

AEROLOGICAL SUMMARY
 OPERATING PERIOD
 4 July - 27 July 1953

<u>Temperature</u>		<u>Surface Wind</u>		
Average	71 deg	<u>Prevailing Direction</u>	<u>Days</u>	
Average Max	75 deg	N		2
Average Min	68 deg	NNE		3
Absolute Max	84 deg	NE		2
Absolute Min	59 deg	ENE		0
		E		1
		ESE		2
		SE		0
		SSE		5
		S		3
		SSW		2
		SW		2
		WSW		1
		W		0
		WNW		0
		NW		0
		NNW		1

<u>Sky Condition</u>	<u>% Total Time</u>			
Overcast	55.2%			
Cloudy	18.2%			
Partly Cloudy	10.6%			
Mostly Clear	16.0%			

Hours of precipitation	73			
Average Relative Humidity	87%			
Hours of Fog	111			

<u>Coilings</u>	<u>% Total Time</u>	<u>Visibilities</u>	<u>% Total Time</u>
Below 1000'	29.3%	Under 1 Mile	8.0%
1000-5000'	25.1%	1-3 Miles	4.0%
5000-10,000'	15.1%	3-6 Miles	12.6%
Above 10,000'	30.5%	Over 6 Miles	75.4%

Percentage Flying Conditions

BAD (Coilings less than 1000') - - - - -	28.8%
(Visibility less than 3 miles)	
AVERAGE (Coiling 1000-5000') - - - - -	30.1%
(Visibility 3-6 miles)	
GOOD (Coiling over 5000') - - - - -	41.1%
(Visibility over 6 miles)	

b. Supply

(1) Commissary

Provision replenishment was received at sea twice while in the operating area during the period 1 July to 27 July 1953.

<u>Date</u>	<u>Ship</u>	<u>Tons Ordered</u>	<u>Tons Received</u>	<u>Loading Time</u>
9 July	USS ALSTEDE (AF-48)	57	51.1	80 min.
20 July	USS GRAFFIUS (AF-29)	88	70	60 min.

Sandwiches were regularly provided for the refueling and rearming working parties. Hamburgers, grilled cheese or hot dogs were the most popular types of sandwiches served. Sandwiches were served on fifteen (15) different occasions during this period on the line.

During this same period 6,786 complete night rations, an average of 251 per day, were prepared and served to the night crew.

Sandwiches and coffee were provided for the crew after the evening movie on days when bad weather conditions prevented regular flying operations.

Graham flour has not been available to the BOXER at any time since arrival in the Far East area. It is recommended that this type flour be carried by the provision ships, as it is valuable as a means of supplying greater variety in the bakery products.

The following amounts of provision items were consumed during this operating period:

Flour	37,450 lbs.	Meat, preserved	6,361 lbs.
Vegetables, canned	22,238 lbs.	Meat, salted & smoked	20,546 lbs.
Vegetables, fresh	89,026 lbs.	Meat, fresh & boneless	54,552 lbs.
Vegetables, frozen	13,866 lbs.	Sugar, powdered, brown	
Fruit, canned	16,612 lbs.	and granulated	34,010 lbs.
Fruit, fresh	18,555 lbs.	Beverages, coffee, tea	
Fruit, frozen	3,131 lbs.	and cocoa	7,811 lbs.
Fruit, preserved	4,892 lbs.	Milk, evaporated	6,215 lbs.
Fruit, juices	6,448 lbs.	Milk, fresh	1,694 lbs.
Cereals, starches & rice	5,593 lbs.	Milk, powdered whole	5,730 lbs.
Oils, sauces and vinegar	770 gal.	Butter	9,411 lbs.
Cheese, grated, processed		Eggs, fresh	7,903 doz.
and cottage	3,231 lbs.	Shortening	9,406 lbs.

(2) Ship's Store and C&SS

During the month of July, Ship's Store sales amounted to \$51,269.00 and C&SS sales were \$9,571.00. Closing inventory valuation of Ship's Store stock was \$92,592.00 and \$41,791.00 for C&SS. Net profit realized from Ship's Store operations during this period was \$5,607.78.

Adequate stocks of all Ship's Store items were available for sales during July. Heavy sales resulted in some stock items being reduced to an approximate thirty (30) day stock level but receipts from replenishment requisitions issued on supply sources are expected to

relieve this situation prior to reduction of stocks to a serious level.

