AR273/CV

U.S.S. PRINCETON (CV-37)
FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CV37/A4-3
Serial: 099

DECLASSIFIED

22 July 1951

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

DOWNGRADED AT 8 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Subj: Action Report for the period 31 May 1951 through 3 July 1951

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

Encl: (1) Hydraulic Lift Photo P.26

1. In accordance with reference (a) the Action Report for the period 31 May 1951 through 3 July 1951 is hereby submitted.

PART I Composition of Own Forces:

Pursuant to Com7thFlt secret dispatch 290050Z of May 1951, the USS PRINCETON (CV-37), with ComCarDiv FIVE and CVG NINETEEN embarked, departed Yokosuka, Honshu, Japan.

The new CVG NINETEEN was composed of VF-23, VF-871, VF-821, VA-55, VC-3, VC-61, VC-11, and VC-35.

On 1 June 1951, the USS PRINCETON (CV-37) rendezvoused with the USS ZELLAR (DD-777) and the USS FOREST ROYAL (DD-872) and proceeded to the operating area, conducting refresher flights enroute.

On 2 June 1951, the USS PRINCETON (CV-37) and the destroyer escort 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.

Upon completion of a conference with ComCarDiv TWO, ComCarDiv FIVE assumed command of Task Force 77.

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MISSION:

The mission of this force, as set forth in CTF 77 OpOrder No. 2-51, was to perform close air support, reconnaissance, interdiction, and air bombardment missions in order to effectively support United Nations ground operations.

PART II Chronological order of Events:

31 May - 1 June

The USS PRINCETON departed Yokosuka, Honshu, Japan and proceeded to the operation area, conducting refresher flights enroute.

2 June -

Shortly after rendezvousing with TF 77 the PRINCETON commenced air operations. Launching the first aircraft at 1330, the PRINCETON furnished interdiction strikes in the Iwon area and close air support strikes along the eastern front. Damage inflicted upon the enemy was estimated as follows: destroyed 3 buildings and railroad track at one point; damaged the approaches to 2 railroad bridges; killed an estimated 4 oxen and 6 troops.

Two photo missions covered the Songjin area and the Wonsan area. Naval gunfire spot was flown for the forces at Songjin and at Wonsan.

A total of 32 planes was launched. The last plane was recovered at 1659.

3 June -

Starting the day with a pre-dawn heckler launch, the PRINCETON proceeded to furnish interdiction strikes in the Pachunjang and Tanchon areas and close air support along the central front. Damage inflicted upon the enemy was estimated as follows: destroyed 5 trucks, 1 oxcart, 2 railroad cars and a railroad bridge; probably destroyed 3 trucks; killed 6 oxen.

Three photo missions were flown covering the Kilchu, Yonghung and Kowon areas. CAP and ASP were flown throughout the day.

A total of 94 planes was launched. The last plane was recovered at 1530. After the last recovery the PRINCETON proceeded to replenish at sea.

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4 June -

Launching the first plane at 0900, the PRINCETON furnished interdiction strikes in the Iwon and Songjin areas and close air support in the Hwachon area throughout the day. Damage inflicted upon the enemy was estimated as follows: destroyed 6 railroad cars, 2 buildings, 8 camouflaged vehicles, 1 highway bridge and the approaches to two railroad bridges; probably destroyed 1 building; damaged 2 sections of railroad track. Four hits were made inside of a tunnel with undetermined results.

Two photo missions were flown. One covered the Chuuronjang area while the other covered from Yangdok to Yonghung. Naval gunfire spot was flown for the forces at Wonsan and Songjin. CAP and ASP were flown throughout the day.

A total of 103 planes was launched. The last recovery was made at 2035.

5 June -

In order to continue blasting the enemy's supply routes and to furnish close air support to advancing United Nations Forces, the PRINCETON conducted air operations throughout the day, with the first launch being made at 0900. Interdiction strikes in the Yonghung and Sinpo areas and close air support in the Kumhwa area inflicted damage to the enemy estimated as follows: destroyed 15 buildings, 1 gun position, 1 railroad car, 1 span of a highway bridge, 1 span of a railroad bridge and 1 section of highway; probably destroyed 4 buildings; damaged 5 railroad cars, 1 section of a railroad bypass, and 2 highway bridges; inflicted an estimated 75 casualties upon the enemy.

Two photo missions were flown in the Hungnam area. Naval gunfire spot was flown for the forces in the Wonsan area. CAP and ASP were flown throughout the day.

A total of 92 planes was launched. The last recovery was made at 2027.

ENS Philip S. RANDOLPH, of VF-23, was lost when his F9F crashed into the after end of the flight deck. The resulting fire burned 8 members of the PRINCETON crew. Two men, Harry D. NUTT, AMAA and Richard ROTELLA, BM3 were burned fatally. One man, Frank HROVAT, AB3 was burned critically. Five men, William H. CORNELIUS, SA, Merle G. SNELLING, GTM1, William E. FLANNERY, AN, John HENDERSON, SA, and George L. ROBBINS, Jr. ABAN, received minor burns.

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Two of these men were blown overboard and were rescued by helicopter and destroyer.

6 June -

Launching the first plane at 0900 the PRINCETON began a day of interdiction strikes in the Kilchu and Singosan areas and close air support in the Kumhwa area. Damage inflicted upon the enemy was estimated as follows: destroyed 4 buildings, 2 spans of a railroad bridge and 1 span each of 3 highway bridges; damaged 2 railroad bridges; killed 1 oxen. Three highway bridges were seeded with delay fused bombs.

