

U.S.S. BOXER (CV-21)
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CV21/3-ces
A4-3
Ser 0115
27 August 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 Carrier Division THREE
(2) Commander Carrier Division ONE
(3) Commander Carrier Division FIVE
(4) Commander SEVENTH Fleet
(5) Commander Naval Forces, Far East
(6) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period 26 July 1951 through
24 August 1951

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

Encl: (1) CVG-101 conf ltr ser 030 dtd 27 August 1951;
Action Report of Carrier Air Group 101 (26 July
1951 - 24 August 1951) p. 11

1. In compliance with reference (a), the action report for the period 26 July 1951 through 24 August 1951 is hereby submitted.

PART I Composition of Own Forces and Missions

a. Composition

(1) In accordance with Commander Task Force SEVENTY-SEVEN confidential dispatch 221845Z of July and Commander Carrier Division THREE confidential dispatch 242242Z of July, 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 26 July 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 28 July 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.

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b. Missions

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

(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

26 July 1951 -

At 0659 the BOXER departed Yokosuka, Japan, for a rendezvous with Task Force SEVENTY-SEVEN in the Sea of Japan.

Anti-aircraft firing was conducted in the afternoon.

27 July 1951 -

At 0634, while passing through Van Dieman Straits, the BOXER rendezvoused with the U.S.S. TINGEY (DD-539) and the U.S.S. MCDERMUT (DD-677) who acted as escorts to the operating area.

While proceeding through the East China Sea, training flights were conducted. One F4U-4 was lost when it made a forced landing in the water as a result of engine failure caused by loss of oil pressure. The pilot was safely recovered by the helicopter.

28 July 1951 -

At 0945 the BOXER rendezvoused with Task Force SEVENTY-SEVEN off the east coast of Korea. The BON HOMME RICHARD, and two screening destroyers departed from the Task Force immediately prior to the BOXER's rendezvous.

At 1040 the first combat flight was launched with air operations continuing throughout the day. Aircraft hit assigned targets with excellent results.

One F4U-5N crashed while making a night landing after striking the edge of the ramp. The plane was destroyed but the pilot, LTJG H. F. O'HARA was uninjured.

29 July 1951 -

The Task Force replenished, precluding full scale operations. Night hecklers and ASP were launched however. Conducted anti-aircraft firing at towed sleeve.

30 July 1951 -

Air operations continued.

31 July 1951 -

The Task Force replenished. Two defensive sorties were launched at 1830.

1 August 1951 -

Fog and heavy overcast over the force and target area limited air operations to defensive missions launched at 1830.

2 August 1951 -

Continued fog and overcast over the force and target area restricted air operations to late defensive sorties.

3 August 1951 -

Intermittent fog and overcast continued throughout the morning but abated sufficiently to permit the launching of eight (8) CAS sorties at 1330.

4 August 1951 -

Favorable flying weather permitted full scale air operations by aircraft of the BOXER and PRINCETON.

One F4U-4 was lost when it settled into the water after take-off apparently from partial power failure. The pilot, LTJG H. B. RATHBONE was not recovered.

5 August 1951 -

The Task Force replenished during the morning. Operational flights were launched at 1430.

6 August 1951 -

Air operations continued. The forty-fifth thousandth landing aboard the BOXER was made by LTJG S. M. RINES, VF-721, who piloted the first plane recovered. A total of 98 sorties were launched.

7 August 1951 -

Air operations continued. LT R. T. WALKER, USNR, made a water landing in Wonsan Harbor after his AD-2 was damaged by flak. He was recovered uninjured by a helicopter from the U.S.S. TOLEDO and returned this date to the BOXER.

8 August 1951 -

The Task Force replenished during the morning when fog and haze over inland targets prevented the carrying out of early operations. Air operations were resumed in the afternoon.

The destroyer screen, consisting of Destroyer Division 91 and units of Destroyer Divisions 11 and 132 was relieved by Destroyer Division 12, Escort Destroyer Division 21, Destroyer Squadron 13 with units of Destroyer Division 131.

9 August 1951 -

Air operations continued.

A jet Panther, side No. 112, crashed into the barrier on landing. The pilot was unable to extend the tail hook. The pilot was uninjured but the aircraft suffered major overhaul damage.

10 August 1951 -

Air operations continued.

At 0650 the U.S.S. BON HOMME RICHARD and screening destroyers rendezvoused with the Task Force.

At 0815 Captain DENNIS J. SULLIVAN, USN, reporting as relief for Captain CAMERON BRIGGS, USN, Commanding Officer, U.S.S. BOXER, came aboard via helicopter from the BON HOMME RICHARD.

At 0820 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, and the United States.

11 August 1951 -

Air operations continued.

[REDACTED]

12 August 1951 -

The Task Force replenished.

Air defense exercises and anti-aircraft firing were conducted in the afternoon.

13 August 1951 -

Air operations continued.

14 August 1951 -

Air operations continued.

One F9F was lost when it settled into the water off the bow shortly after being catapulted. The pilot was recovered by helicopter.