(3) Aviation Supply

Depletion of a number of high usage items was experienced during the second tour on the "Battle Line". This condition was caused by the excessive time planes were in the air due to the large number of missions flown. Receiving all replenishment ships at night, during this period, allowed continual all day flight operations.

A total of 1,863 line items were received on stub requisition requests. Of these requests ninety-eight percent (98%) of the line items were furnished.

The U.S.S. JUPITER (AVS-8) replenished aviation stores at sea on 27 July 1953. Approximately eleven (11) tons of supplies, including transshipment cargo was received. This amounted to seventy-two percent (72%) of the items requisitioned as compared with the seventy-eight percent (78%) receipt of items from the June requisitions submitted to the JUPITER.

There were nine (9) ACOG's during this operating period. Six (6) of the ACOG's were AD-4N's down for two (2) to three (3) days for Gyro Horizon Indicators, stock number R88-I-1325-015-000. The VF-194 Squadron has prepared RUDM's on the indicators.

Failure of Aileron Booster Valves, stock number R83-AP-25400-20 continues to be a major cause of ACOG's. During this operating period stocks of this item were exhausted from available stock of all Task Force SEVENTY-SEVEN carriers and other sources in the Far East. BOXER transferred nine (9) of the original stock of thirteen (13) valves on board to the three (3) other carriers of Task Force SEVENTY-SEVEN when they were faced with ACOG's. In addition to the thirteen (13) valves which were on board BOXER, an additional three (3) were recovered through salvage from dud aircraft. Subsequent valve failures on BOXER used the remaining seven (7) valves and caused one (1) ACOG as the eighth valve was unavailable when required. A re-outfitting requisition CVA21/7456-53 submitted to AMO, NSC Oakland in December 1952 for seven (7) of these valves is still outstanding. Vigorous follow-up action by the ship to ASO Philadelphia first established a delivery date of 30 June by the contractor; this later was delayed to an anticipated delivery of the week of 14 August 1953.

Other ACOG's were as follows:

<u>AIRCRAFT</u>	<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>SOURCE SUPPLY</u>	<u>NO. DAYS</u> <u>ACOG</u>
F4U-4	R82-CV-VS-40106	Stabilizer	USS PHILIPPINE SEA	1
AD-4N	R82-DG-5267222	Seal Assy.	USS PRINCETON	1
AD-4W	R86-GE-CR2795B100A1	Regulator	USS JUPITER	3

A meeting of Supply Officers from Task Force SEVENTY-SIX carriers was held 19 July aboard the U.S.S. LAKE CHAMPLAIN. Purpose of this meeting was to discuss procedures for the timely transfer of critical material within the Force and to standardize phraseology in order to reduce size of messages being transmitted through the communications system.

Two (2) ACOG dispatches were transmitted to ASD, NSC Oakland from the U.S.S. JUPITER dtg 160830Z June covering requisition CVA21/8891-53 for one (1) each Shaft R82-DG-4254985 and dtg 201337Z June covering requisition CVA21/8907-53 for one (1) each Line Assy R83-DG-5256715-98 and one (1) each Line Assy R83-DG-5256715-94. Each of the action copies of the dispatches used as packing copies for shipment were stamped in bold letters "Air Cargo" "ACOG", however, the packages were mailed by regular parcel post. They were ultimately received on board BOXER 20 and 26 July respectively. However, a "Dud" aircraft had become available during the interim, from which these parts were procured, but had this not occurred the aircraft would have been grounded for a period of thirty-six (36) days.

(4) General Supply

During the period 10 May to 27 July 1953 the requirements for breathing oxygen and technical oxygen were adequately met by the tankers, through the substitution of breathing for technical when required.

Requirements for CO2 Regular averaged about four (4) cylinders per day, which was approximately ten (10) cylinders each replenishment. Required amounts were not always available but in all instances partial quantities were supplied. The lack of CO2 cylinders with valve SNSN G58-V-198-25 is noted.

Replenishment of ten (10) pound acetylene cylinders from tankers was not possible. BOXER requirements of five (5) for testing purposes was filled at NSD Yokosuka prior to departure of BOXER for this tour. A stock of the small acetylene cylinders should be carried by tankers replenishing the force.

