to help stabilize gyrocompass and gyrostabilizer operation.

(b) MSC - The electrical installation is satisfactory. Some difficulties have been encountered with the MK 13 gyrocompasses. A manufacturer's representative went to MKSTIAC in May to investigate the deficiencies reported. The main problem has been with continuous 3 to 5 degree errors in the MK 13. Many instances of tumbling of these gyros in heavy seas have also been reported.

(c) MSP - The MSP electrical installations are in good shape. The deenergizing systems are generally satisfactory, except that some are inoperative due to non-availability of flex leads for the deenergizing relays. Ships Parts Control Center has reported that action has been taken to produce the flex leads and other parts under contract. It is expected that delivery of these parts will be made to Long Beach Naval Shipyard this month.

#### SPECIFIC COMMENTS ON TYPE COMBANDER

a. The MSE, MSC, and MSO are all in excellent state of preservation and maintenance. However, the mechanical and technical difficulties associated with the Packard engines, pitch control systems, magnetic pulse coil relays, etc., still remain a problem. Programs are now in full swing to correct these trouble areas. The results appear to be encouraging, but we need time for full evaluations.

b. MSO - Ten final acceptance trials were scheduled, one failed due to an engine casualty and two were canceled due to engine trouble. One was canceled due to an engine casualty and two were canceled due to complete full power requirements (one of these failed twice). Seven which completed full power trials, one was unsatisfactory and

reported deficiencies to magnetic cable reel drive. The six remaining MSC, received very high grades in individual departments but received an overall grade of UNSATISFACTORY due to class items such as, demonstrated unreliability of the Packard engines, and the pitch control systems. Six MSC had INSERV Material Inspections.

c. MSC - Two MSC received final acceptance trials and two had INSERV Material Inspections. None of the MSC were found to be UNSATISFACTORY in any department. The average mark assigned to the individual department was GOOD. However, the ships were found UNSATISFACTORY overall due to the following class items: prove the reliability of the Packard engines; demonstrate by water-borne noise survey that safe values for sweeping acoustic mines are not exceeded; replace the unsatisfactory ventilation fan motors.

d. MSB - Seven Type Commander Material Inspections and five Final Acceptance Trials were conducted on the MSB this year. The average grade assigned was GOOD. The new MSB radar should be a big help in navigation and reduce the danger of collision during fog.

e. MSL (36 foot Assault Minesweeping Launches)

(1) Three MSL MK 1 have been in the Mine Force for the past year. They had many basic design deficiencies which led to their being classed as unsatisfactory. However, plans to correct these deficiencies are now completed and the boats (MSL 2 and 4) are assigned restricted availabilities during June for accomplishment of the work. BUSHIPS is funding all improvements. Upon completion of the improvements, the MSL 2 and 4 will be transferred to Naval School Mine Warfare, Yorktown.

(2) MINPAC is slated to receive 20 MSL MK 2. Six of these boats have been delivered, the first arriving on 13 May 1958. Most of the deficiencies existing in the MSL MK 1 have been eliminated in the MK 2. Long Beach Naval Shipyard has funds to outfit the first ten new MSL by 1 June 1958, and it is expected these 10 MSL will be fully operational by 30 June 1958. All twenty MSL are to be deployed to WESTPAC where they will replace the ML/MS.

f. Since the SHEA (DM30) was decommissioned, only the LCUL363 is equipped to lay mines. Authorization has now been received to equip the MULBERRY (AN27) with portable mine tracks. This work will be completed in early June.

f. CONSERVPAC

(1) New Construction and Conversions

FOLLUX (AKSA). The consolidation alteration, similar to CASTOR (AKSL), was completed in January 1958. Upon completion of the consolidation the

two remaining ARS (T), SPIMON and FRODO, were inactivated. These ships will yield the same significant savings of man and money as did the first two and will probably pay for itself in the first year with new technology (about \$1,250,000 per year savings).

### (2) Significant Material Comment

The modified horse-fall facilities in AE type and in ALBION (AE type) were found to be unsafe and have been altered to permit the rig to be supported from kingposts rather than from two beam heads.

Major alterations were completed on the cable laying facilities on AE type and B, correcting many operational deficiencies.

AGB propellers and protective installations continue to be source of concern. AGHA (AGB3) suffered loss of blades while engaged in operation. Deep Freeze III. Aluminum - bronze blades have been installed on AGHA and 3 for evaluation.

The installation of barriers to control flash-overs in main engine was completed in three ARS. The limitation to 90% full power will be lifted as this alteration is completed in remaining ships of the type.

Transfer of JP-5 fuel is still a problem due to inadequate strength of standards. The "News Print Test", as the sole acceptance criterion, is not much to be relied. Steps have been taken to combat internal rusting of transfer piping. SHIPALRS are currently being done on all SEWAGE systems to facilitate the stripping of the JP-5 tanks and pumping bilges into a sludge tank. This will eliminate a possible source of contamination of JP-5 piping system.

With the goal of obtaining a higher standard of material condition, continued attention is being placed on more thorough and systematic inspection for the regular overhaul periods. The early detection of defects and information permits the actual commencement of repairs at the time of the overhaul, thus assuring time to complete without excessive overtime.

Boiler outages, and cost of repairs incident thereto, continue to be an increase and are of major concern. Publications and instructions covering all ships force aspects of operation and maintenance are under review and are being strengthened and re-emphasized as appropriate. Additionally, more vigorous and thorough inspection procedures are prescribed. As a positive step in preventive maintenance, careful and complete work on all boiler inspection by industrial facilities has been authorized with the anticipation that all repairs necessary to satisfactory performance during the operational cycle will be effected during regular overhaul, thus reducing outages and expensive availabilities between regular overhauls.

## FLEET SALVAGE

The most notable improvement in Fiscal Year 1958 in Fleet Salvage Organization capability was the installation of a new steel 30 foot workboat on four of the ARS-type ships. Otherwise, ARS and ATF ships have found it difficult to retain a satisfactory salvage readiness condition because of the increasing age of portable salvage equipments carried in the allowance of these ships.

The condition of this portable salvage equipment on salvage ships is marginal. Most of the units are so old that any overhaul, short of complete shipyard rehabilitation, is insufficient in assuring fully capable equipments. Some of the units are no longer in production, making procurement of repair parts difficult. Equipments in the inventories of the Salvage Pools and Bases are generally in good condition. An effort is made to rotate these equipments either through cyclic test and represervation or by exchange with ARS and ATF ships. BUSHIPS has been furnished recommendations for new designs of portable equipments and has been requested to advise interested commands of the specific plans for development and procurement of new equipments.

Realistic salvage and diver training continues to be difficult. A replacement for LCU 975 for training in Pearl Harbor has not been made available but it is expected that a hull will be furnished in Summer 1958. Operational exercises have recently been conducted by ARS and ATF ships on the 80 ton capacity structural pontoons located at Pearl Harbor Naval Shipyard. It is planned to continue such drills periodically, in addition to the scheduled salvage training exercises.

Early in the year, CONSERVAFAC made detailed recommendations to CMO and BUEFERS regarding revisions to the diver incentive and special pay provisions. It is believed that this would be the most positive step possible in attracting volunteers into the diving field and eliminating the current diver shortage.

## FLEET MAINTENANCE FACILITIES

### GENERAL

Shore based repair facilities in WESTPAC continued to augment the repair components of mobile logistic support forces where necessary repairs were determined beyond the capacity or capability of available afloat units. Regular overhauls were conducted on ships homeported in WESTPAC and certain categories of SHIPALTS, when work load conditions permitted, were accomplished by the ship repair facilities. In addition to FACFLT ships, WESTPAC repair facilities were available for repair work of locally assigned service craft, ships of allied nations, ships of the U.S. Coast Guard, Military Sea Transportation Service, Pacific MICRONESIAN Lines, and private ships and craft. Cognizant shore based repair activities provided



[REDACTED]

maintenance support for shore electronics installations of the U. S. Navy in their respective areas.

a. Repair Ships and Tenders. The program to improve mobile logistic support by the purification of inventories and improvement of load lists is continuing. The repair ship/tender component in WESTPAC normally consists of:

2 AD (1 small; 1 large)  
1 AR  
1 ARC  
2 AKS

b. Shore based repair facilities. The following shore based WESTPAC repair facilities, listed in order of size, were available to augment limited repair capacity during fiscal year 1953:

Ship Repair Facility, Yokosuka, Japan  
Ship Repair Facility, Subic Bay, Philippines  
Ship Repair Facility, Guam  
Ship Repair Department, Fleet Activity, Saebro, Japan

An outline of major operations, improvements in facilities, and major problems for each of the above repair facilities is contained in the following paragraphs:

#### SHIP REPAIR FACILITY, YOKOSUKA, JAPAN

##### SUMMARY OF OPERATIONS

a. General: Ten ships headquartered in the Western Pacific were given overhauls. ADAP work has ceased. The drydocking of new construction commercial tankers continued at a fairly high level. Work on the fleet craft has built up to a high level and is very beneficial in offsetting slack periods in the PACFLT work load.

