

U.S.S. BOXER (CV-21)
c/o Fleet Post Office
San Francisco, California

CV21/02-11w
A4-3
Ser 003

8 September 1952

DECLASSIFIED
SECURITY INFORMATION

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Task Force SEVENTY-SEVEN
(2) Commander Seventh Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U. S. Pacific Fleet

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

Subj: Action Report for the period 23 August through 6 September 1952

Ref: (a) OpNav Instruction 3480.4

Encl: (1) CVG-2 Conf ltr ser 017 dtd 6 September 1952 Action Report of Carrier Air Group TWO (23 August - 6 September 1952)

1. In compliance with OpNav Instruction 3480.4 the Action Report for the period 23 August through 6 September is hereby submitted.

PART I - Composition of own Forces and Mission

a. Composition

(1) In accordance with CTF 77 Confidential dispatch 200312Z of August 1952, the U.S.S. BOXER (CV-21), got underway on the afternoon of 23 August 1952, from Yokosuka, Japan, to the operating area. The BOXER was joined by the U.S.S. FECHTELER (DD-870) on the afternoon of 24 August. The rendezvous with Task Force SEVENTY-SEVEN in the Sea of Japan was accomplished on the afternoon of 25 August.

Task Force SEVENTY-SEVEN was composed of the U.S.S. PRINCETON (CV-37), the U.S.S. ESSEX (CV-9), the U.S.S. BOXER (CV-21) and heavy support and screen ships.

(2) RADM A. SCUCEK, USN, Commander Carrier Division THREE was OTC Task Force SEVENTY-SEVEN.

b. Mission

(1) The mission of this force, as set forth in CTF 77 Op Order No. 22-51, second revision, was to conduct a systematic program of air and surface interdiction, provide close air support of ground operation, assist in maintaining control of vital sea areas and operate as a fast carrier task force, when directed in order to support UN Forces in Korea and to support the policy of the United States in the Far East.



PART II - Chronological Order of Events

a. The following is an outline of the BOXER's employment during the period of this Action Report.

23 August 1952 -

At 1301 the BOXER departed the port of Yokosuka, Japan, enroute to the operating area.

24 August 1952 -

At 1315 the BOXER was joined by the U.S.S. FECHTELER (DD-870) at the west end of Van Diemen Strait and proceeded for rendezvous with Task Force SEVENTY-SEVEN.

During the afternoon emergency drills and exercises were conducted.

The following dispatch was received from Commander Task Force NINETY:

"CONGRATULATION TO THE BOXER AND THE FINE SPIRIT WHICH HAS ENABLED SHIP TO RETURN TO ACTION IN RAPID TIME X READ ADM MC-INERNEY"

25 August 1952 -

During early morning, six HRS-2 Marine helicopters were launched from the BOXER for flyaway to Korea, where they were to be utilized by the United Nations ground forces.

Commencing at 0800 a total of 67 training sorties were launched. At 1545 the U.S.S. BOXER rendezvoused with Task Force SEVENTY-SEVEN in the Sea of Japan.

26 August 1952 -

RADM A. SOUCEK, USN, Commander Carrier Division THREE, and CTF 77 transferred to the U.S.S. BOXER (CV-21) from the U.S.S. ESSEX (CV-9). The Task Force replenished.

27 August 1952 -

The BOXER conducted air operations off Northern Korea. Strikes were launched against targets in the vicinity of Chosen and against inland storage and supply areas south of Wonsan.

Commencing at 0930 a total of 86 combat sorties were launched.

28 August 1952 -

Adverse weather delayed scheduled flight operations until 1230. A total of 43 combat sorties were launched on targets in the Songjin-Kilchu area.

One F6F-5K drone was launched under control of 2 AD control planes.

29 August 1952 -

Commencing at 0800, a total of 112 combat sorties were launched against targets in the areas near Pyongyang and Wonsan.

One F6F-5K drone was launched.

30 August 1952 -

The Task Force replenished. No flight operations were conducted this date.

31 August 1952 -

Four sorties were launched but adverse weather precluded further air operations.

1 September 1952 -

Commencing at 0430 a total of 130 sorties were launched with industrial and mining installations at Chongjin and Musan as their targets.

Two F6F-5K drones were launched.

2 September 1952 -

A total of 97 combat sorties were launched for interdiction strikes and strikes on rear area supply and troop concentrations in North Korea.