Commander Service Squadron THREE Notice 4442 set the load to be carried by NavFo tankers as:

CO2, 50 lb.	5
Froon 12, 50 lb.	1
Nitrogen, water pumped (184 cuft.)	1

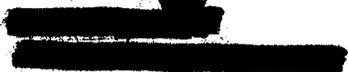
Allowance of compressed gases in the amount listed is hardly enough to make replacements for those used even though the carrier leaves port with capacity allowance. In addition, if more than one (1) carrier or other vessel draws from the tanker on each replenishment, this results in some ships being unable to replenish to allowance. Further, the uncertain schedules for rotation to port, dictated by current war efforts, does not allow vessels to anticipate waiting until arrival in port, but requires replenishment on each opportunity at sea in order to maintain maximum readiness. BOXER requirements for the period of this report were as follows:

	<u>Required</u>	<u>Received</u>
CO2 Regular 22 cu ft.	67	51
Freon 12, 50 lb.	42	34
CO2 Fire	10	0
Acetylene, 10 lb.	5	0
Nitrogen, 184 cu ft.	3	3

Ships operating in the forward area have been required to replenish General Stores material from Fleet Issue ships, with very little support from ashore activities on NIS items other than on "A" and "B" priorities. While a fleet issue ship carries an adequate stock of high usage items, it is impossible to stock and carry all items that a large vessel requires during operations for an indefinite length of time. Greater use of supplementary supply support from ashore supply sources would alleviate the difficulty of being unable to obtain supplies unavailable through mobile support before the need becomes so critical as to justify the use of priorities "A" or "B". It is impractical to assume that any large vessel can deploy from the West Coast with a complete range of stock for eight (8) months' cruising. Limitations of space, budgetary restrictions, and unavailability of certain items from West Coast supply sources all create a continuing need for many items during the period of deployment.

(5) Electronics

With the exception of replacement spare parts peculiar for two (2) experimental equipments, the AN/SPN-12 Airspeed Radar and the AN/URT-4 Radio Transmitter, supply of electronic spares has been satisfactory from both on board allowance and from supply activities in Japan. QK-259 magnetrons for the AN/SPN-12 are now arriving from the United States, which indicates a lag time between requisition and delivery of approximately three (3) months which is too long for this type of critical material. The conversion from APA to NSA for many parts was expeditiously accomplished, and so far has occasioned no delay or derangements in supply. It is likely that the visible stock records will insure improved control of stock level.



(6) Wardroom Mess

Limitation of storage space for Wardroom stores and the long at-sea period combined to cause the necessity for large purchases from the General Mess. All food served in the Wardroom during this tour on the line was drawn from the General Mess with the exception of 1,050 pounds of T-Bone Steaks, 600 pounds of Rainbow Trout, and 700 pounds of Frying Chickens. These items were purchased from certified Japanese sources. They were of excellent quality and greatly aided the variety of the Wardroom meals.

Because of the strenuous air operations schedule, odd hour meals had to be anticipated on practically a twenty-four (24) hour basis. It was found that a duty cook and pantryman were required from approximately 0100 until regular breakfast hours, in order to serve officers at the times required by operations. A snack bar was operated from 2000-2400 serving sandwiches of all varieties at 20¢, to the delight of younger officers and despair of those with developing waistlines.

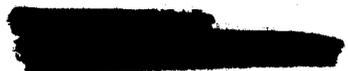
Cost of operating the Wardroom Mess during the period of this report was extremely high due to the strenuous operations schedule and resultant meal service. It was found that many pilots and personnel concerned with early morning or late evening operations ate four (4) or more meals per day, since they were required to be at work unusually long hours.

(7) Disbursing

During the period 1 July to 27 July 1953, \$290,800.00 was disbursed in payment of payrolls, \$17,288.54 in payment of public vouchers, and checks amounting to \$66,717.60 were exchanged for cash. Collections in the amount of \$139,093.94 were received from the following sources:

Sales, Ship's Store	\$36,499.10
Sales, Messes	\$14,327.30
Sales, Clothing and Small Stores	\$ 8,817.30
Sales, Soda Fountain	\$ 6,594.81
Sales, Coko Machines	\$ 1,730.00
Miscellaneous	\$ 4,407.83
Cash exchanged for checks	\$66,717.60

Transition of pay accounts for start of 1954 fiscal year was completed ahead of schedule and pay records were delivered for transmittal to BuSanda on 24 July 1953.



Records, reports and returns were completed in preparation for the relief of Ensign W. E. YOUNG, SC, USN by Ensign D. D. JOHNSON, SC, USN, assistant for disbursing on 1 August 1953.

c. Gunnery

(1) Performance of Ordnance Equipment and Material

(a) No anti-aircraft firing exercises were conducted.

