

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

CV21/3-ces  
A4-3  
Ser 0157  
8 Oct 1951

**ORIGINAL**  
**DECLASSIFIED**

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

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

Subj: Action Report for the period 3 September 1951 through  
5 October 1951

Ref: (a) OPNAV Instruction 338.4 dtd 1 July 1951

Encl: (1) CVG-101 conf ltr ser 056 dtd 5 October 1951:  
(Action Report of Carrier Air Group 101, 3 September  
through 5 October 1951) p.12

1. In compliance with reference (a), the action report for the  
period 3 September 1951 through 5 October 1951 is hereby sub-  
mitted.

PART I Composition of Own Forces and Mission

a. Composition.

(1) In accordance with Task Element 77.02 confidential  
dispatch 300002Z of August 1951, the U.S.S. BOXER (CV-21), with  
Commander Carrier Division THREE and Carrier Air Group ONE HUN-  
DRED ONE embarked, got underway on the morning of 3 September  
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 5 September 1951. Task Force SEVENTY-SEVEN  
was composed of the U.S.S. ESSEX (CV-9), the U.S.S. BOXER (CV-2  
and various heavy support and screening ships.

(2) The OTC was RADM John PERRY, USN, Commander Carrier  
Division ONE and CTF-77, embarked in the U.S.S. ESSEX (CV-9).  
RADM W. G. TOMLINSON, USN, Commander Carrier Division THREE,  
was second in command.

b. Mission.

(1) The Task Force was operating in accordance with  
CTF-77's Operation Order 22-51.

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(2) The mission of Task Force SEVENTY-SEVEN was as follows:

(a) Conduct air operations from an operating area off the coast of Korea to provide close air support of friendly troop operations, interdiction of enemy route of movement and supply, and armed reconnaissance of enemy installations and lines of communications.

(b) Provide air cover for replenishment ships and other friendly naval surface forces when necessary.

(c) Protect the force against air, surface and subsurface attacks.

(d) Provide air spot to bombardment forces when directed.

(e) Conduct photo and visual reconnaissance as required.

(f) Coordinate air operations with the Fifth Air Force through JOC, Korea.

(g) Exchange intelligence information with friendly naval forces engaged in surface interdiction operations on the east coast of Korea.

## PART II Chronological Order of Events

3 September 1951 -

At 0830 the BOXER departed Yokosuka, Japan, for rendezvous with Task Force SEVENTY-SEVEN in the Sea of Japan.

At 1540 the U.S.S. BOXER rendezvoused with the U.S.S. TOLEDO. Air defense and anti-aircraft firing exercises were conducted during the afternoon.

4 September 1951 -

At 0810 the U.S.S. BOXER rendezvoused with the U.S.S. STORME (DD-780), the U.S.S. CONY (DD-507) and the U.S.S. CONWAY (DDE-508).

During the afternoon seventy-two (72) training flights were launched. The forty-six thousandth landing aboard the BOXER was made by a Corsair of VF-791, piloted by LT CHARLES H. HARPER. An AD was slightly damaged when it made a barrier crash after failing to engage initial arresting wires. Damage was repairable aboard.

5 September 1951 -

At 0833 the U.S.S. BOXER rendezvoused with Task Force SEVENTY-SEVEN. The Task Force replenished.

6 September 1951 -

At 0545 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. A total of one hundred one (101) sorties were launched.

7 September 1951 -

Air operations continued. One hundred seven (107) combat sorties were launched. LT W. L. LAMB sustained superficial cuts and lacerations around the head and face when hit by gears shattered by AA fire. An AD was slightly damaged when it crashed into barrier after failing to engage initial arresting cables. In recognition of the excellent results of the morning bridge strike during which 10 bridges were destroyed or damaged, RADM John PERRY sent the following message: "YOUR MULTIBRIDGE DESTRUCTIONS EVENT FOUR OUTSTANDING X TO ALL PARTICIPANTS A WELL DONE X"

8 September 1951 -

Air operations continued but were somewhat curtailed by adverse weather over the force and target area. One F4U suffered probable strike damage when recovered with only the left gear extended. The pilot was uninjured. A total of eighty-three (83) sorties were launched.

9 September 1951 -

The Task Force replenished.

10 September 1951 -

Air operations continued. Commencing at 0910, a total of eighty-eight (88) combat sorties were launched.

11 September 1951 -

Eighty-seven (87) highway and rail interdiction strikes, bridge strikes and photo missions were launched throughout the day.

12 September 1951 -

Offensive and defensive air operations continued. A total of 86 combat sorties were launched.

