U.S.S. PRINCETON (CV-37)
Fleet Post Office
San Francisco, California

CV37/A4-3
Serial: 0133

24 August 1951

DECLASSIFIED

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

From: Commanding Officer, U.S.S. PRINCETON (CV-37)
To: Chief of Naval Operations
Via: (1) Commander Carrier Division FIVE
(2) Commander Task Force SEVENTY-SEVEN
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period 12 July 1951 through 12 August 1951

Ref: (a) CNO rest ltr Op 345 ser 1197P34 of 3 August 1950

1. In accordance with reference (a) the action report for the period 12 July 1951 through 12 August 1951 is hereby submitted.

PART I Composition of Own Forces:

Pursuant to CTF 77 confidential dispatch 072136Z of July 1951, the USS PRINCETON (CV-37), with ComCarDiv FIVE and CVG NINETEEN embarked, departed Yokosuka, Honshu, Japan and proceeded to the operation area. On 14 July the PRINCETON rendezvoused with Task Force 77.

Task Force 77 was composed of three aircraft carriers, the USS PRINCETON (CV-37), the USS BOXER (CV-21), and the USS BON HOMME RICHARD (CV-31), along with various heavy support and screening ships.

During the evening of 14 July ComCarDiv FIVE assumed command of Task Force 77, relieving ComCarDiv THREE.

MISSION:

The mission of this force, as set forth in CTF 77 Operations Order No. 22-51, was to perform close air support, reconnaissance, interdiction, and air bombardment missions in order to effectively support United Nations ground operations.

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Four photo missions were flown for target evaluation and damage assessment. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 93 planes was launched. The first plane was launched at 0800 and the last plane was recovered at 2338.

17 July

In a continuing effort to stop the enemy supply activities, the PRINCETON furnished interdiction strikes in the Songjin, Singosan, Yangdok, and Majon-ni areas. Close air support was also furnished the Eighth Army along the central front lines. Damage inflicted upon the enemy was estimated as follows: destroyed 10 to 12 buildings, 2 vehicles, 2 mortar positions, 1 artillery position, and 1 ammunition dump; probably destroyed 2 mortar positions; damaged 4 buildings. Three railroad bridges were made impassable while railroad tracks were broken at one point and highways were cratered at several points.

Four photo missions were flown for damage assessment and target evaluation. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 63 planes was launched. The first plane was launched at 0845 and the last plane was recovered at 2351.

18 July

The PRINCETON furnished interdiction strikes in the Wonsan, Kilchu, Yangdok, and Majon-ni areas along with close air support in the Kumsong area. Damage inflicted upon the enemy was estimated as follows: destroyed 8 gun positions, 1 railroad car, 1 supply pile, 1 oxcart, 9 buildings, 4 trucks, and 1 vehicle; probably destroyed 3 buildings, 1 mortar position, 1 truck and 2 vehicles; damaged 6 gun positions, 5 railroad cars, 4 boats, and 3 trucks. Three railroad bridges were made unusable and railroad tracks were damaged at two points. One highway bridge was damaged and highways were cratered and sowed with butterfly bombs at several points.

Three photo missions were flown over key bridges along enemy supply routes in northeastern Korea. Naval gunfire spot was flown for the forces in Wonsan. CAP and ASP were flown throughout the day.

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PART II Chronological Order of Events:

12 - 13 July

The USS PRINCETON departed Yokosuka, Honshu, Japan for the operation area. Bad weather forced the cancellation of scheduled gunnery practice and refresher flights.

14 July

The USS PRINCETON rendezvoused with Task Force 77. Scheduled afternoon strikes were cancelled due to unfavorable weather conditions.

15 July

Commencing air operations at 0830, the PRINCETON furnished interdiction strikes in the Hongwon and Tanchon areas. Strikes inflicted damage upon the enemy estimated as follows: destroyed 7 buildings and damaged 7 railroad cars. Highways were cratered at several points.

Two photo missions were flown for target evaluation. CAP and ASP were flown throughout the day.

A total of 50 planes was launched. The last recovery was made at 2032.

LTJG V. H. SCHAFFER, Jr., of VF 821, parachuted from his F4U offshore in the vicinity of Kangnung. He was forced to leave the plane when his wheels would not lower and hung ordnance made a wheels-up landing impossible. He was recovered by a small boat from the beach.

16 July

The PRINCETON furnished interdiction strikes in the Yonghung area and strikes on Hodo Pando in support of United Nations surface forces laying siege to Wonsan. Damage to the enemy was estimated as follows: destroyed 11-13 buildings, 9 gun positions, 4 trucks, 1 command post, 8 railroad cars and one group of dummy trucks and guns; damaged 4 oxcarts, 8 buildings, 2 gun positions, 3 trucks, and 4 railroad cars; inflicted an estimated 13 casualties upon the enemy. Highways were cratered and sowed with butterfly bombs at several locations.

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A total of 107 planes was launched. The first plane was launched at 0845 and the last plane was recovered at 2338.

LT Frank MARTIN III, of VF 871, was lost when his F4U failed to complete the pull-up from a napalm run. The plane crashed and burned at CT 805440.