15 August 1951 -

Air operations continued.

16 August 1951 -

The Task Force replenished.

Anti-aircraft firing and air defense exercises were conducted in the afternoon.

17 August 1951 -

Air operations continued. At 1030 CAPT DENNIS J. SULLIVAN relieved CAPT CAMERON BRIGGS as Commanding Officer of the BOXER. Informal change-of-command ceremonies were held on the flight deck after launching the first flight of the day. LTJG W. C. WINDSOR, USNR, was awarded the Purple Heart for injuries received 1 April 1951 and W. H. SPIVEY, ABC, USN, was awarded the Commendation Ribbon for outstanding services. Letters of Commendation were given to those crew members whose outstanding service and devotion to duty merited this award.

18 August 1951 -

Air operations continued.

19 August 1951 -

The Task Force replenished. The Force deployed to the Northeast to avoid possible contact with typhoon MARGE.

[REDACTED]

20 August 1951 -

There were no air operations as the Task Force continued to avoid contact with typhoon MARGE.

21 August 1951 -

There were no air operations due to inclement weather as influenced by typhoon MARGE in the operating area.

22 August 1951 -

Air operations which commenced on schedule were terminated at 1100 due to inclement weather over the operating area.

At 0554 the U.S.S. ESSEX, with Commander Carrier Division ONE embarked, rendezvoused with the Task Force.

At 1437 Commander Carrier Division ONE relieved Commander Carrier Division THREE as Commander Task Force SEVENTY-SEVEN.

At 1445 the BOXER, escorted by the U.S.S. WALLER (DDE-466), U.S.S. CONWAY (DDE-507), U.S.S. CONY (DDE-508), and the U.S.S. STORMES (DD-780), was detached from the Task Force and took departure for Yokosuka, Japan.

23 August 1951 -

Continued enroute Yokosuka, Japan in company with Escort Destroyer Division 21 (less DDE-827 plus DD-780). Scheduled gunnery exercises cancelled account unfavorable flying weather and heavy seas.

At 0733 the U.S.S. WALLER (DDE-466) detached to rendezvous with the U.S.S. TOLEDO.

24 August 1951 -

Continued enroute Yokosuka, Japan. Scheduled gunnery exercises cancelled account unfavorable weather.

At 1239 the remaining three units of Escort Destroyer Division 21 detached to commence scheduled ASW exercises.

At 1530 the BOXER arrived Yokosuka, Japan, for a period of tender availability.

DATE	REMARKS		OFFENSIVE			DEFENSIVE			MISC		TOTAL
			Day		Night	Day		Night			
	First Launch	Last Recovery	Prop	Jet	Prop	Prop	Jet	Prop	Prop	Jet	
27 Jul	1100	1439	---	---	---	47	18	---	---	---	65
28 Jul	1040	2238	16	2	4	4	8	1	2	---	37
29 Jul	Replenished		---	---	4	---	---	2	---	---	6
30 Jul	0915	2332	56	12	3	2	20	2	2	---	97
31 Jul	Replenished		---	---	---	2	---	---	---	---	2
1 Aug	1830	2036	---	---	---	2	---	---	---	---	2
2 Aug	1430	1739	---	---	---	3	---	---	---	---	3
3 Aug	1330	1638	8	---	---	---	---	---	---	---	8
4 Aug	0430	1722	53	12	4	6	16	2	3	1	97
5 Aug	1430	1909	33	6	---	2	---	---	1	---	42
6 Aug	1425	1720	52	15	4	6	17	2	2	---	98
7 Aug	0444	1704	60	14	4	6	12	2	---	---	98
8 Aug	Replenished		5	---	---	2	---	---	---	---	7
9 Aug	0913	2343	53	17	4	2	20	2	---	---	98
10 Aug	0914	2253	53	17	4	2	20	2	1	---	99
11 Aug	0914	2250	59	20	4	2	10	2	2	1	100
12 Aug	Replenished		---	---	---	---	---	---	---	---	0
13 Aug	0504	1658	56	18	4	7	8	2	---	---	95
14 Aug	0457	1714	60	19	2	6	8	2	---	---	97
15 Aug	0458	1712	60	18	4	6	8	2	---	---	98
16 Aug	Replenished		---	---	---	---	---	---	---	---	0
17 Aug	0958	2006	49	4	---	6	6	---	---	---	65
18 Aug	0826	1735	32	11	---	---	4	---	---	---	47
19 Aug	Replenished		---	---	---	---	---	---	---	---	0
20 Aug	Unfav. Weath		---	---	---	---	---	---	---	---	0
21 Aug	Unfav. Weath		---	---	---	---	---	---	---	---	0
22 Aug	0500	1100	---	---	4	9	2	---	---	---	15
23 Aug	Enr. Yokosuka		---	---	---	---	---	---	---	---	0
24 Aug	Enr. Yokosuka		---	---	---	---	---	---	---	---	0
			705	185	49	122	177	23	13	2	1276

Total Propeller Sorties.... 912
 Total Jet Sorties..... 364
 Total Sorties..... 1276

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.