Three photo missions were flown covering the Hagaru-ri, Wonsan and Chuuronjang areas. Naval gunfire spot was flown for the forces at Wonsan and Songjin. CAP and ASP were flown throughout the day.

A total of 94 planes was launched. The last aircraft was recovered at 2331.

ENS Eugene R. WAGNER, of VA-55, ditched his AD in the sea after engine failure. The pilot was recovered and returned to the ship by helicopter.

7 June -

The USS PRINCETON replenished at sea.

8 June -

Launching the first plane at 0430, the PRINCETON spent the day pounding the enemy with interdiction strikes in the Kilchu and Kowon areas and close air support missions in the Chorwon, Kumhwa and eastern front areas. Damage inflicted upon the enemy was estimated as follows: destroyed 8 buildings, 4 railroad cars, 2 fuel dumps, 1 section of railroad track, a section of highway at each of 4 points, 2 railroad bridge bypasses, and 3 highway bridge bypasses; probably destroyed 2 buildings; damaged 4 railroad cars, 2 warehouses, and 1 span each of a highway bridge and a railroad bridge; inflicted an estimated 27 casualties upon the enemy.

Three photo missions were flown covering the Hagaru-ri area, the Wonsan area and the Chuuronjang area. Naval gunfire spot was flown for the forces at Wonsan and at Songjin. CAP and ASP were flown throughout the day.

[redacted]

A total of 109 planes was launched. The last plane was recovered at 1653.

9 June -

Beginning with a heckler launch at 0430, the PRINCETON furnished interdiction strikes in the Singosan, Kowon, Yangdok and Majon-ni areas and close air support in the Chorwon area. Damage inflicted upon the enemy was estimated as follows: destroyed 1 truck, 1 oxcart, 1 railroad car, railroad track at 5 points, 1 building, 2 gun positions, 4 supply dumps, 1 tank, 1 warehouse, 1 railroad bridge bypass, 1 span of a railroad bridge, 1 highway bridge and a section of highway at each of 5 points; probably destroyed 10 to 15 railroad cars, and 2 buildings; damaged 1 truck, 3 oxcarts and 2 railroad cars and 1 span each of 2 highway bridges, and a railroad bridge; inflicted an estimated 27 casualties upon the enemy.

Three photo missions covered the Wonsan area, the Hamhung area and from Wonsan to Pyonggang. Naval gunfire spot was flown for the forces at Songjin. A message pickup and drop test flight was flown in the Wonsan area. CAP and ASP were flown throughout the day.

A total of 106 planes was launched. The last recovery was made at 1638.

10 June -

At 0400 the first launch, consisting of 3 aircraft assigned a heckler mission, was made. One F4U5N, piloted by LT. C.W. CHAPMAN of VC-3, crashed on take off due to mechanical failure. LT. CHAPMAN was recovered by a destroyer.

CDR C.R. STAPLER, CAG-19, and R.L. BLAZEVIC AT1, were lost when their AD4Q crashed north of Kumsong at CT 7756. CDR STAPLER parachuted from the plane, but BLAZEVIC was not seen to leave the plane. The cause of the crash is unknown. CDR STAPLER'S wingman flew rescap over the location until running low on fuel at which time he landed at K-13.

At 1100 3 planes were launched for rescap over CDR STAPLER. These also landed at K-13 after searching the area with negative results.

Total aircraft launched was 6, none of which were recovered aboard the PRINCETON. After the 1100 launch, air operations were cancelled due to inclement weather over the beach and the PRINCETON proceeded to replenish at sea.

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11 June -

Commencing with the first launch at 0900 the PRINCETON furnished interdiction strikes in the Kowon area and close air support in the Chorwon area. Damage to the enemy was estimated as follows: probably destroyed 1 gun emplacement; damaged 2 RR bridges, 8 to 10 small boats and the approach to a highway bridge; cratered a highway at 1 point.

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

A total of 53 planes was launched. The last plane was recovered at 2030.

12 June -

Unfavorable weather conditions restricted air operations throughout the day. In spite of this the PRINCETON furnished close air support in the Pyonggang area. These flights destroyed 7 trucks, 1 ammunition dump, 4 artillery pieces and 1 automatic weapon and probably destroyed 21 buildings.

Naval gunfire spot was flown for the force at Wonsan. CAP and ASP were flown throughout the day.

A total of 43 planes was launched. The first plane was launched at 0830 and the last plane was recovered at 2342.

13 June -

Launching the first aircraft at 0400 the PRINCETON spent the day furnishing interdiction strikes in the Munchon, Yangdok and Majon-ni area and close air support in the Pyonggang and Kumsong areas. Damage to the enemy was estimated as follows: destroyed 1 tank, 2 gun positions, 1 span of a RR bridge and 1 highway bridge; cratered a highway at 2 points; inflicted an estimated 100 casualties upon the enemy.

Three photo missions were flown covering enemy supply routes. CAP and ASP were flown throughout the day.

A total of 108 planes was launched. The last plane was recovered at 2230.