The Commanding Officer, Ship Repair Facility continued to act as contract administrator for the off-shore procurement of 2 DD hulls built in Japan. The Shipbuilding Liaison Office in Tokyo has been notified. Contracts have been let for the ships and keels will be laid this summer.

The inspection of Zirconium sponge for the CCC contract with Zirconium Co., was transferred to the Shipbuilding Liaison Office in Tokyo because of that office's proximity to the Zirconium production.

A Joint Use Agreement has been approved by CNO and is now under consideration by the Joint Committee. This agreement provides for the ships to use certain facilities at the Yokosuka Naval Base. Building 100 and Berth 9 in the Ship Repair Facility area will be turned over to the

[REDACTED]

[REDACTED]

This building and berth were selected in order to satisfy JMSDF's needs and also to keep their operations segregated from Ship Repair Facility's operations.

NAEF Philadelphia is in the process of setting-up a representative at Ship Repair Facility for catapult and arresting gear problems.

On 1 October 1957, Master Labor Contract No. DA-92-557-FEC-28,000 became effective, replacing Master Labor Contract No. DA-92-502-FEC-6702. The old contract as amended by supplemental agreements, had been in effect since 1952. In most areas the new contract did not differ markedly from the old contract, but served to restate and reissue, in a more compact volume, the results of the much amended old contract. In one area the new contract significantly differed, viz: the payment of employee welfare and retirement obligations. Under the old contract one lump sum monthly payment was made to the Government of Japan for contract administrative expenses, employee welfare benefits (Unemployment Insurance, Health Insurance, etc.) and employee retirement benefits. Under the new contract administrative expenses and employee welfare benefit expenses became separate monthly payments to the Government of Japan. Employee retirement became a specific obligation incurred by the U.S. Forces, computed at the rates set by the contract. The retirement obligations were retroactive from 1952, or date of hire, whichever was later. For SRF this retroactive obligation up to 30 September 1957, amounted to approximately 2 million dollars. Separate funding by BUSHIKS is anticipated. From 1 October 1957, Ship Repair Facility has been accruing funds from overhead charges to meet monthly retirement obligations. The monthly accrual is approximately \$10 per month per employee for the new contract as compared with payment of approximately \$5 per month per employee to the Government of Japan under the old contract. As a direct result of this increase in retirement funding, the overhead expenses increased about \$0.035 per productive labor hour.

Continuing efforts have been made to improve management along the following lines:

(1) Lines of authority have been strengthened through Japanese supervisors.

(2) Safety education and equipment have been given high priority. Efforts have been made to correct unsafe installations in Ship Repair Facility spaces.

(3) Pre-expanded bin systems for expendable stores have been installed on a limited scale for trial purposes.

(4) Tool room and tool box issued tools have been inventoried and the issue system improved.

[REDACTED]

(5) Employee training and apprentice training have continued. 41 apprentices were graduated from a one year training program during the year. One Japanese employee was sent to the U. S. for specialized training.

b. Personnel: There has been a slight decrease in Navy personnel. The enlisted personnel count is above the allowance of 82. In addition to being over enlisted allowance, the need for enlisted personnel has decreased because of recent organizational changes which strengthen lines of authority through the Japanese supervisors. COMNAVFORJAPAN has been advised that personnel over the allowance are available for transfer.

A REF of 245 Japanese national personnel was effective on 3 April 1958. Also, 30 transportation personnel were transferred from Ship Repair Facility to Public Works, FLICACTS on the same date. The REF brought the work force into line with the predicted work load and the number on board now appears to be in line with future requirements. The loss of the transportation personnel to Public Works has decreased Ship Repair Facility's control over required transportation but appears to be satisfactory. The on-board count as of 30 April 1958, was:

Officers	26
Enlisted	100
Indigenas	3270

c. Summary of AVAILABILITIES and DRYDOCKINGS

TYPE OF AVAILABILITY	PERSONNEL	SERVICE CRANE	OTHER U.S. #		TOTAL
			GOVERNMENT DEPARTMENTS	FOREIGN SHIPS	
Regular Overhaul	(A) 6 (B) 4	(A) 32 (B) 2	(A) 11 (B) 7	(A) 1 (B) 4	(A) 20 (B) 17
(Total)	10	34	18	7	39
Restricted Availability	(A) 475 (B) 64	(A) 35 (B) 7	(A) 55 (B) 8	(A) 10 (B) 6	(A) 575 (B) 85
(Total)	539	42	63	16	660
Technical Availability	(A) 291 (B) 10	-	-	-	(A) 291 (B) 10
(Total)	301				301
Drydocking	(A) 68 (B) 13	(A) 13 (B) 2	(A) 30 (B) 6	(A) 13 (B) 3	(A) 124 (B) 24
(Total)	81	15	36	16	138

NOTE: (A) Actual number up to 30 April 1958.

- (2) Estimated number for May and June 1958.  
 \* Includes USNS, Army, Coast Guard, Air Force  
 Restricted availability column of foreign ships excludes civilian company ships  
 Civilian company ships are included in drydocking totals.

d. Technical Assistance Rendered. No assistance was rendered on ship repair contracts. Occasional technical assistance was given to JMSDF on repairs to their ships. Assistance has been rendered on plans and specifications for the 2 CSP destroyers. Ship Repair Facility personnel have furnished technical assistance to ships of the Pacific Fleet on various occasions, including the KEARSARGE catapult and elevator casualties. NAEF Philadelphia has established a project at Ship Repair Facility for technical tests on catapult materials.

e. Sub InSurv Board Inspection Conducted

<u>Name</u>	<u>Date</u>	<u>Place</u>
ROKN - LST 801	25 September 1957	Chinhai, Korea
ROKN - LST 802	25 September 1957	Chinhai, Korea
ROKN - LST 805	25 September 1957	Chinhai, Korea
ROKN - LST 806	25 September 1957	Chinhai, Korea
USNS - LST 578	4 October 1957	Uraga, Japan
USS AMPERE (ADG 11)	30 October 1957	Yokosuka, Japan
USS LUZON (ARG 2)	19 November 1957	Yokosuka, Japan
USS CHIGASAW (ATF 83)	14 January 1958	Yokosuka, Japan
USS DELIVER (ARS 23)	17 March 1958	Yokosuka, Japan
LSSL 98	9 April 1958	Yokosuka, Japan
LSSL 100	9 April 1958	Yokosuka, Japan
USS DUPAGE (AFB 51)	15 May 1958	Yokosuka, Japan

Scheduled for June 1958

LSSL 12  
 LSSL 13  
 LSSL 18  
 LSSL 25  
 LSSL 109  
 LSSL 126

SHIP REPAIR FACILITY, SUBIC BAY, PHILIPPINES

A. GENERAL

1. NAVSHIPREP-FAC Subic had a general reduction in level of operation in Fiscal Year 1958. This was due to forced reduction in overtime from about 18% to about 5%, to a large reduction in funds for overhauls and repair of COMNAVHIL service craft and boats, and, to a lesser extent, to curtailed third quarter FACFLT restricted availability funds. The MAF workload was also well below Fiscal Year 1957. BUSHIPSMANUSSTAF conducted a survey of overhead functions, resulting in numerous improvements designed to maintain efficiency under reduced operation. Drydocking facilities remained satisfactory, with the exception of the #5M-5, for which funds were requested for replacement of cruiser bilge blocks. Disapproval of this request, due to lack of funds, prevents this Facility from carrying out the designated mission of drydocking cruisers. The 50 ton portal crane on Alava Wharf was completed. This crane, with its boom extension, now provides the capacity to handle radar antennas on any ship of the fleet. A number of MSTIS ships received voyage repair work. Submarine restricted availabilities increased over those of the previous year, and non-magnetic KSO ships were assigned restricted availabilities for the first time at this activity.

B. PERSONNEL

1. In the fourth quarter, due to the reduction in workload referred to above, SRF Subic instituted a reduction-in-force of approximately 200 civilians. When completed, this will bring the on board count to about 2100. The on-board count as of 30 April was:

<u>Officers</u>	<u>Enlisted</u>	<u>U.S. Civilians</u>	<u>Indigenous Employees</u>
21	19	37	2099

2. A continued training program was followed to improve skills of indigenous employees, including enrollment of the second class of a technical and inauguration of a supervisory development course. This was supported by TAD at continental shipyards for additional training of 62 indigenous employees. Eleven U.S. Civilians received TAD for training during their rotational leave to the United States.

