Original

AR276/CV

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

CV21/3-ces
A4-3
Ser 094
27 July 1951

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From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Carrier Division THREE
(2) Commander Carrier Division FIVE
(3) Commander SEVENTH Fleet
(4) Commander Naval Forces, Far East
(5) Commander in Chief, U. S. Pacific

Subj: Action Report for the period 15 June 1951 through 17 July 1951 08408

Ref: (a) CNO rest ltr Op-345 ser 1196P34 dtd 3 Aug 1950

Encl: (1) CVG-101 conf ltr ser 019 dtd 18 July 1951: Action Report of Carrier Air Group 101 (15 June 1951 - 17 July 1951) p.12

1. In compliance with ref (a), the action report for the period 15 June 1951 through 17 July 1951 is hereby submitted.

PART I Composition of Own Forces and Missions.

a. Composition.

(1) In accordance with Commander SEVENTH Fleet confidential dispatch 100624Z of June and Commander Carrier Division THREE confidential dispatch 140032Z of June, the U.S.S. BOXER (CV-21), with Commander Carrier Division THREE and Carrier Air Group ONE HUNDRED ONE embarked, got underway on the morning of 15 June 1951 enroute from Yokosuka, Japan, to the operating area and rendezvoused with Task Force SEVENTY-SEVEN in the Sea of Japan on the morning of 17 June 1951. Task Force SEVENTY-SEVEN was composed of the U.S.S. PRINCETON (CV-37), the U.S.S. BOXER (CV-21), and various heavy support and screening ships.

(2) The OTC was RADM G. R. HENDERSON, USN, Commander Carrier Division FIVE and CTF-77, embarked in the U.S.S. PRINCETON (CV-37). RADM W. G. TOMLINSON, USN, Commander Carrier Division THREE, was second in command.

b. Missions.

(1) The Task Force was operating in accordance with CTF-77's Operation Order 2-51.

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(2) The missions of the Task Force were to provide close air support, reconnaissance, interdiction, and air bombardment in order to destroy enemy forces, communications and installations in support of United Nations Forces, and to protect the force against enemy air, surface and subsurface attacks.

PART II Chronological Order of Events.

15 June 1951 -

At 0729 the BOXER departed Yokosuka, Japan, for a rendezvous with Task Force SEVENTY-SEVEN in the Sea of Japan.

16 June 1951 -

At 0620, while passing through Van Diemen Straits, the BOXER rendezvoused with the U.S.S. YARNELL (DD-541) and the U.S.S. MCDERMUTT (DD-677) who acted as escorts to the operating area.

While proceeding through the East China Sea, training flights and anti-aircraft firing were conducted.

17 June 1951 -

At 0650 the BOXER rendezvoused with Task Force SEVENTY-SEVEN off the east coast of Korea.

At 0910 the first combat flight was launched with air operations continuing throughout the day. Clear skies permitted all aircraft to hit their assigned targets with excellent results.

18 June 1951 -

Air operations continued as clear weather prevailed.

19 June 1951 -

The Task Force replenished.

20 June 1951 -

Air operations continued.

At 0910 an F4U crashed in the water about three miles south of Songjin as a result of enemy anti-aircraft fire. The pilot, LTJG P. L. SCHAEFER, went in with his plane and was not recovered.

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The forty-third thousandth landing aboard the BOXER was made.

21 June 1951 -

Air operations continued.

At 0805 LT D. A. ARRIVEE, Officer-in-Charge of the VAN team, was lost on a Reconnaissance Mission when his AD-2 crashed in flames while attacking an enemy ground installation.

22 June 1951 -

Air operations continued.

At 0615 ENS MARVIN D. NELSON, Jr., USN, parachuted from his flak damaged F4U-5NL over Wonsan Bay and was safely recovered by a helicopter from LST 799.

23 June 1951 -

The Task Force replenished.

24, 25 and 26 June 1951 -

Normal air operations were conducted as nearly perfect weather continued to prevail.

27 June 1951 -

The Task Force replenished.

28 June 1951 -

Air operations continued.

At 1615 LTJG O. D. DROEGE, USNR, parachuted from his damaged F4U while on a close support mission just north of the bombline. He was safely recovered by a helicopter from the U.S.S. LOS ANGELES.

29 and 30 June 1951 -

Scheduled air operations continued.

1 July 1951 -

The Task Force replenished.

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At 0700 the U.S.S. BON HOMME RICHARD and screening destroyers rendezvoused with the Task Force.