14 June -

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[redacted]

During the morning the PRINCETON replenished at sea. Upon the completion of replenishment the PRINCETON furnished interdiction strikes in the Kowon area and close air support along the western front lines. Known damage to the enemy consisted of: 1 span of a RR bridge being destroyed.

One photo mission was flown for target evaluation. CAP and ASP were flown throughout the afternoon.

A total of 32 planes was launched. The first was launched at 1530 and the last was recovered at 2000.

15 June -

The PRINCETON continued to furnish interdiction strikes against the enemy and close air support strikes for advancing United Nations Forces. Strikes in the Songjin area and along the central front inflicted damage upon the enemy estimated as follows: destroyed 4 RR cars, 5 anti-tank guns, 5 buildings, 2 spans of a highway bridge and 3 mortar positions; blocked one end of a tunnel; broke RR track at 1 point; probably destroyed 9 RR cars and 1 warehouse; damaged 2 RR cars and 3 anti-tank guns; killed 5 oxen and an estimated 15 troops.

One photo mission was flown during the day. CAP and ASP were flown throughout the day.

A total of 58 planes was launched. The first was launched at 0600 and the last recovered at 1630.

16 June -

Unfavorable weather conditions over Korea restricted the PRINCETON's strikes to close air support along the central front. Damage to the enemy was estimated as follows: destroyed 2 artillery pieces and 2 ammunition dumps; damaged 1 artillery piece; inflicted an estimated 85 casualties upon the enemy.

One photo mission was flown for target evaluation. CAP and ASP were flown throughout the day.

A total of 64 planes was launched. The first was launched at 0600 and the last recovered at 1630.

17 June -

The PRINCETON continued to cut the enemy's supply routes with interdiction strikes in the Iwon, Sinpyong and Songjin areas.

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Close air support of United Nations Forces was also furnished. The damage inflicted upon the enemy was estimated as follows: destroyed 31 to 32 buildings, 13 sampans, 1 supply dump, 1 machine gun, 3 spans of a RR bridge, 1 span of a RR bridge, and the approaches to a RR bridge; probably destroyed 2 buildings and 4 sampans; damaged 5 buildings, 8 RR cars, 3 to 4 sampans and a RR bridge. A section of highway was cratered at 2 points and then sowed with butterfly bombs at 3 points.

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

A total of 100 planes was launched. The first launch was at 0430 and the last recovery at 1737.

18 June -

Commencing with a heckler strike, launched at 0410, the PRINCETON furnished interdiction strikes in the Songjin, Oro-ri, Sinpo and Pukchong areas throughout the day. Damage to the enemy was estimated as follows: destroyed 1 truck, 7 buildings, 7 gun emplacements, 6 oxcarts, 1 sampan, 2 spans each of 3 RR bridges, 1 span each of 3 RR bridges, and 1 span of a highway bridge; probably destroyed 3 gun positions and 4 sampans; damaged 1 building, 11 sampans, 3 RR bridges and 1 highway bridge; cratered a highway at one point; killed from 6-8 oxen.

Three photo missions were flown during the day covering interdiction targets along enemy supply routes. Naval gunfire spot was flown for the forces at Wonsan and at Songjin. CAP and ASP were flown throughout the day.

A total of 100 planes was launched. The last aircraft was recovered at 1944.

19 June -

During the morning and early afternoon the PRINCETON replenished at sea. Upon the completion of replenishment a bridge strike was launched. Hitting near Songjin the strike was able to destroy 1 RR bridge. A photo mission, CAP and ASP were also flown.

A total of 29 planes was launched. The first launch was at 1730 and the last recovery was at 2041.

20 June -

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The PRINCETON continued to pound the enemy's supply routes with interdiction strikes in the Songjin, Tanchon, Churronjang, Yangdok and Majon-ni areas. Damage was estimated as follows: destroyed 1 span each of 4 RR bridges, 2 spans of 1 RR bridge, 50 feet of RR track, 2 RR cars, 4 trucks and 6 carts; probably destroyed 3 RR cars; damaged 1 locomotive and 1 span each of 2 RR bridges; killed 11 oxen and 5 troops. Highways were cratered at several points and these areas were sowed with butterfly bombs.

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

A total of 127 planes was launched. The first plane was launched at 0910 and the last plane was recovered at 2337.

ENS John MOODY, of VF-871, parachuted from his F4U over Wonsan Bay after being hit by AA fire. ENS MOODY was rescued by helicopter and returned to the ship.

LT Royce CARRUTH, of VF-821, was lost when his plane crashed and exploded near Sinp'yong. The crash was believed caused by AA fire.

21 June -

The PRINCETON furnished interdiction strikes in the Tanchon, Yangdok and Majon-ni areas in a continued effort to stop the enemy's supply activities. Close air support of United Nations ground forces along the Western front was also furnished. Damaged inflicted upon the enemy was estimated as follows: destroyed 3 buildings, 4 oxcarts, 1 fuel dump, 5 trucks, and 1 span each of 2 RR bridges; probably destroyed 6 trucks; damaged 4 buildings, 1 tunnel entrance and the approaches to 2 RR bridges. Highways were cratered at 4 points and those areas were sowed with butterfly bombs to discourage repair activities.

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

A total of 114 planes was launched. The first plane was launched at 0910 and the last was recovered at 2330.

22 June -

The PRINCETON spent the day furnishing interdiction strikes in the Tanchon, Kilchu, Yangdok and Majon-ni areas and close air support along the eastern front.