C. SUMMARY OF AVAILABILITIES AND DRYDOCKINGS

	<u>FACFLT</u>	<u>SERVICE CRAFT</u>	<u>OTHER U.S. GOVERNMENT</u>	<u>FOREIGN GOVT</u>	<u>BULDOZER AND TARGETS MISS.</u>	<u>TOTAL</u>
Regular Overhaul	-	17 (3)	1 (1)	5 (7)	1 (3)	24 (14)

**C. SUMMARY OF AVAILABILITIES AND DRYDOCKINGS (Cont'd)**

	<u>PACIFIC</u>	<u>SERVICE CRAFT</u>	<u>OTHER U.S. GOVERNMENT</u>	<u>FOREIGN GOVERNMENT</u>	<u>BUDOCK AND TARGETS MISC.</u>	<u>TOTAL</u>
Restricted Availty	122 (28)	41 (6)	5 -	11 (2)	24 -	203 (36)
Technical Availty	192 (32)	59 (7)	- -	17 (1)	4 (2)	272 (42)
Conversion	-	-	-	-	-	-
Inactivation	-	2 (1)	-	-	-	2 (1)
Drydocking	22 (6)	39 (3)	5 (1)	13 (5)	8 (1)	87 (8)
Voyage Repairs	63 (6)	33 (3)	13 -	2 -	-	111 (9)

NOTE: Figures in parenthesis are estimated for May and June. Other figures are actual count through 30 April 1958. In addition, 32 boats were overhauled, and 23 boats had repairs made during restricted availabilities.

**D. TECHNICAL ASSISTANCE RENDERED**

(1) At the request of the Republic of China Navy, Sub-Board Inspection and Survey, Subic, inspected the Chinese Navy LST 207 (Ex-U.S. LST 1075) to determine cost of salvage and repair.

(2) Training in Shipyard Management and/or shipyard work procedures was given to the following foreign naval personnel:

Officers

3 Thaiand  
6 Korean  
4 Indonesian  
4 Philippine  
9 Vietnamese

Enlisted

8 Vietnamese

Civilians

40 Vietnamese  
12 Philippine

(3) Technical assistance in electronic matters throughout the Philippine Area was provided as BUSHIPS maintenance authority. Preparations were made to assume the electronic installation duties of INCOM 12 MARKII as of 30 June 1958.

#### E. SUB-BOARD INSPECTION AND SURVEY

(1) The following inspections were conducted by the Sub-Board Inspection and Survey, Subic:

- (a) LST 207 (CN) (Ex-U.S. LST 1075)
- (b) YTL-155 (Activation and transfer to Foreign government)
- (c) Barge (Unnumbered)
- (d) LSSL 65 (Activation and transfer to Foreign government)

#### SHIP REPAIR FACILITY, GUAM, MARIANAS

##### SUMMARY OF OPERATIONS

##### General

Fleet use of Guam continued to increase in Fiscal Year 1958 resulting in an increased workload for the Ship Repair Facility. Voyage repairs in all ship types increased in both number and complexity. Commencing in March 1958, Destroyer Divisions were assigned restricted availabilities. Major emergency repairs were accomplished in USS KISHAWAUMIE for damage due to Engine Room flooding and in USS SILVERSTEIN for shafting derangement. The overhaul of floating drydocks contributed a major portion of the workload with overhauls completed in AFDM6, AFDL3 and AFDL21. The periodic overhaul of AFDB1 was commenced with the overhaul of Section "A". The overhauls of USS CAYUGA COUNTY (LST529) and USS BANNER (ANL25), assigned to COMUSMACV, were completed. The inactivation of APL30 commenced in June 1958 and was complete in August 1958. Continued repair and drydocking services was provided to Pacific Micronesian Lines Inc. (operating under contract with the Trust Territories of the Pacific Islands), the Military Sea Transportation Service, other Military Departments and Commercial shipping companies. Facility maintenance was accelerated with the rehabilitation and rewiring of numerous quonset structures. Typhoon LOLA's damage to buildings and wharves was repaired. Additional Electronic production test equipments were installed. Despite major efforts, the overage temporary structures housing all facilities continue to present increasing maintenance requirements with attendant increased annual expenditures.

a. Personnel. The average on board personnel count for Fiscal Year 1958 was:

Officer	13
Enlisted	33
Civil Service	96
Indigenous	693
Productive	571

The indigenous personnel (Filipino contract labor) expanded significantly, reaching a peak of 720 in October to suit workload requirements. Reductions were made in April and May to an indigenous total of 523. Civil Service Personnel have steadily increased during the year largely due to the Displacement program whereby local hire personnel replace Filipino Labor. The Apprentice Training program to improve local availability of labor commenced in December with nine apprentices enrolled. This will be augmented in succeeding years.

b. Summary of Availabilities and Drydockings. (Actual data to 20 May extrapolated to 30 June)

	<u>PAC</u>	<u>SERVICE</u>	<u>MISC. LOCAL</u>	<u>OTHER U.S.</u>	<u>FOREIGN</u>	<u>PRI</u>	<u>TOTAL</u>
	<u>FLT</u>	<u>CRAFT</u>	<u>SHIPS</u>	<u>GOVT DEPT</u>	<u>GOVTS</u>		
Reg Ovhl	0	9	2	1	0	5	17
R/A	25	39	14	0	0	0	78
T/A	15	24	10	0	0	0	49
V/R	70	0	2	18	4	50	144
Inact.	0	1	0	0	0	0	1
Drydock	9	20	2	2	0	7	40

c. Technical Assistance Rendered

(1) Electronic Engineering Services were provided to all activities within the Marianas Area.

(2) SubInSurv Guam conducted inspection of YC-1361 (AFDM-8 companion craft) YPD-40, YC-737 and YC-479.

SHIP REPAIR DEPARTMENT, FLEET ACTIVITIES, SASEBO, JAPAN

SUMMARY OF OPERATIONS

General

The principal workload at SRD is boat repairs. The partial inactivation of Service Craft Unit 4, transfer of SCU-3 LCU, inactivation of five ML/MS craft, and the discontinuance of engine overhauls, all affected the sources of the workload at SRD. Contract work averaged 17% of the total work performed compared with 30% during Fiscal Year 1957 and 41% in Fiscal Year 1956. However, increased station boat repair and overhaul, and station maintenance assisted in maintaining the workload balance. Caissons in all



three drydocks were sandblasted and painted, inner tanks and void spaces were sealed and painted and all valves were overhauled. Modification of side blocks in DD-5 were completed to accommodate destroyers with 185 sonar domes. Sixteen magnetic minesweep tails were repaired during the year.

a. Personnel. Personnel remained stable in number, as twenty-five indigenous personnel were hired in July and August 1957, but fifteen have been RIF'd effective 20 May 1958.

Officer	4 (CWO ordered to report, 1 June)
Enlisted	16
Indigenous	333

b. Summary of Availabilities and Drydockings as of 30 April 1958

	<u>PACFLT</u>	<u>SERVICE CRAFT</u>	<u>OTHER U.S. GOVT DEPT</u>	<u>FOREIGN GOVTS</u>	<u>MISC</u>	<u>TOTAL</u>
Conversions	0	0	0	0	0	0
Regular Overhauls	0	17	3	0	0	20
Restricted Avlbtty	53	51	0	0	0	104
Technical Avlbtty*	356	498	13	0	77	944
Drydocking	19	18	3	3	3	46

\* Denotes number of Job Orders issued.

In addition 290 boat engines were overhauled.

c. Technical Assistance Rendered. An Air Force Y1L type vessel (C-56-1197) was overhauled and minor modifications made prior to transfer to Indonesia. Operational tests were conducted by SRE personnel. Transfer of vessel was made at sea by a member of the International Cooperation Administration who accompanied the vessel from Sasebo to Djakarta.

## FLEET PERSONNEL

1. General. The numerical on board strength of personnel has remained essentially the same. However, because of deactivations and other reductions the percentage of allowance versus on board strength has changed from 96.4 percent to 100.3 percent. A continuing shortage of qualified and experienced officer personnel plus serious shortages within certain enlisted technical specialties existed during the period.

### 2. Major Personnel Considerations

a. Overseas bases are maintained at less than authorized enlisted allowances in an effort to maintain operating units at an acceptable state of combat readiness.

b. Shortages, including strikers, within some ratings precluded manning forces to the total numbers allowed.

c. A dearth of supervisory technical personnel (second class and above) in many ratings precluded manning forces to acceptable levels for maintenance and training.

d. The current officer distribution plan (1100 LT and LDR) compounded by the scarcity of signalmen and radiomen together with increasing requirements (i.e., Barrier Operations and new communication facilities) have had an adverse effect on the already marginal manning levels at which the various communication facilities were maintained.

e. Inexperienced lieutenants (junior grade) and ensigns have been required to assume responsibilities for which they have not been qualified, which has adversely affected operational and material readiness.

f. A deterioration in the quality of postal service has been noted. This was and is partially the result of improper identification in personnel accounting documents of former TEs and other individuals with previous postal training or experience.