19 July

The USS PRINCETON replenished at sea.

20 July

Inclement weather forced the cancellation of all air operations.

21 July

Inclement weather over the target area restricted air operations to CAP, ASP, weather recco and target towing missions. The PRINCETON conducted AA firing practice during the afternoon.

A total of 26 planes was launched. The first plane was launched at 0600 and the last plane was recovered at 1933.

22 July

Launching the first plane at 0415, the PRINCETON furnished interdiction strikes in the Wonsan, Sepo-ri, Yangdok and Majon-ni areas, along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 3 railroad cars, 1 oxcart, 19-24 buildings, 1 gun position, and 1 warehouse; probably destroyed 1 oxcart, 15 buildings, and 5 warehouses; damaged 12-13 buildings; inflicted an estimated 60 casualties upon the enemy. Three highway bridges were made unusable and one railroad bridge was destroyed. Railroad tracks were damaged at one point and highways were cratered and sowed with butterfly bombs at several points.

Four photo missions were flown for damage assessment and for target evaluation. Naval gunfire spot was flown for the forces at Songjin. CAP and ASP were flown throughout the day.

A total of 100 planes was launched. The last plane was recovered at 1758.

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Ensign John P. MOODY, Jr., of VF 871, was lost when his F4U exploded and burned after being hit by AA fire at CT 7952. The pilot was not seen to leave the plane.

23 July

The PRINCETON furnished interdiction strikes in the Hodo Pando, Singosan, Yangdok and Majon-ni areas, along with close air support along the eastern front lines. Damage inflicted upon the enemy was estimated as follows: destroyed 38 buildings, 2 vehicles, 2 trucks, 1 gun position, 1 warehouse, and 4-6 fishing boats; probably destroyed 2 buildings; damaged 15 buildings, 1 armored vehicle, 1 truck, and 2 oxcarts. Several spans of 2 highway and 2 railroad bridges and the approaches to 2 railroad bridges were destroyed. Highways were cratered and sowed with butterfly bombs at several points.

Four photo missions were flown for target evaluation and damage assessment. Naval gunfire spot was flown for the forces at Songjin. CAP and ASP were flown throughout the day.

A total of 95 planes was launched. The first plane was launched at 0430 and the last plane was recovered at 1955.

24 July

The PRINCETON, making use of the continuing good weather, pounded the enemy with interdiction strikes in the Kowon, Tongchon, Yangdok, and Majon-ni areas along with close air support along the eastern front lines. Damage inflicted upon the enemy was estimated as follows: destroyed 8 buildings, 7-11 trucks, 2 warehouses, 8 oxcarts, and 17 oxen; probably destroyed 1 truck and 2 vehicles; inflicted an estimated 35 to 55 casualties upon the enemy. Several spans were knocked out of 2 highway bridges and the approaches to 2 highway bridges were destroyed. The approaches to 2 railroad bridges were also destroyed. Highways were cratered and sowed with butterfly bombs at several points.

Five photo missions were flown covering enemy supply routes in northeast Korea. Naval gunfire spot was flown for the forces at Songjin. CAP and ASP were flown throughout the day.

25 July

The USS PRINCETON replenished at sea.

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26 July

Attempting to maintain breaks in the enemy supply routes, the PRINCETON furnished interdiction strikes in the Songjin, Kowon, Yangdok, and Majon-ni areas along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 1 vehicle, 3 buildings, 1 gun position and 1 railroad car; probably destroyed 5 vehicles, 1 building, 20-30 oxcarts, 1 troop shelter and 1 railroad car; inflicted an estimated 10 casualties upon the enemy. Railroad tracks were destroyed at 1 point and damaged at 2 points. Two railroad bridges and the approach to one highway bridge were damaged. Highways were cratered and sowed with butterfly bombs at several points.

Three photo missions were flown for damage assessment and target evaluation. Naval gunfire spot was flown for the forces at Songjin and Wonsan. CAP and ASP were flown throughout the day.

A total of 97 planes was launched. The first plane was launched at 0900 and the last plane was recovered at 2312.

27 July

The PRINCETON furnished interdiction strikes in the Songjin, Hodo Pando, Singosan, Yangdok, and Majon-ni areas, along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 3 trucks, 35-47 buildings, 1 supply pile, 12-18 oxen, 6 oxcarts, 1 gun position, 8 vehicles, 2 mules, and 1 sampan; probably destroyed 1 building and 1 warehouse; damaged 6 buildings, 1 vehicle and 2 sampans; inflicted 5 casualties upon the enemy. Two railroad bridges were destroyed and a third was damaged beyond use. Two highway bridges were also destroyed. Highways were cratered and sowed with butterfly bombs at several points.

Four photo missions were flown for target evaluation. Naval gunfire spot was flown for the forces at Wonsan and Songjin. CAP and ASP were flown throughout the day.

A total of 96 planes was launched. The first plane was launched at 0900 and the last plane was recovered at 2400.

ENS Robert A. BEAVERS, of VA 55, ditched his AD in the ocean near Kosong after the plane had lost oil pressure. ENS BEAVERS was recovered safely.