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13 September 1951 -

The Task Force replenished. During the afternoon, twenty-two (22) combat sorties were launched. Results of the strikes were reported excellent.

14 September 1951 -

Air operations continued. Commencing at 0425, a total of one hundred three (103) aircraft were launched against North Korean targets.

15 September 1951 -

Adverse weather over the target area limited air operations to thirty (30) sorties. Early morning heckler flights and weather reconnaissance missions were launched.

16 September 1951 -

With the return of favorable flying weather, a total of 105 bridge and photo strikes and transportation interdiction sorties were launched commencing at 0425.

BOXER helicopter recovered an ESSEX man who was thrown overboard during the fire on the ESSEX which resulted from a deck crash. Efforts to find other personnel were not successful.

Four (4) F9F's and two (2) F2H's of the ESSEX were recovered by the BOXER during the fire on the ESSEX flight deck.

17 September 1951 -

Air operations continued. Six (6) ESSEX jets, recovered during the deck fire on the ESSEX, were launched. A total of one hundred six (106) sorties were launched.

18 September 1951 -

After 36 morning sorties were launched, the Task Force replenished.

One (1) F4U piloted by LTJG PODORSON of VF-884 was shot down by AA fire and was presumed to have exploded upon crashing. The pilot was not seen to leave the plane. ResCaps over the area failed to disclose fate of pilot.

LT PODORSON's wingman, LT R. N. PITNER of VF-791, was forced to land at K-18 after his plane was severely damaged by AA fire. The aircraft suffered overhaul damage which necessitated its transfer to a FASRON unit.

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One (1) F4U spun into the water shortly after take-off because of partial loss of power. The pilot was recovered by helicopter.

19 September 1951 -

Air operations continued, **eighty-two (82)** effective sorties being launched.

LTJG P. M. FANT of VA-702 made a water landing ten (10) miles off shore after his AD was damaged by AA fire. LTJG FANT was recovered by the H.M.S. ANZAC.

The forty seven thousandth landing aboard the BOXER was made by LTJG R. SMITH of VA-702.

At 1500, Commander Carrier Division THREE, aboard the U.S.S. BOXER relieved Commander Carrier Division ONE as Commander Task Force SEVENTY-SEVEN and the U.S.S. ESSEX with Commander Carrier Division ONE embarked, departed for Yokosuka, Japan.

20 September 1951 -

Air operations continued. A total of eighty-three (83) offensive and defensive sorties were launched.

LCDR E. W. ROSSON, VA-702, was forced to crash-land his plane south of KILCHU, in North Korea, after his plane was damaged by AA fire. Pilots from the BOXER and BON HOMME RICHARD flew rescap for approximately two and one half (2½) hours over Lcdr ROSSON until his rescue by helicopter was effected.

21 September 1951 -

Commencing at 0856, a total of 87 sorties were launched. Successful rail and highway interdiction strikes, bridge attacks and photo missions were accomplished.

22 September 1951 -

The Task Force replenished.

23 September 1951 -

Air operations continued. Commencing at 0426, early morning hecklers were the first of eighty-six (86) combat sorties launched as strikes against rail and highway facilities and bridges and as photo missions.

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24 September 1951 -

Air operations continued with successful highway and rail interdiction strikes, bridge attacks and photo reconnaissance missions. Seventy-nine (79) sorties were launched.

25 September 1951 -

Air operations continued. A total of eighty-three (83) combat sorties were launched in offensive and defensive missions.

26 September 1951 -

The Task Force replenished.

27 September 1951 -

Commencing at 0900, a total of seventy-(70) offensive and defensive sorties were launched.

28 September 1951 -

Adverse weather over the force and target area restricted air operations to ten (10) launched sorties.

29 September 1951 -

Continued inclement weather over the operating area and the force restricted operations to defensive and weather reconnaissance missions. A total of fourteen (14) sorties were launched.

30 September 1951 -

The Task Force replenished.

Air defense exercises were conducted in the afternoon.

✓ RADM W. G. TOMLINSON, Commander Carrier Division THREE, and Commander Task Force SEVENTY-SEVEN transferred his flag to the U.S.S. BON HOMME RICHARD (CV-31).

1 October 1951 -

With favorable weather, air operations continued. A total of eighty-seven (87) offensive and defensive sorties were launched.

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2 October 1951 -

Air operations continued. Commencing with early morning hecklers at 0430, a total of 86 defensive and offensive combat sorties were launched.

3 October 1951 -

A total of eighty-four (84) offensive and defensive missions were flown throughout the day.