### 3. Strength

<u>DATE</u>	<u>ALLOWANCE</u>	<u>ON BOARD</u>	<u>PERCENTAGE</u>
30 November 1957	182,714	176,206	96.4
30 April 1958	178,902	179,530	100.3
Increase/Decrease	-3,812	+3,324	+3.9

\*Latest figure available

No. Quality

RATES	ALLOWANCES		ON BOARD		PERCENT ON BOARD	
	30 Nov 57	30 Apr 58	30 Nov 57	30 Apr 58	30 Nov 57	30 Apr 58
PO1	13113	13789	22293	12337	93.5	89.5
PO2	24073	23365	19474	19310	80.9	82.5
PO2	31749	30988	23943	23043	75.4	72.4
PO3	41810	40758	41803	40671	100.0	99.8
PO3 designated strikers	45972	44816	57578	61419	125.2	137.5
Sub Total	111937	112958	113283	115109	98.6	102.7
Non-rated other than strikers	67177	65931	62916	67423	92.8	95.8
Total	182714	178889	176205	179530	95.4	100.3

In overall numbers of petty officers and designated strikers, PACER has more at this time than in November 1957. Many non-rated personnel with good potential were released early in an endeavor to improve the quality of those remaining on board.

The other aspect of "quality", distribution by pay grades within ratings, remains all-out in some areas. The reenlistment was not only short in total numbers, 13.4% of allowance, but had only 50% of the chief petty officers allowed, 51.2% of first class, and 59.6% of second class. Third class petty officers and strikers was available to the extent of 140% of allowance. It is readily apparent that quality of experienced talent was at a premium and each had to do the work of two men, which led to the need to spend in detailed instruction of available junior talents. The same situation existed in certain other ratings. Certain critical rates with respect to command supervisory personnel (second class and above) follow:

CMC	30.1%	ATC	14.2%
CM1	89.6%	AT1	85.8%
CM2	12.2%	AT2	20.0%
Total E-7 - E-5	69.7%	Total E-7 - E-5	58.2%
SMC	36.1%	MSC	72.0%
SM1	73.1%	M1	60.8%
SM2	12.0%	M2	60.1%
Total E-7 - E-5	12.6%	Total E-7 - E-5	68.6%
RM	27.5%		
RM1	12.9%		
RM2	32.2%		
Total E-7 - E-5	35.1%		

4. U. S. Pacific Fleet Recruitment Data for Subject Period. The recruitment trend for PACFLT units provides a note of optimism. The goal of 25% for first recruitments is being approached. The retention of qualified personnel beyond 4 years service continues as a paramount goal throughout the fleet. Should this trend continue after the economic recession has levelled off, the influence of recent legislative action in the pay field may be analyzed in its true light.

	<u>PERCENT</u>		
	<u>FIRST CRUISE</u>	<u>CAREER</u>	<u>OVERALL</u>
SUBPAC	35.8	93.7	61.3
MINPAC	29.7	78.7	49.8
AIRPAC	19.9	82.1	40.5
PHIBPAC	20.2	65.9	34.2
CRUDESPAC	24.3	76.6	35.9
SEVPAC	23.7	74.5	38.2
ALL OTHERS	<u>27.5</u>	<u>72.6</u>	<u>42.8</u>
FLEET TOTAL	23.7	77.0	39.3

#### 6. Action by CINCPACFLT to Improve Enlisted Distribution

a. A study was conducted in March 1958 to ascertain if a more equitable distribution of available engineering ratings could be made. It was determined that engineering personnel allowances are adequate to meet requirements, but contain no "fat" for absorption of non-producers or flexibility to withstand vacancies. However, some revisions are required within most types.

b. The study brought to light the fact that the method of distribution then in use favored the larger unit since a command with an authorized allowance of 16 chief petty officers is in a better position to provide for contingencies at 75% of allowance (12 on board), than an activity authorized three CPD who would be when allotted two, based on the same percentage. Therefore a "sliding scale" method of distribution was placed in effect for all ratings on 1 June 1958. This method follows the concept of filling allowances of one of a rating with one and allowances of two or more of a rating on a sliding scale basis (favoring smaller allowances over larger ones), rather than the former method which used the proportionate percentage concept.

#### 7. LFDOPAC

a. The first annual Administrative Inspection of LFDOPAC was conducted by the Fleet Personnel Officer during the period 10-20 February 1958. Its administration was considered to be excellent.

[REDACTED]

b. Coincidentally with the Administrative Inspection a study was conducted. The primary purpose of the study was to determine:

- (1) The organization of EPDOPAC was sound.
- (2) The distribution of enlisted personnel under the concept of "centralized direction of enlisted distribution" was effectively meeting the needs of the fleet as a whole and respective Area and Force Commanders.
- (3) SAME FACFLT was responsive to the EPDOPAC requirements for training services.
- (4) EPDOPAC provided an appropriate framework for mobilization requirements.
- (5) Refinements were feasible with a view toward increased efficiency and personalized distribution.

As a result of the study it was determined that EPDOPAC was doing a more effective job of enlisted distribution than was possible prior to its establishment. It provides a framework capable of meeting mobilization requirements. Refinements in procedures and internal organization appear to be feasible.

c. Utilization of Service Schools. During this period 344 enlisted personnel were ordered to Class "A" service schools and 1912 ordered to Class "B" and "C" schools. These figures represent quota fulfillments of 240% and 74% respectively.

[REDACTED]

NAVY LOGISTICS PLAN

NCL (PACFLT) 1-58 was promulgated on 29 March 1958 based on NCL 1-58 and the PACFLT GEOP 1-57. Review by cognizant bureaus and offices of OPNAV is currently in process. Comments are being received that will be incorporated in a revision or superceding plan.

CONTINGENCY PLANNING

Logistic annexes to contingency plans for operations short of general war in probable combat areas in the Pacific were prepared for new plans and revised for existing plans that were reissued and up-dated.

FLEET LOADING OUT PLAN

COMWESTSEAFRON has been requested to expand the Fleet Loading Out West Coast Plan 1-58 to include over the beach operations.

HARBOR DEFENSE PLANNING

The listings of ports of CINCPACFLT harbor defense responsibility contained in NCL 1-58 were reviewed. In order that CINCPACFLT harbor defense planning continue to reflect and support the concept of operations contained in the Navy Strategic Plan, recommended modifications, deletions and additions to the lists were submitted to the Chief of Naval Operations.

MARIANAS AREA

Logistic planning for early activation of and increased utilization of currently inactive World War II facilities in the Marianas-Schin area on mobilization has continued. Recommendations have been made to OPNAV to increase the priority of development of bases in this area in the event of mobilization.

MOBILE LOGISTIC SUPPORT

Mobile logistic support capability, augmented by available base support, continued to provide adequately the logistic requirements for fleet operations in the Far East. However, this capability is considered only marginal under most favorable conditions. There were no major problems, difficulties, or shortages that significantly affected naval combat operations. As a result of the Mobile Logistic Support Conference held in November 1957, recommendations to the revised Shipbuilding and Conversion Program for the period 1960-1965 were submitted.

Continuing action is being taken to improve mobile logistics support through:

- a. Refinement of load lists.
- b. More efficient use of pipeline resupply.
- c. Studies to improve underway replenishment techniques.

#### TRANSPORTATION REQUIREMENTS

In view of the many varieties of requests received for the Fleet Commander's transportation requirements, a recommendation for standardized formats and instructions applicable to all services transportation requirements have been forwarded to CINCPAC.

An evaluation of shipping capability to support a CINCPAC contingency plan has been conducted. CINCPAC has indicated a desire to increase the scope of such an evaluation to include all Far East contingency plans.

#### SURFACE TRANSPORTATION

Surface transportation in support of the Pacific Fleet and overseas bases has been provided to a limited degree by combatant units of the Fleet. Increasing emphasis is being placed on this mode of transportation for certain passengers and cargo to realize maximum economy in transportation modes and in manpower.

#### CROSS-SERVICING AGREEMENTS (MARVOCES)

Negotiations were conducted in WESTPAC to modify current cross-service agreements for support of Fleet Marine Corps units and reduction of Army support capabilities in Japan.

## AIR TRANSPORTATION

The 4 cargo R5D aircraft in Fleet Tactical Support Squadron Twenty-one Detachment, Japan, were transferred to the Single Manager for Airlift Service Agency (MATS) on 30 June 1958. This leaves CINCPACFLT with the planned 12 cargo R6D aircraft in VR-21 as the sole 4 engine organic airlift capability remaining under control of the Fleet Commander in Chief. These aircraft have been operated during this period as directed by CINCPACFLT to provide airlift as follows:

- a. Delivery of Fleet Special Weapons and associated personnel.
- b. Emergency airlift of personnel/cargo in support of Fleet readiness.
- c. Movement of Fleet units on operational deployments in support of Fleet readiness.

FLEETACSUPPRON 21 was not used for augmentation of MATS during the period. All flights were specials and dependents were not normally carried. The pattern of operating under this concept which has evolved is one of peaks and valleys, wherein there have been periods of overactivity as well as periods of relative inactivity for VR-21. However, the special lift requirements of the Fleet have been adequately fulfilled. The only MATS-type scheduled airlift provided by VR-21 continues to be that to Kodiak and Adak. This service will be provided until such time as MATS takes over to provide adequate service to these bases.