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LT W.L. KILLINGSWORTH, of VF 871, ditched his F4U at CU 8244 after his plane's rudder control surfaces had been shot away by AA. The pilot was recovered by helicopter from TE 95.21.

28 July

The PRINCETON continued to harass the enemy with interdiction strikes in the Iwon and Majon-ni areas. Damage inflicted upon the enemy was estimated as follows: destroyed 18 trucks, 5 railroad cars; 3 vehicles, 7 oxcarts and 5 oxen; probably destroyed 10 trucks, 2 gun positions, and 1 oxcart; damaged 8 trucks and 1 locomotive. One railroad bridge was destroyed and another was damaged. A railroad tunnel and a mine were seeded with delay fused bombs.

Two photo missions were flown for damage assessment. Naval gunfire spot was flown for the forces at Songjin. CAP and ASP were flown throughout the day.

A total of 57 planes was launched. The first plane was launched at 0900 and the last plane was recovered at 2000.

LTJG B.B. LLOYD, of VF 23, was lost when his F9F crashed and burned at CU 3830 after being hit by AA fire. The pilot was not seen to leave the plane. Later strikes searched the area unsuccessfully for evidence of LTJG LLOYD.

29 July

The USS PRINCETON replenished at sea. Upon the completion of replenishment AA firing was conducted.

30 July

The PRINCETON furnished interdiction strikes in the Kilchu, Pyongchon, Yangdok and Majon-ni areas, along with close air support for United Nations Forces along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 1 ammunition dump, 2 supply piles, 9 buildings, 5 trucks, 6 oxcarts, 10 railroad cars and 1 oxen; probably destroyed 8 camouflaged supply piles; damaged 4 trucks, 4 oxcarts and 3 railroad cars; inflicted an estimated 57-65 casualties upon the enemy. Two spans were knocked out of one railroad bridge and two other railroad bridges were damaged. Railroad tracks were broken at 3 points and highways were cratered and sowed with butterfly bombs at several points.

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Three photo missions were flown for damage assessment and target evaluation. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 88 planes was launched. The first plane was launched at 0430 and the last plane was recovered at 1721.

LTJG Donald V. RAY, of VF 821, was lost when his F4U crashed shortly after take-off. The area of the crash was searched but the pilot was not recovered.

31 July

Inclement weather limited air operations to weather recco, ASP and tow planes for AA practice firing. The PRINCETON replenished during the morning. During the afternoon eight planes were launched. The first plane was launched at 1230 and the last plane was recovered at 1923.

1 August

Bad flying conditions again limited air operations to weather recco and ASP flights. A total of 4 planes was launched. The weather recco destroyed 2 trucks, damaged 2 other trucks and destroyed 1 oxcart in the Majon-ni area. The first plane was launched at 1530 and the last plane was recovered at 1830.

2 August

Inclement weather conditions restricted air operations. One event containing 24 planes was launched at 0845. This launch included an interdiction strike in the Majon-ni area, a close air support mission along the eastern front lines, and an ASP flight. Damage inflicted upon the enemy was estimated as follows: destroyed 4-6 gun positions, 1 supply dump, 3 buildings, 2 trucks, and 5 vehicles; probably destroyed 1-3 gun positions and 2 trucks; damaged 3-5 vehicles.

After taking off, the weather closed in over the force and forced all planes to land at K-18. The planes returned aboard after the weather cleared during the afternoon. The last plane was landed at 1703.

3 August

Inclement weather again forced a delay in flight operations. A weather recco was launched at 0730, but not until 1630 was the only strike of the day launched. Hitting near Sinchang and along

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the eastern front lines, the strike inflicted damage to the enemy estimated as follows: destroyed 1 artillery piece, 1 gun position and 3 buildings; damaged 2 buildings; broke railroad track at 2 points.

A total of 26 planes was launched. The last plane was recovered at 2018.

4 August

With clearing weather, the PRINCETON furnished interdiction strikes in the Hongwon, Myongchon, Yangdok and Majon-ni areas along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 28-34 buildings, 2 oxen, 1 truck, and 1 supply dump; probably destroyed 2 oxcarts, 1 truck and 1 jeep; damaged 2 oxcarts, 13 buildings and 1 gun position; inflicted an estimated 3 casualties upon the enemy. Railroad tracks were broken at 4 points. Several spans were dropped on 3 railroad bridges and the approaches were damaged on 3 others. Three highway bridges were damaged and highways were cratered and sowed with butterfly bombs at several points.

Four photo missions were flown for damage assessment and target evaluation. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 98 planes was launched. The first plane was launched at 0915 and the last plane was recovered at 0013.

5 August

During the morning, the PRINCETON replenished. Upon completion of replenishment, the PRINCETON commenced air operations in order to take advantage of the good weather.

Interdiction strikes in the Sinpo area and close air support along the eastern front lines inflicted damage upon the enemy estimated as follows: 4 trucks destroyed, 1 truck probably destroyed, 2 gun positions damaged and RR track broken at 5 points.

Two photo missions were flown for target evaluation. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the afternoon.