[redacted]

Damage inflicted upon the enemy was estimated as follows: destroyed 12-15 buildings, 3 warehouses, 1 truck, 1 oxcart, 30 feet of RR track, 2 RR bridges, 1 span of one RR bridge and 2 spans of another RR bridge; probably destroyed 2 buildings; inflicted an estimated 5-10 casualties upon the enemy. Highways were cratered and sowed with butterfly bombs at several points.

Three photo missions were flown covering enemy supply routes along the east coast of Korea. Naval gunfire spot was flown for the forces at Wonsan. CAP and ASP were flown throughout the day.

A total of 97 planes was launched. The first plane was launched at 0910 and the last plane was recovered at 2344.

23 June -

The USS PRINCETON replenished at sea.

24 June -

Commencing the day with the first launch at 0410 the PRINCETON continued to furnish interdiction strikes against the enemy supply routes in the Yangdok, Majon-ni and Kowon areas and close air support along the central front lines. Damage to the enemy was estimated as follows: destroyed 1 warehouse, 100 feet of RR track, 15 buildings, and 1 highway bridge; damaged 3 warehouses, 1 RR bridge and 1 highway bridge. Highways were again cratered and sowed with butterfly bombs at several points.

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

A total of 90 planes was launched. The last recovery was made at 1746.

25 June -

Continuing to smash the highways near Yangdok and Majon-ni, to break the RR lines along the east coast, and to furnish close air support to United Nation forces along the eastern front, PRINCETON strikes caused damage to the enemy estimated as follows: destroyed 3 gun positions, 3 RR cars, 2 trucks, 20 buildings, 3 warehouses, 3 carts and 1 RR bridge; probably destroyed 1 gun position, damaged 1 RR bridge and 2 warehouses. Highways were cratered and sowed with butterfly bombs at several points.

Three photo missions were flown for damage assessment and target evaluation. CAP and ASP were flown throughout the day.

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[redacted]

A total of 84 planes was launched. The first plane was launched at 0415 and the last plane was recovered at 1737.

LTJG John LARVA, of VA-55, crashed in his AD at K-18 airfield after being hit by AA fire. LTJG LARVA was uninjured. The AD was a strike.

26 June -

The PRINCETON furnished interdiction strikes in the Kilchu, Changjon, Yangdok and Majon-ni areas along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 25 buildings, 7 supply dumps, 1 warehouse and 2 spans of a RR bridge; damaged 11 buildings, 2 RR cars, 1 gun emplacement and 1 supply dump. Highways were cratered and sowed with butterfly bombs at several points.

Three photo missions were flown covering enemy supply routes and activities. CAP and ASP were flown throughout the day.

A total of 89 planes was launched. The first plane was launched at 0410 and the last recovered at 1736.

27 June -

The USS PRINCETON replenished at sea.

28 June -

The PRINCETON furnished interdiction strikes in the Pukchong, and Majon-ni areas along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 12-13 carts, 25 buildings, 26 gun positions, 3-4 warehouses, 5 trucks, 1 fuel dump, 1 highway bridge and 1 span of one RR bridge; probably destroyed 8-10 buildings and 2 trucks; damaged 4 carts, 2 buildings and 2 RR bridges. Highways were cratered and sowed with butterfly bombs at several points.

Four photo missions were flown for target evaluation and damage assessment. CAP and ASP were flown throughout the day.

A total of 97 planes was launched. The first plane was launched at 0910 and the last plane was recovered at 2042.

LTJG Harley HARRIS, of VA-55, was lost when his AD crashed and exploded at BU 9826. The cause of the crash is unknown.

29 June -

[redacted]

The PRINCETON furnished interdiction strikes in the Pukchong, Koyo, Yangdok and Majon-ni areas along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 20 buildings, 2 gun emplacements, 4 warehouses and 3 trucks; probably destroyed 1 warehouse and 2 trucks; damaged 18 buildings and 1 tunnel. Highways were cratered and sowed with butterfly bombs at several points.

Five photo missions were flown covering enemy supply routes in central Korea and beaches south of Wonsan. Naval gunfire spot was flown for the force Wonsan. CAP and ASP were flown throughout the day.

A total of 99 planes was launched. The first plane was launched at 0910 and the last plane was recovered at 2343.

30 June -

Commencing air operations at 0910, the PRINCETON furnished interdiction strikes in the Hamhung, Kilchu, Yangdok and Majon-ni areas and close air support along the eastern front lines. Damage inflicted upon the enemy was estimated as follows: destroyed 21 trucks, 2 gun positions, 1 command post, 9 buildings, 1 cart, 1 fuel tank, and 1 span of a RR bridge; probably destroyed 5 buildings and 3 vehicles; damaged 6 trucks, 1 gun position, 4 buildings and 6 RR cars; inflicted an estimated 90 casualties upon the enemy. Highways were cratered and sowed with butterfly bombs at several points.

Five photo missions were flown for target evaluation and to complete the beach study south of Wonsan. NGF spot was flown for the forces at Wonsan and at the bombline. CAP and ASP were flown throughout the day.

A total of 102 planes was launched. The first plane was launched at 0910 and the last plane was recovered at 2358.

LTJG Gordon C. GEORGE, of VF-871, ditched his F4U in the ocean near the bombline after being hit by AA. LTJG GEORGE was recovered by the USS LOS ANGELES.