At 1200 Commander Carrier Division THREE, aboard the U.S.S. BOXER relieved Commander Carrier Division FIVE as Commander Task Force SEVENTY-SEVEN and the U.S.S. PRINCETON, with Commander Carrier Division FIVE embarked, departed for Yokosuka, Japan.

2 July 1951 -

Air operations continued. Although hampered by intermittent low clouds, fog, and reduced visibility a limited number of sorties were flown with excellent results.

At 1025 LT R. T. WALKER, USNR, parachuted from his damaged AD-2 while on a strike mission north of Wonsan. He was recovered uninjured by a helicopter from the U.S.S. TOLEDO.

3 July 1951 -

Unfavorable weather over the target areas forced the cancellation of scheduled flight operations. Only defensive air operations were conducted. At about 1110 the Task Force commenced replenishing.

4 July 1951 -

Weather again curtailed offensive operations as heavy cloud cover and rain obscured assigned targets. Only limited offensive and defensive air operations were conducted.

5 July 1951 -

Air operations were again thwarted by bad weather.

6 July 1951 -

With the return of good flying weather, aircraft from the BOXER and the BON HOMME RICHARD severely damaged the North Korean port of Wonsan in a concerted effort against enemy personnel and military installations, starting at dawn and continuing until darkness and smoke had blanketed the battered area. BOXER aircraft flew 133 combat sorties in this operation.

The forty-fourth thousandth landing aboard the BOXER was made.

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7 July 1951 -

Air operations continued as the Task Force returned its full attention to transportation interdiction and close air support.

One F4U was lost when it settled into the water shortly after take-off, apparently from partial power failure. The BOXER helicopter was over the swimming pilot almost immediately and as soon as it was apparent that the pilot could not get into the helicopter rescue sling by himself, the helicopter crewman was quickly lowered into the water to aid the injured pilot. Both the pilot and the assisting crewman were picked up by a motor whaleboat from the U.S.S. MASON, the pilot sustaining but minor injuries.

8 July 1951 -

Air operations continued.

9 July 1951 -

The Task Force replenished.

10 July 1951 -

Inclement weather precluded air operations.

11 July 1951 -

Although hampered most of the day by remnants of the previous day's bad weather, BOXER aircraft succeeded in inflicting heavy damage on rear area supplies and transportation routes.

LTJG W. F. WALLACE of VF-884 was forced to ditch his plane in Wonsan Harbor due to engine trouble. He was promptly rescued uninjured by a helicopter from LST 799.

While the BOXER was at evening General Quarters, an AD-4N carrying a pilot and two crewmen, which had just been launched from the BON HOMME RICHARD, was observed to be slowly settling to a water landing. As soon as it was obvious that a water landing was probable, the BOXER helicopter was started and was on its way by the time the plane had crash landed in the water near the U.S.S. CRAIG (DD-885) on the BOXER's port bow. Helicopter had one of the crewmen aboard the BOXER within five (5) minutes from the time of the crash and the pilot aboard within eight (8) minutes. A motor whaleboat from the U.S.S. CRAIG rescued the remaining crewman.

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12 and 13 July 1951 -

Scheduled air operations continued.

14 July 1951 -

The Task Force replenished.

At 1120 the U.S.S. PRINCETON (CV-37), with Commander Carrier Division FIVE embarked, rendezvoused with the Task Force.

At 2000 Commander Carrier Division FIVE relieved Commander Carrier Division THREE as Commander Task Force SEVENTY-SEVEN.

15 July 1951 -

Air operations which commenced on schedule were terminated at 1000 due to unfavorable weather.

At 1054 the BOXER, escorted by the U.S.S. TINGEY (DD-539) and the U.S.S. MCDERMUTT (DD-677), was detached from the Task Force and took departure for Yokosuka, Japan.

16 July 1951 -

At 0835, upon approaching Van Diemen Straits, the U.S.S. TINGEY and U.S.S. MCDERMUTT were detached to proceed to Sasebo in accordance with previous instructions.

Anti-aircraft firing was conducted after the BOXER had passed through Van Diemen Straits.

17 July 1951 -

At 1113 the BOXER arrived Yokosuka, Japan, for a period of tender availability.