One (1) F4U, piloted by LCDR A. Y. STURDIVANT, VF-791, was hit by AA fire while making a rail break attack in the vicinity of Wonsan. LCDR STURDIVANT made a water landing in Wonsan Harbor where he was picked up by a crash boat from a friendly island and delivered uninjured to U.S.S. SHIELDS (DD-596).

At 1708, in accordance with CTF-77 confidential dispatch 022159Z of October 1951, the USS BOXER with the cruiser TOLEDO, and DD's KEYES (787), EVERSOLE (789), and SHELTON (790), left the formation of CTF-77 and departed for the continental United States via Yokosuka, Honshu, Japan.

Upon departure the following message was received from VADM H. M. MARTIN, Commander SEVENTH Fleet: "YOUR PERFORMANCE OF DUTIES, AIR GROUP, OFFICERS AND MEN OF THE CREW, HAS BEEN OUTSTANDING X YOUR DEVOTION TO DUTY AND TIRELESS EFFORTS IN SUPPORT OF THE UNITED NATIONS ACTION IN KOREA HAS EXEMPLIFIED THE SPIRIT AND DETERMINATION OF THE FREE PEOPLES OF THE WORLD IN THE PRESENT CRITICAL STRUGGLE X WELL DONE AND GOOD LUCK AND MAY YOU HAVE A PLEASANT VOYAGE HOMEWARD X"

4 October 1951 -

Anti-aircraft firing was conducted during the morning hours.

5 October 1951 -

At 1325 thirteen (13) F9F-2B aircraft were launched for Kisarazu Air Base and twenty (20) F4U-4, fifteen (15) AD-2 and one (1) AD-4Q were launched for NAS, Atsugi. These aircraft to be retained in the replacement pool.

At 1719, the BOXER arrived Yokosuka, Japan, to commence off-loading in anticipation of onward routing to the U.S.

Summary of Sorties

DATE	REMARKS		OFFENSIVE			DEFENSIVE			MISC		TOTAL
			Day		Night	Day		Night			
	First Launch	Last Recovery	Prop	Jet	Prop	Prop	Jet	Prop	Prop	Jet	
3 Sept	Enroute		-	-	-	-	-	-	-	-	-
4 Sept	1300 - 1600		-	-	-	-	-	-	53	19	72
5 Sept	Replenished		-	-	-	-	-	-	-	-	-
6 Sept	0545 - 1800		62	20	4	4	6	2	3	-	101
7 Sept	0545 - 1800		66	20	4	4	6	2	5	-	107
8 Sept	0545 - 1635		48	20	4	2	6	2	1	-	83
9 Sept	Replenished		-	-	-	-	-	-	-	-	-
10 Sept	0910 - 2131		48	20	4	2	10	2	2	-	88
11 Sept	0917 - 2145		48	20	4	2	10	2	1	-	87
12 Sept	0912 - 2130		48	20	4	2	10	2	-	-	86
13 Sept	1453 - 1829		22	-	-	-	-	-	-	-	22
14 Sept	0425 - 1652		62	20	4	4	10	2	1	-	103
15 Sept	0431 - 0831		14	2	4	4	2	2	2	-	30
16 Sept	0425 - 1842		62	20	5	6	8	2	2	-	105
17 Sept	0423 - 1656		62	20	4	6	8	2	4	6	112
18 Sept	0426 - 0958		24	4	4	-	2	2	-	-	36
19 Sept	0857 - 2130		41	20	4	2	10	2	3	-	82
20 Sept	0902 - 2110		47	18	4	2	8	2	2	-	83
21 Sept	0856 - 2104		48	18	4	4	9	2	2	-	87
22 Sept	-----		-	-	-	-	-	-	-	-	-
23 Sept	0426 - 1634		48	14	4	6	10	2	2	-	86
24 Sept	0428 - 1642		46	12	4	6	8	2	1	-	79
25 Sept	0431 - 1635		47	16	4	4	8	2	2	-	83
26 Sept	-----		-	-	-	-	-	-	-	-	-
27 Sept	0858 - 1808		48	12	-	2	8	-	-	-	70
28 Sept	1030 - 1805		-	-	2	8	-	-	-	-	10
29 Sept	0900 - 1500		-	-	-	10	-	-	4	-	14
30 Sept	-----		-	-	-	-	-	-	-	-	-
1 Oct	0428 - 1646		48	16	4	6	8	2	3	-	87
2 Oct	0425 - 1639		48	16	4	6	8	2	2	-	86
3 Oct	0426 - 1641		48	16	4	6	8	2	-	-	84
			1035	344	83	98	163	40	95	25	1883

Total Propeller Sorties....1351  
 Total Jet Sorties..... 532  
 Total Sorties.....1883

PART III Performance of Ordnance Material and Ammunition Expenditures

- a. No shipboard ordnance casualties were experienced during the period of this report.
- b. See enclosure (1) for ammunition expenditures.