MATS airlift provided has often not met Navy requirements, particularly during peak PCS transfer periods. As a result, procurement at the Departmental level of considerable non-allocated commercial airlift to supplement MATS has been required. New procedures, effective for operation under the Industrial Fund commencing 1 July 1958, provide for the submission of MATS requirements and allocations of available space through service channels. It is expected that MATS will provide all airlift required and paid for by the Navy, either with military nucleus capability or commercial augmentation.

Since the Navy will be required to pay for all airlift provided whether it is utilized or not, action has already been initiated to reduce to a minimum the number of categories of personnel authorized movement by air. With space available likely to be scarce, if not often non-existent, under the Industrial Fund operation, revision of existing policies concerning air travel of personnel in a leave status, emergency, isolated area, or otherwise, must be effected as soon as practicable.

On 1 June, VR-2, which has been evaluating the R3Y aircraft, was decommissioned and the aircraft placed in storage.



With the advent of the Single Manager Agency for aircraft maintenance, Industrial Funding becoming effective 1 July 1953, the fleet support stations, Kwajalein, Agana and Midway, in accordance with CMO decision, must provide MATS aircraft enroute support with naval personnel. The Atsugi will also now provide a newly formed VZ-7 MATS detachment base support for at least the next six months.

Although much of the materials and supplies will be on a reimbursable basis, military manpower is not. Over 200 billets will be required to replace the Air Force personnel now performing much of the support at Agana and Kwajalein. Since billets are not available from within Pacific Fleet, CMO is being looked to for assistance. Similarly, it is anticipated that BNABR will expedite the return of reinforcements to the allotments of the stations providing the technical and civilian services for MATS.

#### QUALITY

NAS Agana is becoming increasingly crowded with the deployment of VAH-16 AJ's in June. The presence of MATS aircraft at Agana only accentuates the congestion problem.

#### AIRCRAFT ENGINES AND AVIATION SUPPLY

The nonexistence of RA300 engines in WESTPAC has resulted in 45 Marine RA4 aircraft having bare firewalls and has necessitated supplementation by Marine ESD's from EA Force. The overall aviation supply situation is also far from being satisfactory. Early and consistent action should be taken to implement the recommendations proposed by the Arnold Board to correct the many existing deficiencies.

  
BONIN-VOLCANO ISLANDS

The Bonin-Volcano Trust Fund was established on 8 March 1952 for the benefit of the indigenous population of the Bonin-Volcano Islands. The bulk of these funds are deposited in Bishop National Bank under time certificates of deposit. A small checking account is carried at the same bank to cover short term requirements. As of 30 June 1958 the asset account of the fund was \$40,413.20 with no known liabilities. Receipts during the period 1 February - 30 June 1958 were \$345.00 (earned interest) and \$1,200.00 from fines levied on Japanese fishing boats.

SPECIAL DEPOSIT FUND, SAIPAN DISTRICT

Trust Territory of the Pacific Islands was established on 27 August 1946. The fund is made up of monies received by the Government of the Trust Territory, Saipan District in compensation for land use and occupancy agreements from the United States Government, and other sources as may be designated.

As of 30 June 1958 assets totaled \$902,504.86 and there were no known liabilities. The bulk of the funds (\$860,000.00) are deposited in Bank of Hawaii and covered by time certificates of deposit backed by U. S. Treasury Bonds. In addition a small checking account is maintained to cover short term requirements including a scholarship fund for Saipan students.

Earnings during the period 1 February 1958 to 30 June 1958 were \$12,148.05 for interest on deposits.

[REDACTED]

BASE DEVELOPMENT

FOURTEENTH NAVAL DISTRICT

OAHU

Major base development work on Oahu involved substantial completion of additional aviation support facilities at NAS Barber's Point and additional communication facilities at NAVCOMSTA Pearl Harbor in support of barrier operations. Construction of guided missile support facilities at the Naval Ammunition Depot, on Oahu, is approximately 90% complete. Design work for the first increment for the CINCPAC/CINCPACFLT Headquarters building at Kunia has been completed and bids for this portion of the project were opened on 13 June 1958. Major construction work on Oahu currently underway or expected to commence in the near future consists of additional aircraft parking area at NAS Barber's Point, construction of fueling stations at MCAS Kaneohe, turbo-jet test facilities at MCAS Kaneohe and an optical landing system at MCAS Kaneohe. Construction is also expected to proceed on improvements to the water supply system at NAS Oahu, communication center facilities at NAVCOMSTA Mahiawa and the CINCPAC Headquarters facility at Camp Smith.

The currently approved Capehart program for the island of Oahu consists of 2,722 units to be constructed in several locations including NAS Barber's Point, MCAS Kaneohe Bay and in the Pearl Harbor area. It is anticipated that construction on these units will commence in the first quarter of Fiscal Year 1959.

KWAJALEIN

No major base development work was accomplished at this location. Because of the adverse climatic conditions, maintenance and support station facilities continued to be a major problem on Kwajalein.

MIDWAY

Construction under the cost-plus-fixed-fee contract for additional aviation facilities in support of the Pacific Barrier has been substantially completed. Work remaining after 1 July 1958 will be accomplished by lump sum bidding. All the essential operational facilities have been in use for several months and all major support items will be operational at the end of this reporting period.

[REDACTED]

[REDACTED]

MARIANAS AREA

GUAM

Contract construction on the island of Guam continued on the headquarters building for COMNAV MARIANAS and a chapel for the Naval Hospital. Construction Battalion personnel continued work on additional aviation facilities at NAS Agana and rehabilitation of docks for the Naval Supply Center. The construction of the direction finder control facilities for NAVCOLMSTA Guam and two general warehouses for the Naval Supply Center, are now substantially complete.

A Capehart Housing Program of 220 units for the island of Guam has been approved at SECNAV level. An Architect and Engineering Firm to proceed with planning for this project has been selected and a housing site is under study.

The proposal for a 20,000 KW nuclear power plant for the island of Guam has received approval at CNO and SECNAV levels. The proposal is now at SECDEF for further consideration, and involves a Navy share of approximately \$10.4 million, the balance to be funded by the AEC and GOV GUAM. Upon approval of DOD and the acceptance of the AEC, CNO will institute the necessary action. Sponsorship is tentatively set for the Fiscal Year 1961 Military Construction Program.

SAIPAN

There has been no major base development work at this activity. Funds in the amount of \$50,000 have been provided for the rehabilitation of temporary family quarters at Tanapag to house personnel during the construction of 49 replacement housing units at NAVADUNIT Saipan. This work is to be accomplished by Construction Battalion personnel and is scheduled to commence in the first quarter of Fiscal Year 1959.

PHILIPPINES AREA

SUBIC BAY

Work in this area continued by the use of contractor and Construction Battalion personnel, on facilities for NSD Subic Bay, the Fleet Recreation Center and completion of facilities at the NAVRADSTA San Miguel. An additional item of work undertaken and completed during this reporting period was the construction of a drainage canal between the Naval Station, Subic Bay and the town of Olongapo. Work on commercial and residential lots north of the drainage canal is in progress. These lots will be utilized by Filipino National permit holders to be relocated from the south side to the north side of this canal.

[REDACTED]

CONFIDENTIAL

SANGLEY POINT

The construction at NAVSTA Sangley Point continued on taxiway and parking improvements, shore protective structures and the new HQ and Mess. The Navy, as joint construction agency in the Philippines, is also supervising certain Air Force construction projects at Clark Air Force Base.

JAPAN AREA

NAS ATSUGI

There were no large items of construction work undertaken at NAS Atsugi during this reporting period. Full completion of the runway extension project is still being held up pending additional land acquisition by the Japanese Government.

NAF FUKUOKA

Construction is progressing satisfactorily on the fuel storage facilities and the POL storage. The runway and taxiway extension has been completed.

FLEACT YOKOSUKA

There were no major items of construction undertaken at FLEACT Yokosuka during this reporting period. COMNAVSTA Yokosuka recently completed a study of the Yokohama Housing to be undertaken by the Army in Fiscal Year 1959. It is anticipated that about 100,000 dollars, or approximately \$3,000,000 per year will be required to adequately provide the housing and support facilities.

FLEACT SASEBO

No major base development work was undertaken during this reporting period.

OKINAWA

NAF NAHA

Principal development work at NAF Naha has been the substantial completion of the Naval Ammunition Storage Area on Senaga Jima. Buildings were opened on 20 June 1958 for the construction of an ANW Shop in this

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same location. Rehabilitation of the small craft berthing facility at White Beach is being undertaken by Construction Battalion Forces. The transfer of 200 GARIONA housing units from the Army to Navy is now under consideration at DOD level.

MARINE CORPS FACILITIES

The project for Marine Corps facilities at Camp Schwab, estimated at \$13,397,000 is approximately 18% complete. Construction Battalion Forces have just recently commenced work on the Marine Corps Helicopter Facility at Futema.