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)

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PART VI Comments

a. Operations Department

(1) CIG

(a) During this period the exercise "FLASH MAGENTA" (simulating "FLASH RED" utilizing returning strike aircraft as bogeys) was continued. The experience gained by plotting, intercepting, acquiring and designating multiple targets closing in a confined (60° - 90°) sector is considered invaluable.

(b) Jet aircraft not using IFF continue to present a very serious problem, particularly at altitudes in excess of 15,000 feet. While generally detected at an optimum range of 40 miles, it is not unusual for a section to call in overhead without having been reported once. The seriousness of the inability to detect jet aircraft at altitude can be more readily appreciated when one considers that these conditions prevail while searching with an average of 12 - 15 SPS-6B and 2 SX radars.

(c) It is felt that were it possible to install the SPS-6B radar antenna aboard this vessel in a less obstructed location, the results obtained by its use would be greatly increased. The present location provides for a "blind" sector from approximately 30 degrees forward of the starboard beam to 40 degrees aft.

(d) Since the installation of variable elevation mechanism on the SX search system antenna a more favorable blip-scan ratio, while conducting high altitude intercepts, particularly in the final stages, has been obtained. Elevating the search system beam of course reduces the effectiveness of the SX radar against low flying aircraft.

b. Supply Department

(1) Stores Sections:

(a) Aviation Supply - During the period covered by this report, activity in the Aviation section of the Supply Department has progressed in a more satisfactory manner than in previous "at sea" periods of the current cruise with the exception of the continued high usage of F4U-4 wings. This critical item of long-standing in the Aviation Supply system is again being reflected in the non-availability of aircraft. Upon departing Fleet Activities, Yokosuka, all aircraft aboard

the BOXER were in an "up" status; wings had been supplied the two Corsair squadrons aboard for their previous AOG's, and an additional quantity of three (3) port and four (4) starboard were available in stock as spares. At the present time two (2) port wings and the complete stock of four (4) starboard wings have been issued, and still there are two (2) aircraft AOG for lack of starboard wings. Of the number of wings replaced, all but one were due to interior explosion of 50 calibre machine guns. The determination of cause for these explosions is considered beyond the scope of the Supply Department, and has been covered in detail by pertinent RUDM's. To highlight this critical problem of spare wings, during the current cruise since March 2nd, the Aviation Supply Officer has issued 26 F4U-4 wings, of which approximately 17 have been for replacement of wings damaged by blast tube explosions. Currently, to meet the problem of the shortage of Corsair wings aboard, the BOXER has on requisition five (5) replacement wings, which are enroute from Continental United States; however, of this number three (3) are reworked Class 265 material.

c. Air Department.

(1) On 7 August 1951, during a take off run a Corsair caught a Davis barrier nylon strap with the tail wheel. The plane continued to make a normal take-off and flew a CAP flight without incident. A normal carrier landing was made with the nylon strap still streaming from the tail wheel.

(2) On 8 August 1951, during a normal recovery, a hung rocket from a Corsair dropped to the deck without firing and struck the number 1 barrier cables with sufficient force to break the shear pins which are designed to sustain a force of 2250 pounds. The barrier operator had lowered the barrier in such a manner that the rocket passed under the cables and was trapped by its fins as it was sliding up the deck.

(3) On 9 August 1951 the pilot of an F9F-2B reported that he was unable to extend his tailhook. After burning out fuel to a low state, a carrier no-hook landing was ordered. Number 2, 4, and 5 barriers, rigged Davis, were used and a barricade of five (5) tractors was set approximately 70 feet ahead of the number 5 barrier. The plane made a normal approach and touched down at the number 3 cross-deck pendant in a nose high attitude. While still in this attitude the plane engaged the number 2 barrier and bounced back into the air. The bounce changed the attitude from a nose high to a nose low attitude and the main gear oleos extended to their maximum length. At this time the number 4 barrier engaged and sheared the main gear. Continuing up the deck the number 5 barrier was actuated by the 20MM guns in the nose, the barrier catching the nosewheel. The nosewheel held until the plane hit the tractor barricade

where it was finally brought to a stop. Failure of the landing gear is attributed to the fact that the oleos were fully extended and the number 4 barrier cables engaged the main gear very low resulting in a moment of force on the main struts which was beyond the strength capacity of those members. The aircraft will require a major overhaul. Only one of the tractors was damaged.

(4) Throughout the period numerous incidents have occurred in which the tail hooks of jet aircraft have dropped out while the planes were taxiing up the deck after recovery and have torn the Davis barrier from its anchor plate. Number 5 barrier has suffered the predominate number of these accidents. Investigation reveals that the most probable cause for the hooks dropping is that the tail hook of the F9F-2B is held in the the up position by an electrical relay switch and that a reduction in throttle affects the potential to the relay switch causing the hook to drop. In an attempt to avoid future damage to the barriers, jet pilots have been instructed to hold the tail hook switch in the up position until clear of the number 5 barrier.

D. J. Sullivan

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