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. 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.

(1) Air Operations.

(a) During the tour of this vessel in the Far East it has been the practice to schedule one spare aircraft as a spare for each four "go" planes. By the use of this system very few missions departed under scheduled strength. The policy of combining like type aircraft for scheduling purposes facilitated this. However some difficulties were encountered, particularly when pilots of the two F4U-4 squadrons were scheduled for the same launch, one squadron taking the strike and the other close air support or naval gunfire spot. When insufficient aircraft were available it was necessary to brief pilots of spare aircraft for both missions. Pilots of one squadron were naturally reluctant to be launched as a spare for a flight of the other squadron. It is felt that this situation could be remedied by establishing the policy that when two squadrons operating the same type aircraft are embarked together that they be treated as one tactical organization, maintaining separate squadron identity only in an administrative sense.

(2) Air Intelligence.

(a) Due to necessary physical limitations on space aboard a carrier, the problem of adequate display area is apparent in the space allotted for the air intelligence office.

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It has been found that the display surfaces can be effectively doubled by the construction of a sliding panel map display case approximately twenty (20) feet long, reaching from the deck to the overhead. This installation occupies only twenty (20) square feet of deck space with ten panels each ten feet long.

(3) Photo Lab

(a) While the performance of the photographic personnel aboard the BOXER has recently been commended by Commander Task Force SEVENTY-SEVEN, it is the opinion of this command that a greater volume of equally high quality work could be produced more expeditiously if negative and print dryers of an increased capacity and rate were available. Present dryers are considered adequate for the processing of routine aerial photographs, however, if photos of targets of a mobile nature are taken it is necessary that, to be of value, they be processed and evaluated within two to four hours after taken.

b. Air Department.

(1) Jet blast deflectors were used during this operating period sufficiently to indicate their great value in expediting flight deck operations when jet aircraft are being launched. The value of the jet blast deflector is twofold. Elimination of the severe flow of hot exhaust down the deck lends to greater safety of personnel and allows greater freedom in the handling of aircraft with wings folded at the deck edge elevator. Modifications applied to the original installations have included, changing the sheaves over which the actuating cables run, increasing clearances to allow for heat expansion and strengthening deflector vane inserts which had been cracking in the welded joints. Occasional failure of the motor resulted from overloading the circuits however, and the increasing of the capacity of the presently installed motor is considered essential to the satisfactory operation of the equipment.

c. Gunnery Department.

(1) The steam winches in operation with the Burtoning Rig for loading ammunition at sea have been found to be much slower in operation than those winches used on the ammunition ships. This condition caused some difficulty when the winch operator on the servicing vessel would allow the whip to run free on loads being discharged or attempt to retrieve the hook faster than the steam winches were able to release. It is recommended that if available a faster operating winch be installed.

(2) It was found that whenever necessary to transfer freight or mail from a tanker the whole operation is greatly

facilitated by the use of the carrier highline equipment. This equipment is always immediately available and the use of the tanker highline requires at least a ten minute delay for disassembly of the carrier highline equipment.

d. Medical Department.

(1) Shortly before departure from the operating area members of the 406th Blood Bank Group, Tokyo, Japan, were invited to come aboard the BOXER to participate in the collection of blood donations for UN Forces in Korea from the members of the BOXER crew and members of embarked Carrier Air Group ONE HUNDRED ONE. Commencing the day prior to departing the operating area for Yokosuka and continuing for the two days enroute a total of 2,377 pints were donated. The following commendatory dispatch was received from the Chief of Naval Operations: "ARMED FORCES BLOOD DONATION OF 2377 PINTS IN THREE DAYS BY BOXER PERSONNEL WHO WERE CONDUCTING CARRIER AIR OPERATION OFF KOREA SETS RECORD FOR WHICH ALL NAVY IS PROUD X TO THE OFFICERS AND MEN WHO GAVE THEIR BLOOD THAT THEIR COMRADES IN ARMS MIGHT LIVE X WELL DONE"

*D. J. Sullivan*  
D. J. SULLIVAN

Copy to  
 CNO (2 advance)  
 CinCPacFlt (5) (2 advance)  
 ComAirPac (10) (2 advance)  
 ComFairAlameda  
 CinCPacFlt Evaluation Group (5)  
 ComNavFE  
 Com7thFlt  
 CTF-77 (2 advance)  
 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-15  
 CVG-19  
 CVG-101 (5)  
 CVG-102