EMPLOYMENT OF CONSTRUCTION BATTALIONS

Mobile Construction Battalion Three, after a period of rest and rehabilitation at Port Hueneme, California, was deployed to Okinawa to commence construction of the Marine Corps Helicopter Facility at Futenma.

Mobile Construction Battalion Five was employed on Midway and Casar in connection with maintenance, repair, demolition projects and rehabilitation of target facilities on the island of Kahoolawe.

Mobile Construction Battalion Nine was deployed to the Alaskan theater and commenced work on maintenance and repair projects at both Kodiak and Adak.

Mobile Construction Battalion Ten, homeported on Guam, continued work on deferred maintenance projects and deployed units to Ulithi and Palau in support of Coast Guard airfield rehabilitation projects.

Mobile Construction Battalion Eleven, upon completion of a rest and rehabilitation period in Port Hueneme, California, was deployed to Subic Bay for general construction work in that area.

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PLANS

The Plans Division of the Staff of the Commander in Chief U. S. Pacific Fleet is comprised of two major subdivisions: the Plans Review and Policy Section, and the Plans Development Section.

The Plans Review and Policy Section is charged with the review of Fleet plans, the review of plans of subordinate and other commands, and the initiation of action on matters concerning the acceptability of plans. In addition, the Section reviews studies and advises on matters of command relationships, policy, unified command, and the size and composition of friendly navies. The Section prepares briefs of JCS and other papers and directives, and prepares Staff Studies.

The Plans Development Section is charged with the responsibility for the preparation of basic Fleet Operation Plans and Orders, estimates of the situation, contingency and general war plans, and with the preparation of Staff Studies as directed. This Section advises on matters of Fleet organization and employment, matters concerning plans for and missions of Pacific Fleet bases, and coordinates planning for special weapons employment, unconventional warfare, and psychological warfare.

Within the Plans Review and Policy Section, emphasis was shifted from review to policy matters. Stepped-up activity in the strategic field resulted in an increase in the number of briefs prepared, conferences attended, and the number of presentations in which this Section participated. Political unrest throughout allied countries in the Western Pacific continues to create policy problems concerning base rights and the strategic location of naval forces in that area.

While carrying out the normally assigned tasks and the additional responsibilities as mentioned above, work proceeded on necessary revisions to, and the further development of, the family of Fleet plans in support of plans of higher authority. Because of the high security classification of Fleet planning, details cannot be given here. However, in general terms the family consists of the normal peacetime Fleet Operation Order, the wartime General Emergency Operation Plan, plans for contingency action in various areas in the Western Pacific and Southeast Asia, mine warfare, antisubmarine warfare, control and protection of shipping, catastrophe planning, and plans for participation in defense of the continental United States.

In the period 1 February 1958 - 30 June 1958, in addition to the normal administrative activities of the division including action on correspondence and messages, preparation of staff studies, review of

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plans and directives, participation in conferences, and the special projects mentioned previously, the Plans Division completed four operation plans, one operation order, and six separately issued annexes. Seven changes to plans have been promulgated.

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## INTELLIGENCE DIVISION

### 1. OPERATIONAL INTELLIGENCE

a. A weekly message "PACFLTINTSUM" was issued to fleet forces and other interested commands. During the Indonesia crisis an additional SITSUM was issued daily.

b. "Special Intelligence" summaries were provided to authorized commands.

c. SITSUMS in message form were promulgated when the situation in a particular area required it.

d. Briefings were given to major combatant units and forces enroute to Westpac. The Intelligence Division conducted weekly briefings on the current situation, and special subjects as the need dictated, for CINCPACFLT and Staff. Debriefings of returning command representatives and intelligence officers were conducted as needed.

2. PUBLICATIONS. The Intelligence Division has prepared, or is in the process of preparing, the below listed intelligence publications that are directed toward the assistance of Pacific Fleet Operating forces:

a. Standing Operating Procedures (SOP). Issued March 1958. This instruction outlines procedures on the following matters:

- (1) Intelligence collection responsibilities;
- (2) Command and communications;
- (3) Counterintelligence;
- (4) Captured or recovered equipment, documents and personnel;
- (5) Maps, charts, publications and photographs;
- (6) Eniwetok Proving Grounds; and
- (7) Interpreters, translators and specialist teams.

b. Soviet Merchant Ships Identification Guide. Issued April 1958. This guide was produced to satisfy a fleet requirement for aiding in the identification of USSR merchant vessels currently operating in the Far East. It will be kept current by revisions as intelligence is received.

c. CINCPACFLT Instruction COB840.5 "Prepositioned Intelligence Material for Emergency Use; instructions concerning" Issued March 1958. This instruction ensures positioning and knowledge of intelligence material for emergency issue.

d. CINCPACFLT Instruction COB830.3 "Passive ECM Information; instructions and requirements for collection" Issued March 1958.

## SUPPLY

**General:** The primary objective continues to be to assure optimal supply readiness of the Fleet by balanced support from all available resources, costed to insure that maximum combat readiness is being obtained in terms of costs incurred. Guidelines and plans have been formulated to institute comprehensive supply overhauls during supply availabilities, including the expediting of allowance list improvements and inventory purification; determination of the proper distribution of the supply support burden between mobile support and the shore bases; converting the Fleet to the use of high density foods; developing an integrated, reliable and predictable air freight transportation system; and generating an all-embracing plan for positioning strategic reserves throughout the Pacific.

**Supply Availabilities:** CINCPACFLT INSTRUCTION 4441.2 promulgated the policy and concept for achievement and maintenance of a high degree of Supply Readiness in Pacific Fleet ships. This program provides that at the time of each regular maintenance overhaul, when activated, or at other times when there is need, Pacific Fleet ships will be assigned a supply availability period when the supply department will be given a comprehensive overhaul. Subsequent to the major overhaul of the supply department, Pacific Fleet ships will be assigned a limited supply availability period prior to each ship's deployment for extended duty, or once each year if not deployed. In such supply availability period, those elements of a comprehensive overhaul required to bring the ship up to an optimal Supply Readiness condition will be accomplished as feasible. In the initial stages of this program certain ships will be scheduled for deployment for extended duty prior to completion of their first comprehensive overhaul. In these cases, Type Commanders will assign a supply availability period during which appropriate interim measures will be taken to correct supply deficiencies and achieve the feasible degree of Supply Readiness required by deployment.

**Distribution of Supply Support Burden:** Within the context of the overall objective of achieving proper distribution of supply support between mobile support forces and overseas bases, and in keeping with the concept of maximum utilization of Mobile Logistic Support, while adhering to the principle that ships will maintain maximum supply readiness at all times, the following preliminary actions have been taken:

a. Provided for greater utilization of NSD Yokosuka by Fleet units, specifically in the areas of Fleet Issue Load List items not available from Fleet Issue Ships in the Yokosuka area, high priority demands for material not carried aboard Fleet Issue Ships, and material for immediate use. Also, maximum use of Japanese indigenous resources wherever practicable has been directed.

b. Recommended to DUSAFPA that the fleet support mission of NSD Subic be revised to provide, in the absence of appropriate ships of the mobile support forces, limited supply support in provisions, bulk liquid petroleum products and items within the range of the Base Load List, with additional support to be authorized on an item basis as recommended by COMBURNOPAC and approved by COMSERNVAC.

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c. Positioned the equivalent of an AD load at Guam for support of destroyers.

**Ration Dense Foods:** The test of available ration-dense foods aboard the USS UNLIEBH (DD587) was completed, and although a complete evaluation has not been made, preliminary reports indicate a high degree of acceptability by the ship's crew. On 4 June 1953 at Pearl Harbor, and 11 June 1953 at San Diego, a demonstration luncheon for ration dense foods was presented for senior officers in these areas in the interest of encouraging first-hand awareness of the present day ration dense food program and its potential for increasing Fleet Endurance. CINCPACFLT is cooperating with the Bureau of Supplies and Accounts and the Navy Subsistence Office in obtaining command support for the ration dense food program in the Fleet, and in establishing a training program for commissary personnel in the preparation and serving of ration dense food aboard ship.

**Air Freight Transportation System:** To secure data on the existing delivery system in support of JCNUS originated high priority requirements, Commander Western Sea Frontier conducted, for Commander in Chief U. S. Pacific Fleet, the Pacific Air Cargo Evaluation (Project PAGE). This project confirmed previously incomplete evidence that existing airlift is undependable and thoroughly inadequate. To a substantial degree, this situation is due to the present inability of the single manager for airlift service agency to meet these delivery needs. However, the absence of a concept for connecting pipeline components along with the airlift portion as an integrated whole and the deficiencies in the Navy's own air freight management organization share a significant responsibility. CINCPACFLT ltr serial 74/2234 of 7 June 1953 provided addressees with a statement of the problems respecting the delivery of high priority material to Pacific Naval Forces and furnished a concept of action in those areas which require improvement. The high priority material under consideration is that limited segment of the total support provided Pacific Naval Forces, the urgency of which requires premium transportation via air shipment or water express transportation (WEXTRANS). Also, a new requisition priority system is in the process of development (CNO ltr OP4120/ejh serial 1025P41 of 21 Mar 1953 is applicable) based on one of the major PAGE recommendations, and a number of lesser improvements have materialized as a by-product of the operational phase of PAGE.