A total of 37 planes was launched. The first plane was launched

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at 1600 and the last plane was recovered at 2345.

6 August

The PRINCETON furnished interdiction strikes in the Kilchu, Kowon, Yangdok and Majon-ni areas along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 5 bunkers, 7-8 buildings, 1 gun position, 2 oxen, and 1 truck; probably destroyed 1 RR car, 1 building, 1 vehicle and 2 trucks; damaged 13 railroad cars, 1 locomotive, and 2 gun positions; inflicted an estimated 35 casualties upon the enemy. One span was destroyed in each of 2 railroad bridges and the approaches were damaged to 3 RR bridges. One span was destroyed in a highway bridge, 1 span was probably destroyed in another highway bridge and the approaches to a third highway bridge were damaged. Highways were cratered and sowed with butterfly bombs at several points.

Three photo missions were flown for damage assessment and target evaluation. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 89 planes was launched. The first plane was launched at 0915 and the last plane was recovered at 2344.

7 August

The PRINCETON furnished interdiction strikes in the Kilchu, Songjin, Kowon and Majon-ni areas. Damage to the enemy was estimated as follows: destroyed 4 trucks, 2 warehouses, 4 vehicles, 19-22 buildings, 4 oxen, 2-8 mortar positions, 7 railroad cars, 6-7 supply piles, and 1 camouflaged object; probably destroyed 3 buildings and 4 supply piles; damaged 2 trucks, 2 warehouses, 1 gun position, 2 vehicles, 5 oxcarts and 12 railroad cars. One span was destroyed in each of two railroad bridges and a third railroad bridge was damaged. Railroad tracks were broken at one point. Two to four spans of one highway bridge were destroyed, one span was destroyed in a second highway bridge and a highway bridge bypass was destroyed. Highways were cratered and sowed with butterfly bombs at several points.

Four photo missions were flown over northeastern Korean supply routes. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 101 planes was launched. The first plane was launched at 0915 and the last plane recovered at 2246.

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LTJG D.J. TENNYSON, attached to CVG 19 Staff, ditched his AD in Wonsan Harbor after being hit by AA fire. The pilot was recovered by surface craft and returned to the PRINCETON.

8 August

Inclement weather conditions forced the cancellation of the regular flight schedule, and the PRINCETON replenished at sea. Upon the completion of replenishment, a weather recco and ASP flights were launched. The weather recco, covering from Wonsan to Hamhung, destroyed 10 trucks and damaged 10 trucks.

A total of 4 planes was launched. The first plane was launched at 1230 and the last plane was recovered at 1601.

9 August

The PRINCETON furnished interdiction strikes in the Kilchu, Wonsan, Iwon, Yangdok and Majon-ni areas. Damage to the enemy was estimated as follows: destroyed 2 trucks, 2 railroad cars, 6 buildings, 4 oxen, 1 oxcart, 3 warehouses and 6-7 supply piles; damaged 2 railroad cars, 6 oxcarts and 1 factory type building; inflicted 6 casualties upon the enemy. Two railroad bridges were destroyed and two others were damaged. Five highway bridges were made unusable and 5 others were damaged.

Three photo missions were flown for damage assessment and target evaluation. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 93 planes was launched. The first plane was launched at 0615 and the last plane was recovered at 1704.

LTJG J.C. HUGHES, Jr., of VF 821, was lost when his F4U crashed and exploded at CU 520395 after being hit by AA fire.

10 August

The PRINCETON furnished close air support along the eastern front lines and armed recco of east coastal supply routes. These flights destroyed 1 railroad car and 1 AA position, damaged 1 railroad car and 10 AA positions, and broke RR track at 1 point.

A total of 22 planes was launched. The first plane was launched at 0500 and the last plane was recovered at 0914.

Upon the completion of flight operations, the PRINCETON departed Task Force 77 for Yokosuka, Honshu, Japan.

11-12 August

The PRINCETON proceeded to Yokosuka conducting AA firing practice enroute. On 12 August the PRINCETON arrived Yokosuka, Honshu, Japan.

PART III - Performance of Ordnance Material and Equipment:

A. General Comments:

The performance of the ship's ordnance equipment was generally less proficient than during similar previous periods of operation. A flux of serious casualties occurred which resulted in one or more major units of the ship's armament to be totally or partially out of commission during the entire period of this report.

Two quad 40MM mounts, a 5"/38 twin, and a 5"/38 single suffered serious hydraulic casualties in the form of blown seals. Other hydraulic leaks occurred which were a continual maintenance problem. All mounts on which these casualties occurred have either frequent or constant use as "ready" mounts during Condition III gun watches.

The most serious casualty of the period (and most costly - $14,000) was a faulty gyro in Director #54, the director for the Mk. 56 GFCS located on the port quarter. As in past casualties on this system, the failure of the gyro is attributed to the excessive vibration to which this equipment is constantly subjected (previous Action Reports have referred to a constant maintenance problem presented by the vibration of the ship at high speeds). It is considered noteworthy that the ship's fire controlmen were able to replace the defective gyro underway satisfactorily.