1 July -

The PRINCETON replenished at sea and then departed Task Force 77 for Yokosuka, Honshu, Japan.

2-3 July -

The PRINCETON proceeded to Yokosuka and arrived on the morning of 3 July for scheduled availability and recreation.

The PRINCETON furnished interdiction strikes in the Pukchong, Koyo, Yangdok and Majon-ni areas along with close air support along the eastern front lines. Damage to the enemy was estimated as follows: destroyed 20 buildings, 2 gun emplacements, 4 warehouses and 3 trucks; probably destroyed 1 warehouse and 2 trucks; damaged 18 buildings and 1 tunnel. Highways were cratered and sowed with butterfly bombs at several points.

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It was found that it is not necessary to remove the motor-generator from its mounting on the director pedestal; the old assembly was removed and a new one installed in less than one (1) hour's time). The presence of dirt and grease was also discovered in the assembly.

c. The casualty to the Mark 56 Director was a shorted 450 volt, D.C., commutator in the motor-generator set. The short was caused by the presence of carbon between the commutator segments. The entire armature assembly had to be replaced in restoring the casualty. The presence of dirt and grease was also discovered in the armature assembly and the brush-holder assemblies.

d. Maintenance instructions for both of these types of amplydine motor-generators call for a semi-annual inspection or an inspection upon completion of 600-hours of operation in the case of the Mark 37 Director. This ship does not consider this to be a satisfactory maintenace schedule. Condition III Watches have been stood on both the Mark 37 and 56 systems on this ship throughout a seven (7) month operating period. A more frequent inspection of the above motor-generators would probably have prevented the foregoing described casualties.

e. It is therefore recommended that any ship which operates under similar conditions should inspect amplydine motor-generators monthly.

B. Fire Control Radar Maintenance Report:

(1) Examination of the BuShip Monthly Radar Performance Report indicates that very few ships employ fire control personnel to maintain their fire control radars. This function has been assigned instead to Electronic Technicians. Since the fire control organization of this ship maintains the majority of installed fire control radars, it is considered that the manner in which this was accomplished and the experience gained will prove of interest to other commands.

(2) This ship has the following Fire Control Radars presently installed:

a. Two (2) Mark 25, Mod 2 radars
b. Five (5) Mark 34, Mod 2 radars
c. Two (2) Mark 34, Mod 3 radars
d. Two (2) Mark 35, Mod 2 radars

The Mark 35 Radars were installed as part of the GFCS Mark 56 when the ship was recommissioned in August 1950. All other radars were installed and were on board prior to June, 1949 when the PRINCETON was decommissioned.

[redacted]

(3) The Mark 35 Radars have been maintained by fire control personnel since installation. The original maintenance group consisted of one (1) FTC graduate of Class "B" FT school and one (1) TF3 graduate of Class "A" FT school at the General Electric Factory, Pittsfield, Mass. At the present time, both systems are in charge of an FC2 graduate of Mark 56 school who has two (2) third-class and two (2) seaman strikers under his supervision. These personnel have all been trained in maintenance of the equipment itself.

(4) There has been a minimum of casualties to the Mark 35 Radars in spite of the great number of hours they have been operated during the past seven (7) months. Below are listed the hours of operation which have occurred since installation.

Forward System:		After System:	
Radiate Hours:	411	Radiate Hours:	309
Computer Hours:	451	Computer Hours:	331
Standby Hours:	2645	Standby Hours:	2120

Both radars have been out of commission at various times but for periods not longer than three (3) days at any one time. This latter condition has occurred twice (2) on the forward system, and once (1) on the after system.

(5) Both radars have been kept at peak operating performance because of the maintenance program employed. Condition III watches have been stood on the GFCS Mark 56 since last December. The watch is rotated every two (2) days between the forward and after systems. The two (2) days "off" period is used for preventive maintenance. Not only is the "Check-off List for Periodic Maintenance" given in the December, 1949 GE Ordnance Bulletin closely adhered to, but the ship also has a rigid program for checking tubes, inspecting and tightening terminal lugs, etc. This latter program was necessitated by the vibration problem present in the after radar control room which causes an abnormal amount of tube failures, plus a continual cracking and crystallization of resistors and the shorting of numerous leads. Searching and elimination of these conditions has proven that the time and effort involved is highly worthwhile. It is considered to be the only solution to proper operation of the GFCS Mark 56.

(6) Until recently, all Mark 34 and 25 Radars were maintained by Electronics Technicians.

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[redacted]

Due to the fact that these radars are operated solely by fire control personnel, it was decided that the latter should perform all maintenance on them. One (1) FTSN, a graduate of a Class "A" FT School and one (1) FC3 were assigned to work with the ET's on the Mark 34 Radars while one (1) FC3 and one (1) SN were assigned to assist in the maintenance of the Mark 25 Radars. Both "on-the-job" and "formal" training programs were set up. In less than six (6) weeks time, the Mark 34 Radars were being maintained solely by fire controlmen. This released three (3) ET's for other work. At present, one (1) ET is used with the two (2) fire controlmen in maintenance of the Mark 25 Radars.

(7) Although there was a shortage of trained personnel for fire control radar maintenance, i.e., FT School Graduates, the above program was inaugurated without encountering any major problems. It demanded much concentration and instruction, plus a high degree of enthusiasm. The FTC placed in charge of fire control radar maintenance has been largely responsible for its success. A rotation plan to send fire control personnel to FT School has been inaugurated. FT Graduates will be used primarily for fire control radar maintenance upon their return to this command.