Two F6F-5K drones were launched.

3 September 1952 -

No air operations were conducted because of adverse weather.

4 September 1952 -

At 1557 the U.S.S. BOXER (CV-21), with Commander Carrier Division THREE embarked, the U.S.S. ESSEX (CV-9), and the U.S.S. PARK (DD-884), formed Task Element 77.02 and departed Task Force SEVENTY-SEVEN for Yokosuka, Japan.

CAPTAIN P. D. STROOP, USN, Commanding Officer,
U.S.S. ESSEX (CV-9) was designated OTC, Task Element 77.02.

A total of forty-six aircraft were launched for
flyaway to Atsugi.

5 September 1952 -

Enroute to Yokosuka, Japan. At 0302 in accordance
with CTF 77 Confidential dispatch 040351Z, the U.S.S. PARK (DD-884)
departed Task Element 77.02 to return to Task Force SEVENTY-SEVEN.

6 September 1952 -

At 0715 three aircraft were launched for flyaway to
Atsugi. At 1112 the BOXER arrived Yokosuka, Japan.

PART III - Performance of Ordnance Material and Equipment

No material casualties were experienced during this period.

PART IV - Battle Damage

No battle damage was sustained by the ship. See enclosure
(1) for damage inflicted on the enemy and for that suffered by
BOXER aircraft.

PART V - Personnel

a. Casualties:

(1) There were no combat casualties suffered by Ship's
Company personnel as a result of enemy action.

b. Performance:

(1) Personnel performance and morale have been ex-
cellent during the period of this report. During this period
the average on board count of enlisted personnel was 2,035,
which number was satisfactory.

(2) Critical shortages continue in EM, IC, MM, BT,
RM, TE and QM rates. The on board training program has been
continued to train personnel of lower ratings to qualify for
advancement. During the period of this report there were no
transfers or receipts of enlisted personnel.

c. Recreation:

(1) The following activities were initiated for the
welfare of officers and enlisted men.

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DAILY SUMMARY OF SORTIES

DATE	REMARKS		OFFENSIVE				DEFENSIVE				MISCELLANEOUS		TOTAL		
	First Launch	Last Recovery	DAY Props	DAY Jets	NIGHT Props	NIGHT Jets	DAY Props	DAY Jets	NIGHT Props	NIGHT Jets	Props	Jets			
23 Aug	NONE		ENROUTE TO OPERATING AREA												
24 Aug	NONE		ENROUTE TO OPERATING AREA												
25 Aug	0800										51	17	68		
26 Aug	REPLENISHED		NO FLIGHT OPERATIONS - REPLENISHMENT												
27 Aug	0930	1830	56	18	0	0	2	10	0	0	0	0	86		
28 Aug	1230	1700	27	9	0	0	2	4	0	1	0	0	43		
29 Aug	0400	1800	78	30	0	0	0	4	0	0	0	0	112		
30 Aug	REPLENISHED		NO FLIGHT OPERATIONS - REPLENISHMENT												
31 Aug			2	0	0	0	2	0	0	0	0	0	4		
1 Sept	0430	1700	88	32	0	0	6	4	0	0	0	0	130		
2 Sept	0930	1830	72	12	0	0	9	4	0	5	0	0	102		
3 Sept	NO FLIGHT OPERATIONS - FOUL WEATHER														

Total Prop Sorties . . . 401
 Total Jet Sorties . . . 144
 Total Sorties . . . 545

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- (a) Issue of daily ship's newspaper.
- (b) Daily newscast over P.A. system.
- (c) Radio broadcasts and recordings.
- (d) Hobby Shop opened for issue of material one hour on Mondays, Wednesdays and Fridays.
- (e) Exercise rooms for physical conditioning of officers and enlisted men.
- (f) The Commissary Officer maintains a record of birthday anniversary dates of all enlisted personnel. Names of men having birthdays appear in the Plan of the Day. They report to the Commissary Office and receive complimentary birthday cake and ice cream.

(2) Movies were shown daily. During the operation, 26 different programs were shown a total of 92 times.

d. Religious Activities:

(1) Divine Services were held as follows:

- (a) Catholic mass daily; Catholic Evening Devotions daily; Protestant Worship every Sunday; Latter Day Saints Services, Christian Science Services and Jewish services were held.
- (b) The Ship's Chapel was open at all times to men of all faiths for spiritual reading and prayer.