An increased number of minor casualties also occurred during the period covered by this report which were attributed directly to the additional operation of the equipment in July. These casualties were in the nature of failures and malfunctions in the 20MM and 40MM extractors and 20MM face pieces.

B. Fire Control Radar Maintenance Report:

Report on Bakelite Type Switches in Computers Mk. 1A:

This ship has experienced three casualties to bakelite type switches in the Computer Mk. 1A since recommissioning.

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The latest casualty was the disintegration of the "Hand-Auto on Switch", Ord Dwg #209480-9. The bottom part of the switch had broken apart in Computer #1. Fortunately no parts fell into the computer unit. All of these casualties have been in the nature of **disintegration** of the bakelite type material.

The bakelite type material appears to have become more fragile than is characteristic of the material normally. At present there is no positive indication as to the cause of the casualties, but their replacement by switches constructed of different material - less fragile particularly - is recommended. It has been suggested that the preservation measures taken during the period of inactivation of this ship may be instrumental in causing these casualties. At present there is no evidence to support this claim or are adequate means available to make appropriate tests.

Report of casualties to Gun Sights Mk. 20 as a result of jet aircraft warm-up:

During flight operations it has been a practice of the Air Department to "Spot" one (1) F9F "Panther" jet aircraft in the vicinity of the after starboard 20MM battery. As a result the Mark 20 Gun Sights are subjected to extreme heat. A visible effect of this condition has been the blistering of the coating on the Sky Filter. It is believed that several of the gyro casualties that have occurred are also a result of the exhaust heat from the jet aircraft. An example of this casualty would be Ship's Mount #219. This mount, when exposed to exhaust blasts from jet aircraft, heated to the point where it could not be touched without burning the hands. At this time all of the grease liquified and ran off the gun and mechanisms. It is recommended that carriers experiencing this trouble install a type of shield to deflect the jet blast in order to minimize the number of casualties due to excessive exhaust heat.

C. Deck Evolutions:

Deck evolutions (i.e., fueling, ammunition replenishment, etc.) during the period of this report were conducted under excellent operational conditions. Even though the demand on the gear remained as intense as during other periods of operation, the evolutions were executed with the minimum amount of difficulty and insignificant number of material failures. Due to constant inspection and immediate repair of all equipment, the deck gear has been ready for immediate use at all times.

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D. Ammunition Expended - during period of this report:

BOMBS	
2000 lb GP	103
1000 lb GP	375
500 lb GP	390
250 lb GP	990
100 lb GP	1913
350 lb DB	3
220 lb Frag	2149
Bomb Ejector Cartridge Mk 1	207

FUSES	
AN-M103A1	22
AN-M139A1	1996
AN-M140A1	135
AN-M168	2241
AN-M100A2	5034
AN-M101A2	406
AN-M102A2	426
M115	32
M117	12
M125A1 (2 Hr)	14
M125A1 (6 Hr)	20
M125A1 (12 Hr)	31
M125A1 (24 Hr)	6
M125A1 (36 Hr)	6
AN-M230	3
50-E4	1489
M157	954
M146	74

NAPALM	
Jap Manufactured Napalm Tanks	464
Napalm Thickner	19680

GENERAL AMMUNITION	
5"/38 Projectile	297
5"/38 Powder	297
40MM HEIT-SD	9329
40MM HEIT-SN	3743
40MM BI&T	187
20MM HEI	14860
20MM HET	7497
20MM BI&T	646

PART IV Resume of Battle Damage - Own and Enemy:

A. Own:

1. Ship - The ship sustained no battle damage.
2. Air Group NINETEEN -

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A. (Cont'd)

Type A/C	Failed to return to friendly base	Jettisoned or salvaged after return to base	Damaged beyond local repair transferred or held for repair elsewhere	Damaged from mission repaired on board
F9F	1	0	0	12
F4U	4	0	0	25
AD	2	0	2	38

TOTAL: 84 Planes Hit

B. Enemy:

	Destroyed	Probably Destroyed	Damaged
Ammo Dump	4		
Buildings	243	13	67
Bunkers	5		
Command Posts	4	1	1
Factories		1	
Field Pieces	4	2	2
Gun Emplacements	49	9	23
Highway Bridges	4	12	16
Highways Cratered			44
Highways Seeded			24
Landslides			8
Locomotives		2	
Lumber Stacks	2	2	
Motor Trawler	1		
Oil Drums	20		
Oxcarts	60	16	23
Oxen	38		
Pack Animals	15		
Revetments			4
Railroad Bridges	10	11	26
Railroad Cars	56	18	135
Railroad Tracks (Cuts)			37
Sampans	6	4	6
Supply Dumps	37	4	5
Troops	450		
Trucks	87	10	43
Tunnel (Entrance)			5
Vehicles	34	9	10
Warehouses	11	2	4
Weather Stations	1	1	

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The above damage list does not include a complete estimate of damage done by CAS flights where damage is particularly non-assessable.

PART V Personnel Performance and Casualties:

A. Casualties:

1. Ship's Company - there were no personnel casualties suffered by the Ship's Company during these operations.

2. Air Group NINETEEN -

18 July: LT Frank MARTIN III, 290500/1315, of VF 871, was presumably shot down by enemy AA while on a close air support napalm run. His F4U exploded on impact with a ridge and he was not seen to leave the plane.