(8) The conslusions reached therefore are:

a. Fire Control Radars can and should be maintained by fire control personnel.

b. It is not mandatory to have qualified FT's. Qualified FT's are necessary only to inaugurate a fire control radar maintenance program including the instruction required to qualify additional fire controlmen as necessary to implement the program.

c. Operating performance of the fire control radars has definitely improved since being maintained by fire control personnel.

d. Inauguration of a long range training program is considered a must and involves keeping personnel in school at all times.

e. Continual preventive maintenance is the only solution to complete and constant combat readiness.

C. Deck Evolutions:

Deck evolutions (i.e., fueling, ammunition replenishing, etc.) during the period of this report were conducted under excellent operational conditions.

[redacted]

The operations of the task force require many transfers at sea from the fantail (frame 207), the aft transfer station, and the forward burtoning station. These evolutions have been executed with the minimum amount of difficulty and an 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.

D. Ammunition Expended: - during period of this report.

Bombs

2000 lb GP	111
1000 lb GP	385
500 lb GP	408
250 lb GP	1260
100 lb GP W/F	2445
350 lb DB	3
220 lb Frag	340
260 lb Frag	1972
500 lb Cluster M28	122

Fuzes

AN-M103A1	213
AN-M139A1	2693
AN-M140A1	12
AN-M168	3916
AN-M100A2	6002
AN-M101A2	406
AN-M102A2	537
M115	24
M116	18
M117	7
AN-Mk230	4
M157	1364
M146	156

Napalm

Jap Manufactured Napalm Tanks	625
Napalm Thickener	29890

Aircraft Ammunition

20MM Aircraft	114907
Calibre .50	472665
A/C Parachute Flares Mk 6	196

Rockets

3"5 Head Mk 8	6
3"25 Motor	10
5"0 Head Mk 6	636
6"5 Head	319
5"0 Motor	987
Fuze Rocket Mk 149	637

PART IV Resume of Battle Damage - Own and Enemy:

A. Own:

1. The ship sustained no battle damage.
2. Damage sustained by Air Group NINETEEN was:

[redacted]

Type A/C	Failed to return to friendly base	Damaged beyond local repair transferred or held for repair elsewhere	Jettisoned or salvaged after return to base	Damaged from mission, repaired OB
F9F	0	0	0	7
F4U-4	2	1	0	33
AD-4	3	1	0	30

B. Enemy:

TARGETS	DESTROYED	PROB. DEST.	DAMAGED
Ammo Dumps	6	2	0
Barracks	2	0	0
Buildings	260	109	43
Command Post	1	0	1
Factories	0	1	3
Field Pieces	11	0	1
Fuel Dumps	6	0	0
Gun Emplacements	56	10	43
Highway Bridges	11	11	18
Highways cratered	0	0	71
Hogs	100	0	0
Junks	0	0	1
Locomotives	1	1	3
Lumber Stacks	0	0	3
Motor Trawler	0	1	0
Oil Drums	0	8	0
Ox-Carts	36	11	29
Oxen	72	9	0
Pack Animals	2	0	0
RR Bridges	37	21	34
RR Cars	35	48	150
RR Tracks (outs)	0	0	44
Sampans	19	4	26
Supply dumps	17	7	17
Tanks	3	0	17
Trucks	46	14	35
Troops	620	325	0
Tunnel (entrance)	1	0	5
Vehicles	5	8	35
Warehouses	12	4	9

PART V Personnel, Performance, and Casualties:

A. Casualties:

1. Ship's Company:

18 [redacted]

18

[redacted]

Harry D. NUTT AMAA - Fatally Burned
Richard ROTELLA BM3 - Fatally Burned

Frank HROVAT AB3 - Critically Burned

William H. CORNEILUS SA - Minor Burns
Merle G. SNELLING GTM1 - Minor Burns
William E. FLANNERY AN - Minor Burns
John HENDERSON SA - Minor Burns
George L. ROBBINS, Jr. ABAN - Minor Burns

The above casualties were the result of the F9F crash of 5 June.

2. Air Group NINETEEN:

18 May: The first casualty suffered by the new Air Group NINETEEN was LT H.M. HAWKINS of VF-871 who was lost after bailing out of his F4U on 18 May. This casualty was reported in the 16 April - 22 May Action Report and is included in this report because LT HAWKINS was a member of the new Air Group NINETEEN.

5 June: Ensign Phillip S. RANDOLPH, Jr., 507825/1310 of VF-23 hit the ramp in his F9F on a late afternoon recovery. His plane exploded on impact and his body was not recovered.

10 June: Commander Charles R. STAPLER, 82333/1310 and Raymond L. BLAZEVIC, AT1, 870-41-43, crewman, were shot down by enemy AA while on a pre-dawn heckler mission. Commander STAPLER bailed out of his AD4Q and was seen to land uninjured but BLAZEVIC was not seen to leave the plane. Commander STAPLER and BLAZEVIC are listed as missing.

20 June: Lieutenant Royce (n) CARRUTH, 363563/1315, of VF-821 was shot down in his F4U-4 by AA fire and was not seen to bail out. The plane crashed and exploded on impact.