**Dispersed Strategic Reserve:** Based on the assumption and logistic appreciation stated in the RCL 1-53, Fleet Commanders in Chief are required to determine the requirements for pre-positioning of "in place mobilization reserve stocks" outside of the continental United States, reasonably protected. This means, in effect, that such supplies and equipments must be pre-positioned outside of the presently established base complexes in dispersed areas ashore and afloat, using extreme care to avoid development of worthwhile targets and insure its availability in the initial stages of a general war. The first need is for a strategic reserve of RCL. Plans are now under development. Attention is also being given to the development of caches of other strategic materials such as high demand, high bulk material.

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stores items - boiler compound, vital chemicals, and lubricants. The need for essential personnel supplies, medical materials and replacement technical spares must also be met in the first days following outbreak of a general war. Needs must be identified, and concepts developed concerning rotation of stocks in storage and dispersal with accessibility, including development of underground facilities. Some significant strides have been made but there is yet much to be done.

BONIN-VOLCANO ISLANDS

During this reporting period there has been a noticeable absence of violations of the territorial waters of the Bonin-Volcano Islands. The criminal code of the Bonin-Volcano Islands prohibits entry into the territorial waters of these islands. Past Violations have generally resulted in trial by a military commission with resulting substantial fines.

PHILIPPINE BASES

CINCPACFLT submitted to CNO a revised list of land requirements in the Philippines on 20 March 1958. This revision expanded the land requirements on the Western Peninsula of Subic Bay over that which Magsaysay stated, for personal reasons, was the maximum the United States would be permitted to use. CINCPACFLT does not concur with the Philippine proposal to acquire land on the Western Peninsula of Subic Bay for their Armed Forces and grant the U. S. permission to use the area on a request basis only. CINCPACFLT is of the opinion that the watershed area north of Olongapo now held by the U. S. should not be released until Philippine public domain land in the Subic Bay area, which is in the U. S. requirement list, is made available for U. S. use. These positions were expressed in the revised list of land requirements.

OLONGAPO TRANSFER

Since the 1956 Negotiations there has been little said by the Philippine representatives concerning the transfer of Olongapo. The engineering items such as the rough grading and the construction of the bridge over the drainage canal will be completed by 30 June 1958, and the utilities, fine grading of the building sites, and roads, will be completed by 1 January 1959. On the basis of this information it is expected that relocation of Olongapo residence from south to north of the drainage canal will commence on or shortly before 1 January 1959.

Actual movement or acquisition of commercial buildings on Manila Avenue will depend upon the degree of success attained in negotiations with present owners. Just how soon these negotiations can be concluded cannot be accurately predicted at this time. There is a distinct possibility that they may be concluded in a relatively short time, with little cost to the United States. It might be more desirable to await the request of the Phils for transfer rather than to ask them to take Olongapo.

SAN MIGUEL - MORONG COMMUNICATION SITES

In view of the difficulty in acquisition of land for the communication site at Morong, a survey is underway to determine the feasibility of establishing this site on land at Clark Field - Fort Stotsenburg area. This appears to be a far more practical solution in view of the serious doubt of whether the valuable land at Morong will ever be acquired.

## PHILIPPINE LABOR PROBLEMS

Sizable and numerous labor claims against the United States exist in the Philippines. In general, there are three categories of claimants, i. e., (1) Contractors' employees, (2) Civilian guards under direct hire by the U. S. Government, and (3) Non-appropriated fund activities' employees. The claims are based on (a) Severance pay, (b) Overtime pay, (c) Salary differentials, and (d) Holiday pay.

Behind all of these claims is the contention that Philippine Labor Laws are applicable. So far most of these claims have been presented to the Department of Labor, which is an administrative body, as distinguished from a judicial body. Some cases have been settled by compromise; others have been successfully defended on the sovereign immunity of the U. S. from suits.

Recent traffic between CINCPACREP PHIL, CINCPACFLT and Washington has resulted in the employment of a law firm in Manila by the Department of Justice, and at Justice expense, to represent the United States in any court actions arising out of existant labor claims, and also to represent the United States in defending cases before the Labor Department.

## U. S. - PHILIPPINE MUTUAL DEFENSE BOARD

The annexes to the 1956 Negotiations Package envisioned a Mutual Defense Board, to be composed of military personnel, to consider and settle day to day problems of mutual interest which arise in connection with the use of the bases. This Board has had its first meeting. Although the Board concept offers no panacea for the solution of all problems of joint interest, it undoubtedly will prove a desirable instrumentality for dealing with a majority of the problems. On-base liaison officers have been appointed to work under the Board.

## THIRD POWER AIRCRAFT

A recent incident involving a THAI aircraft has provoked diplomatic concern over the 1953 exchange of notes relating to clearance of foreign aircraft entering U. S. Bases.

Now that the Mutual Defense Board is in operation it is hoped that questions concerning third power aircraft entrance can be properly settled without further discussion on a diplomatic level.

## GLIDEN RULE

The AEC regulation of 11 April 1953 has provided a firmer legal basis for controlling entrance into the Eniwetok Proving Ground test area. This regulation has provided sufficient authority for detention of the crew of the yacht Golden Rule who attempted to sail from Hawaii with the announced intention of violating the prohibited area. The yacht Phoenix is now sailing toward the test area but intentions to enter or not enter the proving Ground is not known at this time.

## NAVAL GOVERNMENT

1. Naval Government functions include the civil administration of the Saipan District of the Trust Territory of the Pacific Islands, and Military Government of the Bonin-Volcano Islands, including Marcus Island.

a. Saipan District, Trust Territory of the Pacific Islands.

(1) The Commander in Chief U. S. Pacific Fleet is responsible for the civil administration of the Saipan District. The U. S. Naval Administration Unit, Saipan, under the Commander U. S. Naval Forces, Marianas, is directly charged with the actual administration of the Saipan District. This district is comprised of all the Mariana Islands, except Guam which is sovereign U. S. soil and not part of the Trust Territory, and the island of Rota which is administered by the Department of the Interior through the High Commissioner of the Trust Territory on Guam.

(2) The population of the Saipan District continues to increase, reaching a total of 7,152 as of 31 December 1957. Within the district, inhabitants are found on Agrihan, Alamagan, Anatahan, Pagan, Saipan, Sariguan and Tinian, with the greatest majority, 5,326, living on Saipan.

(3) The indigenous economy is primarily of an agricultural nature and is based on copra and truck garden produce. The bulk of the copra is produced on Agrihan, Alamagan, Anatahan, Pagan and Sariguan, amounting to 561 short tons during the year ending 30 June 1958. Truck crops are produced on Saipan and Tinian. Most of Tinian's production is shipped to Guam for sale on the local market. The local economy also receives support from government employment and the salvage of scrap metals remaining from World War II. The Saipan Shipping Company, owned and operated by indigenous Saipanese, continues to provide logistical and shipping both between Saipan and Guam, and Saipan and the northern islands. A cattle breeding project administered by the local Department of Agriculture has a herd of 225 head as of 31 December 1957. The herd is used in a long term breeding program designed to develop a cross having maximum adaptation to local conditions with the ultimate objective of establishing another local industry.

(4) Educational facilities were provided for 1,475 students in both public and parochial schools on Saipan. The public school system includes seven elementary schools and one intermediate school. High school facilities through the 10th grade were added this year by the parochial school. Further training is provided at the high school level at Guam and at the university level in the United States under scholarship programs. Three students completed their first year at the



University of Hawaii under scholarship grants from the Saipan Special Deposit Fund. Plans are now underway to provide eight scholarships at the University of Hawaii from this fund during the coming year.

(5) A 150 bed station hospital and three village dispensaries provide for the medical care and hospitalization of the Saipanese. Village dispensaries are manned with trained Saipanese medical personnel, while the station hospital is staffed with U. S. naval medical personnel and Saipanese medical practitioners, nurses and hospital corpsmen. Public health and sanitation programs are administered by the Medical Department. Average daily work load is 120 out-patients and 65 in-patients.

(6) Regular meetings of the Saipan and Tinian Congresses were held throughout the year. Legislation including a revised tax program and various public health measures was enacted. Municipal courts and the Saipanese constabulary maintain law and order. The indigenous population continues to assume and carry more political and community responsibilities. A local District Advisory Council advises the Naval Administrator on problems of the community.

(7) Typhoon Lola passed over Saipan on 15 November 1957 leaving considerable damage in its wake to buildings and facilities. Only minor crop damage was reported on Tinian and the islands north of Saipan. A district county fair was held on Saipan in February 1958 at which extensive exhibits of agricultural items, handicraft and art work were displayed.