22 July: CDR A.L. MALTBY Jr., 095255/1310, Acting Air Group Commander, was hit by enemy AA air-burst while on a strike mission. The port flap of his AD-4 was blasted off and the cockpit canopy was shattered. Commander MALTBY suffered minor facial lacerations.

27 July: ENS John P. MOODY Jr., 537909/1315, of VF 871, was hit by enemy AA while on a close air support mission and his F4U exploded in mid-air. He was not seen to bail out.

28 July: LTJG B.B. LLOYD, 522110/1310, of VF 23, was on an armed reconnaissance mission in an F9F when he was hit by AA and set on fire. His plane crashed and exploded on impact and he was not seen to bail out.

30 July: LTJG D.V. RAY, 420969/1315, of VF 821, entered a spin and then a progressive stall in his well-loaded F4U during an attempted rendezvous. The plane exploded on impact with the water and his body was not recovered.

7 August: LTJG F.H. MERSHON Jr., 471124/1315, of VF 821, was on a close air support mission when enemy AA shattered the canopy of his F4U. LTJG MERSHON was injured in the left eye but was able to return to the force and land safely aboard the ready carrier.

9 August: LTJG James C. HUGHES Jr., 521553/1310, of VF 821, was on an assigned strike mission when his F4U was hit by enemy AA. He attempted to fly to the coast line but enroute he burst into flames. His plane drove into the ground from four thousand feet.

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He was not seen to leave the plane.

B. Performance:

1. Ship -

The following dispatch was received from Commander Naval Forces, Far East:

"THROUGHOUT THE LONG WINTER SPRING AND SUMMER THE PERFORMANCE OF PRINCETON OFF THE EAST COAST OF KOREA HAS BEEN CONSISTENTLY SUPERIOR X WHEN THE GOING WAS TOUGH ASHORE PRINCETON RESPONDED WITH REDOUBLED EFFORTS IN SUPPORT OF UN GROUND FORCES X WHEN EAST COAST RAILROADS GOT AMBITIOUS IT WAS PRINCETON WHICH PROMPTLY SENT PLANES TO STOP SUCH BUSINESS X THE SHIP AND ITS CREW ARE JUSTLY PROUD VETERANS OF THE KOREAN WAR X BEST LUCK ALWAYS VADM C T JOY SENDS X PARA X 72 HOURS PRIOR ARRIVAL CONLUS THIS DISPATCH DECLASSIFIED ACCORDANCE ART Ø418-3 USN SECURITY MANUAL"

2. Air Group NINETEEN -

The following dispatch was received from Commander Naval Forces, Far East:

"IT IS WITH GREAT PRIDE THAT COMNAVFE CONGRATULATES THE OFFICERS AND MEN OF AIR GROUP 19 FOR THE OUTSTANDING MANNER IN WHICH YOU GAVE CLOSE AIR SUPPORT TO TROOPS OF THE UNITED NATIONS ASHORE AND INTERDICTED THE RAIL AND HIGHWAY NETS OF NORTHEAST KOREA X THIS IN THE FACE OF A DETERMINED ENEMY AND THE ADVERSE WEATHER OF THE SEASON X THE HIGH TRADITIONS OF AIR GROUP 19 WERE MOST WORTHILY UPHELD BY ITS SECOND CONTINGENT X BEST LUCK TO YOU ALL X VADM C T JOY SENDS X PARA X 72 HOURS PRIOR ARRIVAL CONLUS THIS DISPATCH DECLASSIFIED ACCORDANCE ART Ø418-3 USN SECURITY MANUAL"

PART VI Special Comments:

A. Operations:

1. Aerology

During this period the summer monsoon was well established. Persistent advection fog caused cancellation of scheduled flights due to poor visibility and ceilings in the operating area. In one case the fog persisted for two full days. Considerably more flights were cancelled during this period than the previous one due to poor weather over the target area. Mostly this poor weather was associated with east-west troughs and/or fronts which were part of weather

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systems far to the north. Some statistics for the period follow:

Maximum temperature.....86°F
Minimum temperature.....65°F
Average temperature.....76°F
Maximum sea temperature....84°F
Minimum sea temperature....64°F
Average sea temperature....74°F
Maximum wind velocity.....36 Kts
Minimum wind velocity.....Calm
Prevailing wind direction..SSW

10 marginal flying days
3 bad flying days
13 good flying days

2. Photography

The ship's Photographic Officer recommended to the Intelligence Officer of CTF 77 that all gun camera film, black and white and color, be forwarded unprocessed to the Naval Photographic Center as soon as possible after exposure. The only exception to this is the black and white gun camera film that has immediate Intelligence value. This film, upon request of the Intelligence Officer, could be processed aboard. The above procedure was included in CTF 77 Operations Order No. 22-51.

This procedure made possible a more expeditious transfer of gun camera film to the Naval Photographic Center for PIO and training film requirements. It also saved an estimated 11 manhours per day for more essential photographic work. In addition, when this film was processed aboard, the facilities available caused numerous scratches and abrasions on the film, which after being viewed numerous times in different ready rooms was unusable for PIO release or insertion in training films.