24 June: Commander R.C. MUELLER, 85350/1310 of VF-23 was slightly injured by shrapnel and shattered plexiglass about the arms and face when enemy AA holed the canopy of his F9F while on a recco mission over Korea.

28 June: LTJG Harley S. HARRIS, 513064/1310 of VA-55 was shot down over Korea in his AD during a strafing run. The plane burned on impact and LTJG HARRIS is presumed dead.

B. Performance:

The performance of personnel during the period of this report was excellent.

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[redacted]

The following dispatches were received that commended the performance of pilots and units of this Air Group during this period:

1. COMCRUDIV 5 Restricted dispatch 280821Z of June 1951 to CTF 77: " THE PROMPT ACTION OF PASSBOOK 23 AND PASSBOOK 3005 WAS WONDERFUL TO BEHOLD X THE DOWNED YOUNG PILOT OWES HIS LIFE TO THEIR EXCELLENT PERFORMANCE OF DUTY".

2. CTF 77 dispatch 060930Z of June 1951 to USS PRINCETON CV-37. "LIEUT TAYLOR FLIGHT LEADER OF HIWAY INTERDICTION STRIKE TODAY DID EXCELLENT JOB OF LEADING HIS FLIGHT THROUGH DIFFICULT WEATHER TO ASSIGNED TARGET AREA AND DISPLAYED THOROUGH WORKMANSHIP IN BRIDGE BUSTING AND ROAD CRATERING".

PART VI Special Comments:

A. Aerology:

Climatological data indicated that the summer months offered poorer flying conditions in the Korean area than any other season; and the first two weeks of June lived up to what had been expected. However, the last two weeks of June offered some excellent flying conditions.

On the whole, ceilings were lower (due to terrain features) and visibility poorer (due to smoke and haze) over the target areas than in the operating area. The mobility of the force enabled it to avoid the frequent fog patches and shower areas off the Korean NE coast.

Data for the period of this report:

Maximum Temperature.	79°F
Minimum Temperature.	55°F
Average Temperature.	67°F
Maximum Water Temperature. . . .	72°F
Minimum Water Temperature. . . .	54°F
Average Water Temperature. . . .	65°F
Maximum Wind Velocity.	35 kts
Minimum Wind Velocity.	CALM
Average Wind Velocity.	11 kts
Prevailing Wind Direction. . . .	SSW

B. Navigation:

Horizons for celestial observations continued generally poor during the period of this report causing a good deal of scatter in the star sights that were obtained.

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The DBE Loran plus radar ranges proved to be the primary means of determining position because of the generally poor horizons mentioned in the above paragraph. The DBE operated perfectly throughout the period indicating that the extensive work performed on the equipment prior to the period of this report had produced results.

C. Air Group NINETEEN:

1. Tactics:

a. For better control of departing flights the Group adopted the procedure of taking departure as a single unit and then detaching on their separate missions upon making a landfall. This cleared the scopes in CIC and made for better flight discipline and control.

b. The policy of complete flak suppression during napalm drops was practiced with favorable results, i.e., none of our aircraft was lost on napalm runs during this period. The procedure we followed was to utilize the F4U-4 with its 6-50 calibre machine guns as a strafing weapon immediately prior to napalm run and then use 2 F4U flying loose wing on the aircraft making the drop, all aircraft strafing during the run.

2. General Topics:

a. Our striking power with the F4U-4 is jeopardized by the lack of sufficient bomb racks for the rocket stations. The Mk 5 bomb adapters we have on hand are not satisfactory due to their age and lack of selective arming. We should have 8 for each F4U-4 aboard, total 256, but at present have only 75; many of which fail in flight and cause hung bombs to be brought back aboard. To remedy this situation VF-821 has developed a field fix for the rack to allow for selective arming which had been submitted for approval through the chain of command.

b. VA-55 has developed the use of the K-25 package camera by installing it on the outer station of the starboard wing of their AD's. This camera has provided some fine strike damage photos.

D. Air Department:

1. Deck Handling:

Catapult operations for this period were the heaviest encountered thus far this cruise, due to an increased use of jets. Catapult shots by type were: 668 F9F, 82 AD, 77 F4U, and 10 TBM; totaling 837 compared with 531 for heaviest previous period.

Following a pre-dawn launch on the morning of 10 June 1951,

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an F4U-5NL was flown into the water approximately 1/2 mile ahead of the ship. The plane was carrying two droppable fuel tanks and burst into flames upon contact with the water. The pilot was recovered very shortly therafter by plane guard destroyer with only minor injuries.

The jet blast deflectors have been used for all jet launches since installation of new type inserts on 15 May 1951. The inserts have been subjected to 563 full power blasts for a total time of 139 minutes and 9 seconds on the port and 486 full power blasts for a total time of 89 minutes and 45 seconds on the starboard. The new type inserts are highly satisfactory, with no noticeable structural defects to date.

Deck launches for this period by type were: 839 F4U, 527 AD, and 19 TBM; totalling 1385. Lighter winds were encountered this period necessitating longer deck runs for heavily loaded aircraft. Deck runs up to 800 feet were given AD type aircraft loaded for bridge strikes when wind was 30 knots or slightly less.

Arrested landings for this period by type were: 674 F9F, 915 F4U, 615 AD, and 29 TBM; totaling 2,233 with only minor repairs to the machinery necessary.