PART VI - Comments

a. Operations

During the period of this report, GMU-90 was aboard for the purpose of evaluating a television guidance system. A total of six (6) F6F-5(K) drones were launched against selected targets in North Korea. This is believed to be the first time that a guided missile has been launched from a ship against enemy forces in Korea.

From an operational standpoint, the following comments are believed to be worthy of consideration for planning purposes:

1. The tests were made at a time when the BOXER was engaged in maximum effort strikes, and had a full complement of eighty (80) planes on board. In order to bring the two (2) drones and two (2) AD-2(Q) control planes aboard, it was necessary to keep two (2) of the ship's AD's on the beach. Replacement drones were brought aboard as others were expended.

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2. The starboard wing of the F6F-5(K) could not be folded when the television camera pod was installed. Due to space limitations on the hanger deck, this often interfered with scheduled work and with spotting incident to flight operations.

3. Thirty (30) minutes were required to warm-up and check the equipment after the planes were brought up to the flight deck. It is believed that additional planes should be sent to the beach to make available sufficient space to permit the check of the equipment to be made on the hanger deck. This would make possible an immediate launch when the planes were brought up, and would not interfere with other scheduled operations.

4. It is noted that the ship must maintain a steady course for the drone gyro stabilization to be checked and until it is launched.

(1) CIC

(a) During the period of this report, all the normal functions of CIC were satisfactorily performed. Maintenance of equipment was particularly difficult. This fact is attributed to the heat and water damage suffered by the equipment during the recent fire. Prior to our deployment, all equipment was thoroughly checked and tested. However, the SU radar was the only system which performed satisfactorily without a breakdown.

(b) During this operating period, the ship was in high winds resulting from the typhoon "Mary". At a relative wind of sixty (60) knots, the overload in the SPS-6B drive assembly tripped, and the antennae was allowed to run free. At times, the rotation rate was as high as 20 RPM, but there was no damage to the equipment. A relative wind of seventy (70) knots resulted in erratic rotation of the SX antennae. However, the SX performed satisfactorily throughout the storm, and was invaluable as a source of weather information.

(2) Aerology

(a) Period 23 August through 6 September was characterized by the normal summer monsoon weather. Prevailing winds remained south to southwesterly with an average velocity of 14 knots, and an average minimum velocity of 5 knots. Low cloudiness over target areas caused delay of early flights on 27 August and cancellation of operations on 31 August.

(b) Operating area remained operational throughout period with the exception of 3 September when Tropical Storm "Mary" moved rapidly through the Yellow Sea, across central Korea, and into the Sea of Japan causing low cloudiness, precipitation, restricted visibilities, and strong winds.

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(3) Photography:

Total No. Negatives made 1,601
Total No. Prints made 8,321
Total Amt. Motion Picture Film exposed. 3,500

(4) Photo Interpretation

(a) The Photo Intelligence section produced routine flak studies, target studies, damage assessment and target search reports during the period covered by this report. The special GMU-90 Drone project group was aided with photo intelligence of their targets by the ship's P.I. Section. The section also provided one of the three targets used for the test.

(b) The change in the Task Forces offensive plan from a strict Communications interdiction program brought about a rapid change in the enemys anti-aircraft defenses. Many heavy and medium A/A batteries have been rapidly moved to the defense of the remaining possible usable Hydro-electric plants and other industrial targets.

b. Gunnery

(1) No material casualties were experienced during this period.

(2) Anti-Aircraft Firing Exercises were conducted on two occasions:

- (a) Replenishment period BAKER, OBOE and
26 August 1952 HOW runs
- (b) Enroute from Operating BAKER, UNCLE and
Area to Yokosuka, Japan GEORGE runs
5 September 1952

(3) Ship's Gun Ammunition expended:

<u>5"/38</u>	<u>40MM</u>
AAC (MTF) - 118 rds	HEIT (SD) - 65 rds

DECK SECTION

(4) During the above mentioned period, the following seamanship exercises were carried out with no casualties or losses:

Refueled from two AO's
Rearmed from two AE's

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[REDACTED]

(5) Seven High Line transfers involving 96 personnel and approximately six tons of cargo.

M. B. GURNEY

AUTHENTICATED:

H. R. Jorgensen
H. R. JORGENSEN,
Ship's Secretary.

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