(8) The Commander in Chief U. S. Pacific Fleet visited the U. S. Naval Administration Unit, Saipan, during 3-4 June 1958.

b. Bonin-Volcano Islands.

(1) The Commander in Chief U. S. Pacific Fleet is the Military Governor of the Bonin-Volcano Islands and Marcus Island. The Officer in Charge, U. S. Naval Facility, Chichi Jima, under the Commander U. S. Naval Forces, Marianas, is the Military Government Representative and is charged as such with the administration of the area.

(2) The Bonin-Volcano Islands comprise four major island groups, of which the largest are Chichi Jima, NaNa Jima and Iwo Jima. Chichi Jima is the only island having indigenous residents, who numbered 189 on 31 December 1957.

(3) Fishing and agriculture form the basis of the local economy which is self-supporting. Both marine and agricultural products are exported to Guam for sale on the local market. Approximately 2,600 long tons of scrap remaining from World War II was salvaged and shipped

during the year. Royalties received from the sale of certain minerals are credited to the Bonin Island Trust Fund.

(4) Public education facilities through the seventh grade were provided for 62 students. During the year a new school was constructed and furnished with the most modern equipment. A staff of two teachers is employed. Arrangements were approved this year for higher education beyond the seventh grade utilizing parochial schools in Japan which American personnel attend.

(5) Public health and sanitation programs are administered by the Navy under the supervision of a Medical Officer (LT) and a Chief Hospital Corpsman. A modern dispensary, equipped to handle all types of medical emergencies, is located at Chichi Jima.

(6) Regular monthly meetings of the Bonin Island Council were held throughout the year. The Council is composed of five members elected annually. Legislative action was taken in respect to the establishment of a building code, new tax code, and sanitary regulations. A community court headed by a Bonin Islander constitutes the local judiciary.

(7) The former Japanese reservoir was completely desilted and new dump gate and control mechanisms installed. This was a project of major significance requiring months of labor. Chichi Jima was hit by three typhoons during the period 19 September 1957 to 19 November 1957, effecting extensive damage to facilities and local crops. The Military Governor visited Chichi Jima during 2-3 March 1958.

2. Control over civilian travel into Guam, the Trust Territory, the Bonin-Volcano Islands, Johnston, Midway and Wake Islands is exercised by the Chief of Naval Operations; the Commander in Chief U. S. Pacific Fleet; the Commander U. S. Naval Forces, Marianas and the Commander Hawaiian Sea Frontier. The Naval Government Section handles those functions relating to the issuance of entry authorizations and related determinations connected therewith. Air and surface surveillance patrols have been maintained throughout the Trust Territory and the Bonin-Volcano Islands for purposes of maintaining the security of the territorial waters of these areas. Security continues to be of primary interest in areas under CINCPACFLT jurisdiction.

3. Close liaison is maintained by the Commander in Chief U. S. Pacific Fleet with the Office of the High Commissioner on matters concerning the Trust Territory of the Pacific Islands. Liaison is also maintained with the Government of American Samoa and the Government of Guam in connection with matters of common interest.

## FLEET CHAPLAIN

### MORAL AND SPIRITUAL WELFARE

During the period of this report an average of 200 chaplains have been on duty in units of the Pacific Fleet. Of this number 138 are Protestant, 58 Roman Catholic and 4 Jewish. The number of Chaplains presently assigned to Fleet units is considered adequate in the light of present personnel limitations.

The most critical area affecting the Fleet continues to be the Far East. In Japan, prostitution has been outlawed but it is too early to evaluate the effect on the moral and spiritual well-being of our personnel. In certain commands strong leadership has contributed to significant improvements. The Commanding General, Third Marine Division has made a major contribution to the moral and spiritual welfare of our personnel on Okinawa. This has been accomplished by his insistence on higher standards of moral leadership from his subordinates and the pressure which he has brought to bear on the Island Government to curb prostitution. A concomitant result of this leadership has been marked by an increase in church attendance.

During the period of this report a Special Project Team was established under the Commander Service Force at the request of the Chief of Naval Personnel for the purpose of re-writing character education curriculum materials in order to make them more suitable for use by line and petty officers. This project was established as part of the Moral Leadership Program. The team consists at present of two Chaplains, a Chief Petty Officer, and a first class petty officer. It is anticipated that a line Commander will be ordered to report for duty as Officer in Charge of the project in the near future. Good progress is already being made by the project team to accomplish the specified objective which was directed by the Chief of Naval Personnel.

FLEET MEDICAL

HEALTH, MEDICAL - There have been no unusual incidences of any diseases or injuries among Pacific Fleet Personnel during this reporting period and their general health continues to be excellent.

Twenty-two cases of paralytic poliomyelitis have occurred among dependents of service personnel residing in the Territory of Hawaii in the past four months, one in March, two in April, nine in May and ten in June. Of this number, seventeen were Navy dependents and one was a Marine Corps dependent; thirteen of the cases were two-year-olds or younger, seven were two-to-five-year olds, and two were 22 years old. Ten of the cases had resided here for less than four months prior to onset, and the first six cases reported had resided here for less than two months. From a vaccination standpoint ten had not received any vaccine, five had received one Salk injection, four had received two inoculations, and three had received the entire series of three inoculations. Two deaths have occurred, a twenty-two-year-old dependent wife and a one-year-old dependent. Complete recovery has occurred in the three cases who had received the complete vaccine series. Because of the high incidence of the illness in new arrivals in the Territory, ALPACFLT 41 promulgated 3 June 1958, made a minimum of one poliomyelitis immunization mandatory for all personnel and dependents under age forty traveling under the sponsorship of the Navy to reside in the Pacific area. In addition, all personnel and their dependents in the area have been strongly urged to complete their Salk series. The response to this program has been so satisfactory that additional funds had to be requested to provide the necessary vaccine.

The death of an enlisted man due to Yohimbine poisoning reinforced the need for continuing education and warnings regarding the hazards of the self-use of narcotics. The drug was apparently procured while the decedent was on liberty in Hong Kong. The re-issue of pertinent COMOPACFLT instructions regarding the dangers of narcotics in WESTPAC has been recommended.

A team of Epidemiologists and Laboratory Technicians attached to the U. S. Naval Medical Research Unit No. 2, Taipei, provided invaluable assistance in helping to control epidemics of cholera and smallpox in East Pakistan in May. Members of this team provided similar services in another epidemic in Thailand in June. These two instances clearly demonstrate the value of providing highly qualified personnel in NAMRU TWO for the control of diseases both for indigenous and service personnel, and demonstrate the desire and willingness of U. S. personnel to assist local friendly governments in any way possible.

The Fleet Medical Office also provided help in combating the Thailand cholera epidemic by assisting in procuring specific typing sera for the cholera organisms.

### FLEET DENTAL

Annual Inspections were conducted in the AJAX, HECTOR, JASON, HOOPER, ISLAND and at the Fleet Sonar School, San Diego. Dental treatment being rendered is considered adequate. All equipment was in serviceable condition. Logistic support was reported to be adequate.

In order to provide more dental services, the following changes of mission and enlarging of facilities have been accomplished since the last reporting period:

The COMSERVPAC Dental Facility has been given authorization to provide prosthetic dental care for military personnel and dependents attached to CINCPAC, CINCPACFLT, COMSERVPAC, and DIRPACDOCKS. This facility is presently being renovated and expanded from a four chair unit to a five chair unit, enlarging the prosthetic laboratory and adding a waiting room.

The Dental Department, U.S. Naval Air Station, Barber's Point is being enlarged from a eleven chair unit to a fifteen chair unit with an addition of three prosthetic benches in an enlarged prosthetic laboratory.

The Dental Department, Marine Corps Air Station, Kaneohe was recently enlarged from a twelve chair unit to a fourteen chair unit. Expansion of the prosthetic laboratory has been accomplished by utilizing space formerly used as a dental operation room. A new administrative office and waiting room were added to the renovated department as well.

The Dental Department, U.S. Naval Air Facility, Hahaione was granted authorization by BUMED to provide dental prosthetic treatment within the limits of the authorized personnel allowance.

### PACFLT WEATHER

Continued progress has been made in expanding weather communication facilities to support the Pacific Barrier Patrol operating from Midway Island. Personnel shortages continue to preclude optimum support.

Fleet Weather Central, Pearl Harbor has expanded its Sea Condition program to include a plain language forecast message once daily to all fleet units.

The west coast annual hurricane conference was held in San Francisco in February. Local coordination between west coast units was accomplished.

A CINCPAC Typhoon Reconnaissance Conference was held during the week of 24 June to develop ways and means to fill the existing deficiency in typhoon reconnaissance capabilities. No solutions were found but recommendations and procedures for making more efficient use of existing forces were submitted to CINCPAC for implementation.

CINCPACFLT participated in the preparation of a plan for a Joint Weather Analysis Facility in Hawaii, for submission to the Joint Chiefs of Staff by CINCPAC.