The Photographic Laboratory, while in the forward area, operated on a 3 section basis, 24 hours a day. The work was divided as follows:

Section I - Flight deck crew, usually 5 men, covered all flight operations during flight quarters.

Section II - Day laboratory crew, usually 6 men, handled all laboratory operations.

Section III - Night laboratory crew - usually 5 men, handled

[redacted]

the printing of fighter photographic sorties flown during the day.

The following is a resume of work accomplished from 5 December 1950 through 10 August 1951, while in the forward area:

Aerial negatives processed	11,128
Still negatives processed	5,390
Total	16,518

Prints made from aerial negatives (10 x 10)	123,127
Prints made from still negative contacts	26,035
Prints made from still negative enlargements	7,958
Total	157,120

Total gun camera and other 16mm film processed 63,000 feet

3. Communications

The delivery of Basegrams to this ship in the operating area was considered to be unsatisfactory. The non-delivery of important General Messages created confusion at the first of the month as to which Crypto System was effective.

It is recommended that General Messages be transmitted to the carriers utilizing the NDT RATT Circuit. The carrier can relay these General Messages to other units of TF 77 via guard mail. This would insure a complete file of General Messages at all times.

B. Engineering - Electronics:

Continued difficulty was encountered with the v.h.f./u.h.f. antenna installation. As previously reported, these antennae are adversely affected by stack gases and heat. The present antennae, located as they are above the stack, require removal and overhaul approximately every two weeks to maintain them at a usable efficiency. This is not practical during normal operations, hence the over-all efficiency of the subject communication system drops far below the desired level of performance.

It is recommended that a more efficient type v.h.f./u.h.f. antenna be designed that is not subject to heat and moisture deterioration.

C. Air Department:

1. Deck Handling

[redacted]

Catapult operations continued heavy for this period. Catapult shots by type were: 503 F9F, 92 AD, 92 F4U, and 12 TBM; totaling 701.

The jet blast deflectors, with the new type inserts, have continued to operate highly satisfactorily, with no noticeable structural defects to date. Since the installation of the new type inserts on 15 May 1951, the port deflector has been subjected to 811 full power blasts for a total time of 210 minutes and 4 seconds and the starboard deflector to 746 full power blasts for a total time of 141 minutes and 4 seconds.

Deck launches for this period by type were: 510 F4U, 347 AD, and 16 TBM; totaling 873.

Arrested landings for this period by type were: 501 F9F, 595 F4U, 431 AD, and 28 TBM; totaling 1,555 with only minor repairs to arresting gear machinery necessary.

On 23 July, one F9F jet from the U.S.S. BON HOMME RICHARD with only 600 lbs. of fuel remaining and unable to operate the arresting hook due to anti-aircraft fire damage, was successfully landed aboard this ship with no hook. The aircraft was arrested by numbers four (4) and five (5) barriers with only minor damage to the wheel fairings and knees. The nose wheel was on the deck with the oleo depressed as the aircraft passed through the number two (2) barrier. It appeared that the sharp-edged nose wheel doors cut the webbing before the lifter straps could actuate the double barrier pendant.

On 27 July, one F9F jet pilot after experiencing difficulty in keeping his tail hook down, placed the battery switch in the off position on the downwind leg. Throughout the approach and cut, the hook bounced and remained in the streamed position. The aircraft entered the barriers with the nose wheel approximately two (2) feet off the deck and at a slight angle from the normal fore and aft position. The nose wheel was sheared and minor damage to the wheel fairings occurred upon successful arrestment of the aircraft by numbers two (2) and four (4) barriers.

The PRINCETON "Anti-Noise" campaign for flight deck operations has proved highly successful. During the early phases of the present cruise, commencing October 1950, a system was devised and carried out in Primary Fly to eliminate all unnecessary transmissions over the "Bull Horn". By thorough indoctrination and training of all flight deck talkers and control officers, full utilization of the sound powered phones and thorough training of directors was accomplished which eliminated the majority of "Bull Horn" trans-

missions. Standard phraseology was also cut to a minimum without changing the order or meaning. Several examples are as follows: "Standby to start engines." is used and carries the same meaning to flight deck personnel and plane captains as "Check lines, chocks, and all loose gear about the decks. Standby to start engines."; "Red Flag. Helicopter aft." carries the same meaning as "Red Flag. Last plane landed. Standby to land the helicopter aft."

The "Bull Horn" is used only for the routine orders, for directions of an urgent nature, and for emergencies.

2. Aircraft Service

The reason for the release failures of the Mark 55 bomb rack with the resulting hung ordnance falling off the rack upon arrested recoveries was firmly determined during this period. Corrosion from exposure to salt air, dust, and grime in the numerous moving parts caused the release mechanism to fail even though the release solenoid had withdrawn the plunger. This resulted in the bombs falling off on arrested landings without damage to the rack after all methods to shake the bombs off in the air had failed. Experiments with the use of light lubricants to combat the corrosion proved highly successful. Several thousand bombs have been dropped from the Mark 55 bomb racks since commencing the use of light lubricants with practically no failures.