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Summary of Sortie

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DATE	REMARKS First Launch / Last Recovery	OFFENSIVE Day Prop	OFFENSIVE Day Jet	OFFENSIVE Night Prop	DEFENSIVE Day Prop	DEFENSIVE Day Jet	DEFENSIVE Night Prop	MISC Prop	MISC Jet	TOTAL
16 Jun	1200 - 1630	--	--	-	--	--	-	49	10	59
17 Jun	0910 - 2330	53	8	4	32	20	2	2	0	121
18 Jun	0910 - 2330	47	8	4	30	17	2	0	1	109
19 Jun	REPLENISHED	--	--	-	--	--	-	--	--	0
20 Jun	0410 - 1730	65	12	4	8	23	2	0	1	115
21 Jun	0410 - 1730	67	10	4	8	23	2	1	0	115
22 Jun	0410 - 1730	58	10	4	15	18	2	0	0	107
23 Jun	REPLENISHED	--	--	-	--	--	-	--	--	0
24 Jun	0910 - 2330	61	12	4	19	20	2	1	0	119
25 Jun	0910 - 2030	46	12	0	14	19	4	3	1	99
26 Jun	0910 - 2330	44	12	4	19	20	2	1	0	102
27 Jun	REPLENISHED	--	--	-	--	--	-	--	--	0
28 Jun	0410 - 1730	52	10	4	13	16	2	0	0	97
29 Jun	0410 - 1730	46	8	4	13	16	2	1	0	90
30 Jun	0410 - 1730	47	8	4	13	16	2	0	0	90
1 Jul	REPLENISHED	--	--	-	--	--	-	--	--	0
2 Jul	0830 - 2030	40	6	0	16	4	0	2	2	70
3 Jul	1230 - 2030	0	0	0	12	0	0	0	0	12
4 Jul	0830 - 2030	26	10	0	12	0	0	0	0	48
5 Jul	Unfav.Weather	--	--	-	--	--	-	--	--	0
6 Jul	0515 - 2030	93	24	0	6	10	0	0	0	133
7 Jul	0830 - 2330	56	18	2	6	12	2	4	0	100
8 Jul	0830 - 2330	56	16	3	6	10	2	0	0	93
9 Jul	REPLENISHED	--	--	-	--	--	-	--	--	0
10 Jul	Unfav.Weather	--	--	-	--	--	-	--	--	0
11 Jul	0530 - 1730	54	16	0	2	10	0	2	0	84
12 Jul	0400 - 1730	52	19	4	2	10	2	4	0	93
13 Jul	0400 - 1900	57	21	4	2	10	2	1	0	97
14 Jul	REPLENISHED	--	--	-	--	--	-	--	--	0
15 Jul	0400 - 1000	23	8	4	2	0	2	0	0	39
		1043	248	57	250	274	34	71	15	1992

Total Propeller Sorties..1455
Total Jet Sorties..... 537
Total Sorties.....1992

PART III Performance of Ordnance Material and Equipment

See enclosure (1).

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.

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PART V Personnel.

a. Casualties.

(1) There were no combat personnel casualties during this period except those of the Air Group as reported in enclosure (1).

PART VI Comments.

a. Operations.

Despite the difficulties imposed by AOG aircraft, ninety-eight percent (98%) of all assigned missions were carried out expeditiously as scheduled, a total of 1992 sorties being flown during this period.

b. Air Department.

(1) Bombs.

During the period of this report this ship received a number of 250 pound G.P. bombs with suspension lugs unsuitable for use with the Mark 55 bomb rack presently installed on the F4U-5NL, AD-2, and AD-4N aircraft. The top angle of the suspension lug support bracket was too great to allow the bracket to be received and held by the recessed suspension hook of the Mark 55 rack.

(2) Catapults.

A casualty was experienced on the number four (4) starboard catapult pump during the period of this report. This pump had been installed during the previous week. The system had been drained, flushed, and refilled with oil prior to such installation. Four "no-load" shots were fired to test the new pump. The pressure was pumped to 3500 PSI three times and blown down to 2200 PSI as an additional test. The installation appeared to be satisfactory in all respects, but after three service launches were made at 2250 PSI the pump froze. This was the third failure of this type experienced in the past four months. RUDM's have been prepared and submitted to BuAer on all three casualties.

c. Communications.

(1) The Guam "JIG" Fox was discontinued during this period and the traffic normally on this broadcast was switched to the Tokyo RATT. Since the RATT circuit has been found to be very reliable, the "JIG" Fox discontinuation is considered a major improvement.

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(2) Radio Facsimile Equipment.

Facsimile equipment was used during this period, primarily for receiving weather maps which proved valuable in checking weather analyses and making necessary forecasts. Installation of facsimile equipment is highly recommended for all large ships.

d. Supply Department.

(1) Aviation Supply.