During this period, the PRINCETON experienced her most serious accident since recommissioning. On the evening of 5 June 1951 with the sun low on the horizon and directly ahead of the ship, an F9F settled in the groove and received an early wave-off from the landing signal officer. The pilot failed to take the wave-off until late in the approach, at which time the plane was low and slow. The plane hit the starboard side of the ramp about amidships of the aircraft and exploded, starting a large fire on the after starboard side of the flight deck, the catwalk and fantail. The pilot was not recovered. Eight (8) flight deck personnel were injured, two (2) of whom later succumbed to extreme second and third degree burns. Repair Eight and Repair One fire fighting crews did an excellent job of extinguishing the intense fire and cleaning away debris. Remaining airborne aircraft were given a "charlie" nine(9) minutes after the tragic accident occurred. Enlarged photographs of the accident have been placed on the fantail below stenciled warnings (previously posted) as a grim reminder to personnel of the hazards of "sky larking" on the fantail during landing operations. This accident emphasizes the necessity for all flight deck personnel to wear full clothing (sleeves rolled down, helmets fastened, gloves on, etc.) during flight operations as protection against flash fires. Most of the burns suffered

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in this accident were on normally exposed skin areas such as face, neck and wrists. The most severely burned had their clothing burned off to a large extent. Others escaped more serious injury because they were wearing their required clothing in a proper manner. It is mandatory that all personnel on the flight deck keep sleeves rolled down and helmets fastened while landing or launches are being conducted.

On the afternoon of 29 June, one (1) F9F landed in a violent skid causing starboard landing gear to collapse.

2. Aircraft Servicing - Ordnance:

Experiments were conducted in mixing napalm with the idea of eliminating or reducing the use of xylenol during warm weather. It was determined that to obtain the proper gel and the necessary speed of gel formation, approximately the same quantity (3/4ths of 1% by volume) of xylenol is required REGARDLESS OF THE WEATHER CONDITIONS. To obtain the consistency of gel desired, the quantity of napalm powder will vary from 4.5% to 6% by weight depending on the quality of the powder mix.

The specially constructed napalm jettisoning chute at the after port corner of the flight deck is being improved. Thin metal tanks tend to flatten out and engage the knife edge at the bottom of chute at a speed too slow to split the tank sufficiently. The new chute will have rollers and be three (3) feet longer, which will enable the tank to gain speed before engaging the knife edge, resulting in complete splitting and sinking of the tank.

A Mk 24 mine was accidently released from a Douglas Bomb Ejector during a catapult shot and pulled over the side by the tail of the aircraft, resulting in a major overhaul for the aircraft and a lost mine. The cause of the accidental release was undetermined, but is believed due to inertia of worn, moving parts of the ejector.

Due to several instances of pilots inadvertently returning to the ship with hung ammo on main bomb racks, especially at night, it is again recommended that a separate manual release be installed for the Douglas Bomb Ejector and the two (2) Mk 51 wing racks in the AD type aircraft. With the present Salvo release, no control is retained over the separate racks and all three stations must be released in order to jettison load on any one rack. For night work especially, it is desirable to actuate the manual release on all stations loaded with ordnance items prior to

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landing aboard. The standard policy of manually clearing all main racks that contain ordnance items prior to landing aboard could be more practically enforced (without unnecessarily jettisoning external fuel tanks), if this change is incorporated.

As on past cruises, several items of hung ordnance tore off on arrested landings of aircraft. The bomb disposal crews stationed at strategic locations on the flight deck, properly disposed of the damaged ordnance items in a speedy and efficient manner, without injury to personnel or damage to the ship.

Pictures of hydraulic lift for external gas and napalm tanks (described in Action Report for period 16 April - 22 May) are included as enclosure (1) to this report. This lift, designed and fabricated by ship's personnel has been of great value in transferring full tanks from one aircraft to another. Not one case of ruptured tanks has been experienced during transfer while using this lift. One of the most desirable and useful features of this lift is that tanks may be removed from AD aircraft and reinstalled on F4U's in one simple operation, due to variable height and tilt of the lift.

3. Accumulation of Ammunition Expended 12/5/50-7/3/51:

ITEM	QUANTITY	LBS. WEIGHT	
100# G.P.	14,275	1,698,725	
220# Frag	374	82,654	
250# G.P.	4,223	1,114,882	
260# Frag	11,305	2,984,520	
500# G.P.	1,452	768,108	
500# Butterfly	114	45,258	
1000# S.A.P.	9	8,991	
1000# S.C.	6	6,684	
1000# G.P.	1,785	1,863,540	
2000# G.P.	751	1,584,610	
350# D.P.	1	351	
			5,079 T
Napalm Bombs	3,758	2,883,760	
			1,442 T
HVAR's	7,194	1,007,160	
ATAR	1,452	203,280	
3.25" VT	123	9,840	
3.25" MK I Hd.	7	378	
Tiny Tims	3	3,759	
Torpedoes MK 13	8	17,360	
Mine MK 24	1	683	

[redacted]

Accumulation of Ammunition Expended (Cont'd)

ITEM	QUANTITY	LBS. WEIGHT	
Tetrahedrons	18	1,710	
.50 Cal. Ctgs.	2,116,400	634,899	
20 MM Ctgs.	508,854	334,892	1,107 T
	Total Weight	15,256,044	7,628 Tons

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