Numerous rockets were returned by jet type aircraft during this period. The type pigtail used on the Mark 10 motors would either part on the catapult shot or while the aircraft was flying at high speeds. This was eliminated by using masking tape to lash the excess length of the pigtail securely to the rocket motor. The type pigtails used on the Mark 2 motors are much stronger and are able to withstand the catapult shots and high speeds of the jets.

An F4U-4 type aircraft returned from a strike with complete hydraulic failure in the port wing due to flak parting the hydraulic line in that wing. The 50 caliber guns were in the battery position when the ordnanceman, in clearing the guns, raised the cover, removed the unfired ammunition, and was in the process of removing the back plate when the mid-gun fired one round. The direct cause for the gun firing was undetermined. Fortunately, there were no injuries to personnel. However, slight damage occurred to an F4U type aircraft spotted forward.

3. Accumulation of Ammunition Expended-December 5, 1950 to August 10, 1951:

21

ITEM	QUANTITY	LBS WEIGHT	
100# G.P.	16,188	1,926,372	
250# G.P.	5,213	1,376,232	
260# Frag	13,438	3,547,632	
220# Frag	374	82,654	
500# Butterfly	186	73,842	
500# G.P.	1,840	973,360	
1000# S.A.P.	9	8,991	
1000# S.C.	6	6,684	
1000# G.P.	2,160	2,255,040	
2000# G.P.	858	1,810,380	
350# D.B.	4	1,404	
			6,031 T
Napalm Bombs	4,222	3,217,840	
			1,280 T
HVAR's	7,913	1,107,820	
ATAR's	1,668	233,520	
3" Mk 1 Hd.	19	1,026	
3" Mk 8 Hd.	123	9,840	
11.75	10	12,530	
Torpedoes Mk 13	8	17,360	
Tetrahedrons	18	1,710	
Mk 24 Mine	1	683	
.50 Cal Ctgs	2,591,637	777,934	
		17,840,322	
			1,280 T
	Total weight.....		8,920 T

D. Supply:

1. Ship's Store

During the final month of operations in the forward area, the ship's store stock levels were brought down to a stock sales ratio of 1.3. In addition, all foreign merchandise remaining aboard which could not be disposed of prior to the ship's arrival in continental United States was returned to the Central Purchasing Office, Tokyo, which accepted the merchandise on the basis of 90% of cost. The other 10%, amounting to about $500, was expended as a price reduction survey.

A scarcity of vending machine cups was experienced during this period. This was apparently caused by a failure of supplying activities to anticipate a heavy seasonal demand.

2. Aviation Supply

The final period of operations was marked by a gradual tapering of procurement, restowing of the ready issue storeroom, and continuing improvement of stock and equipage records. Regular issues of materials continued at a high rate for all types of aircraft supported. When word was received on our date of departure, cancellation of all outstanding requisitions was immediately requested. Shipments of aviation materials arriving prior to the ship's departure were diverted to other local users. Critical and essential materials needed by the companion carriers were off-loaded as transportation permitted. Other materials requested by the carriers were off-loaded at ASB, Yokosuka for further shipment. All materials in short supply, as indicated by ASB and ComFairJap, were off-loaded at Yokosuka. These included many section A materials, Sono Buoys, engines, QEC's, engine cradles and section B spares for the F4U, AD, F9F-2B, F9F-2P and cameras.

A list of spares and other critical items needed was submitted by the ESSEX. These items were shipped prior to the PRINCETON's departure from Yokosuka.

Preparations for stateside off-loading of obsolete materials were all initiated at this time.

3. General Stores

Upon the receipt of word to return to the States all outstanding requisitions were screened and instructions were dispatched to have material delivered direct to the Naval Ship Yard, Puget Sound. Outstanding requisitions for material in the forward area were cancelled by dispatch.

Prior to departure all freight in the area was received aboard and instructions given for handling of future incoming freight for this vessel.

Items of a critical nature were off-loaded to other ships present as requested. Other items in excess of needs were prepared for off-loading upon arrival in the States. All work on equipage, spare parts, and electronics inventories was stepped up with the aim of completing these inventories prior to arrival in the States.

E. Air Group NINETEEN:

1. Tactics

a. It is evident by the combat damage received that our tactics need revision to counteract the enemy's increased anti-

[redacted]

aircraft activity.

2. General Comments

a. The striking power of the propeller aircraft of the group during this period was hampered by material failures which no amount of maintenance could prevent. The aircraft were just plain war-weary. This was continually evidenced by bomb rack failures, hydraulic leaks, and aborted hops due to rough running engines that had seen too many full throttle jinxing departures and approaches in the target areas.

PAUL D. STROOP

Copies to:

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CinCPacFlt
ComNavFE
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CTF 77
ComCarDiv THREE
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CO, USS BON HOMME RICHARD
CO, USS ESSEX
CO, USS ANTIETAM
CAG 5
CAG 19
CAG 101
CAG 102
CinCPac Eval Grp (5)

[redacted]

24