The lack of on-hand or area availability of aviation spares required to prevent AOG's, again presented a major supply problem. In setting out for the operating area there were no AOG's, but shortly after commencing air operations, they developed with increasing rapidity from unanticipated "runs" on certain items. In nearly all cases the items creating difficulties were non-stock, fleet controlled or insurance items, as might be expected. Such examples as: (F9F) liners, combustion chamber; body assembly, combustion chamber, fuel; control assembly, fuel; (F4U-4) harness assemblies, ignition; valve assemblies, fuel drain; section assemblies, exhaust collector; and (AD-2) reservoir assembly, hydraulic, might be readily cited. Since the number of AOG's averaged 2-3 during this period, despite the most energetic follow-up, the problem is an important one, both from the standpoint of operations and supply.

It is realized that this problem of local availability of critical parts is not an easy one to solve. Replenishment from the JUPITER, both at sea and in port, has been highly satisfactory as far as parts available are concerned. Likewise it is realized that a number of "JUPITERS" would be required to provide every part peculiar to three or more major plane types. It is desired to point out, however, that the variety of items required to maintain aging propeller types, as well as temperamental jets, is becoming larger and more unpredictable, while the scarcity of such items appears to be increasing. It would appear that, if carriers are to be prepared to meet the demands of any large scale operation in the future, there must be a speeding up throughout the aviation supply system, back through the factory production lines and initial contracting.

In an attempt to assist in the overall problem of gearing procurement to consumption, marked-up allowance lists showing actual usage data for this vessel's first three months of current operations (2 March - 2 June 1951) were submitted to Commander Air Force Pacific Fleet on 30 June.

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(2) General Stores.

The only current problem under this heading is to be found linked to the new accounting system. With directives from higher authority to submit requisitions prior to 15 July 1951 to refill current allowances of special clothing, a covering special allotment is required, or overobligation is inevitable due to an immediate obligation estimated at $134,000 for clothing alone. Well over half of this figure is required for replacement of two items: winter jackets and underwear. A breakdown of requirements has been reported to the Type Commander.

(3) Ship's Stores.

The elimination by directives from higher authority of the use of coins (except pennies) in all ship's activities in the Far East has tended to slow down the service in already overburdened sales outlets, and has increased the chances of inaccurate change-making. The problem is simply the loss of the inherent advantages of coins (handling and recognition) in making change rapidly and accurately. The extent of the problem is readily measured by the amount of sales, mostly small, totalling nearly $40,000.00 each month in the ship's stores and over $8,000.00 in the soda fountains. Barring any change in existing policy to permit the use of coins at sea, consideration is being given to the adaptation of a one-dollar chit book of five (5) and ten (10) cent denominations to facilitate the very large number of sales averaging 15-20 cents in the soda fountains.

(4) Commissary.

In general, the supply of fresh and frozen provisions has continued adequate and timely. The necessity for utmost vigilance in relating the storage and distribution problems was underscored by a recent survey of about thirty thousand pounds of citrous fruits and leafy vegetables. Items judged to be wholesome from the outside appearance of the cases upon receipt and later inspections were found upon use to be deteriorating in the center of the cases after less than three weeks' storage aboard. Further inspection and use disclosed an alarmingly rapid increase in rate of spoilage, with the result that what appeared to be eighteen days' supply dwindled in short order to but a few days' fresh provisions. During a subsequent replenishment, the Commissary Officer of the reefer estimated that the provisions in question had been received in early May, nearly two months previously. Prior storage conditions were not determinable.

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A long standing problem is the time required to accomplish feeding in the general mess. Despite the application of every effort and experimentation with various messing procedures, the three major meals average about one and one-half hours. Air operations require as many as three additional meals throughout the night. With at least two compartments ordinarily used for messing devoted most of the time to rearming activites, the maximum seating capacity of 525 is reduced to about 400. A wartime complement on board, necessitates approximately six "relays" for each scheduled meal, although in actual practice the lines are continuous.

CAMERON BRIGGS

DISTRIBUTION LIST

CNO (2)
CinCPacFlt
ComAirPac (5)
ComFairAlameda
CinCPacFlt Evaluation Group (5)
ComNavFE
Com7thFlt
ComCarDiv ONE
ComCarDiv THREE
ComCarDiv FIVE
U.S.S. PRINCETON (CV-37)
U.S.S. PHILIPPINE SEA (CV-47)
U.S.S. VALLEY FORGE (CV-45)
U.S.S. BON HOMME RICHARD (CV-31)
U.S.S. ESSEX (CV-9)
U.S.S. ANTIETAM (CV-36)
CVG-2
CVG-5
CVG-11
CVG-19
CVG-101 (5)
CVG-102

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