(b) During the month of 1 July to 27 July 1953 operations, all ordnance equipment functioned well with the exception of one (1) MK 56 G.F.C.S.. Out of four (4) systems one (1) was out of operation for a period of three weeks. This ship has one FT who has had schooling on this system and it is difficult for him to keep up on all casualties on the four (4) MK 56 G.F.C.S. as well as stand condition watches. This is necessary due to the shortage of FC personnel. It is recommended that at least two (2) FT's qualified on MK 56 G.F.C.S., be provided for ships having four (4) MK 56 G.F.C.S..

(2) Seamanship

During the period 1 July through 27 July 1953, the Gunnery Department conducted the following exercises:

Refueled destroyer (close-in)	2
Refueled from AO	10
Rearmed from AE	10
Reprovisioned from AF	3
Replonished from AVS	2
Highline transfers from various ships	23 (143 personnel)

The Elwood Rig was used exclusively on all AO's this ship refueled from with one (1) exception, that being from the AO 107 which used the Arwood-Thompson rig at the after fueling pocket.

All exercises were conducted in an outstanding manner, but during night replonishments several discrepancies were noted. It is felt that the replonishment ships should standardize the location and labeling of messengers passed between ships. In several instances it was noted that the messengers were not labeled in any fashion, thus causing undue delay on both ships in trying to ascertain the purpose of the messenger. It

was further noted that undue delay was caused in locating the shot line during night replenishments. This command feels that some type of illumination is a requisite for the shot line during darken ship, preferably in the way of a phosphorescent line.

Extreme success was achieved during night replenishments when the signalman at the winches and highline used the Plastic Wand Assembly (stock number R-17-W-100, aviation stores) in lieu of the standard rod lens on the flashlights. It was noted that confusion resulted on both ships when stray lights about the deck were taken as signals from the signalman.

d. Air

(1) General

The ship's aircraft complement for this period was two (2) F9F squadrons, one (1) AD-4NA squadron, one (1) F4U-4 squadron and the regular splinter detachments. The F9F-5 squadron previously embarked was exchanged for an F4U-4 squadron from the LAKE CHAMPLAIN primarily because of the limitations of the H4B catapult.

(2) Aircraft Handling

No basic handling advantage has been realized with the reduced number of jets as F9F type aircraft require less space on deck than standard props with a wing interlock spot. Respets for recovery have been accomplished more readily, however, because of the greater proportion of taxiabale aircraft.

A somewhat reduced availability during this period created undesirable delays and some difficult handling problems. A smooth continuous launch can be effected only if there are no more than two (2) or three (3) dud jets in a sixteen (16) jet launch. A low availability for launch requires the digging of "up" aircraft from the hangar deck and the pack, thereby necessitating excessive aircraft handling which in turn tends to further disrupt maintenance in progress.

Experience indicates that an interim tie-down of three (3) lines for jets is not adequate even during smooth weather. Present doctrine requires five (5) lines properly secured on all jets before the plane captain vacates the cockpit. A "ready" secure of ten (10) lines is then immediately applied and is normally considered adequate during flight quarters. At all other times a normal secure or greater is required.

*Think something good
be done to reduce
the # of lines.
Make it
and
quick
release*



[REDACTED]

(3) Catapult and Arresting Gear

The exchange of our F9F-5 squadron for a Corsair squadron resulted in a decided reduction of catapult launches during this period. A total of 903 shots were made with 559 on the starboard catapult and 344 on the port catapult. The fewer launches, plus the use of lower launching pressures for the F9F-2, brought about a corresponding decrease in maintenance and upkeep. With the exception of a pump failure on the port catapult no unusual maintenance problems were noted. Satisfactory catapult operations were maintained, although an additional 10 - 20 seconds per aircraft were required in reaching launching pressure on the port catapult.

During this period a total of 1629 landings were completed. Eight (8) cross deck pondants required replacement due to wear, which is a notable decrease in usage. Jet tail skags continue to account for damage to yielding elements requiring frequent replacement of the elements.

(4) Aviation Gasoline

No difficulty was experienced with the gasoline system during this tour. The periodic inspection and cleaning of ship's gasoline filters, together with less frequent lubrication of plug valves, has resulted in a sharp decrease in the passage of contaminated fuel to aircraft. Only slight traces of the valve lubricant have been detected recently on the aircraft filters and strainers. Aviation gas has been replenished nine (9) times during the period of this report. A total of 781,405 gallons of aviation gasoline and 4,552 gallons of lube oil has been used.

c. Engineering

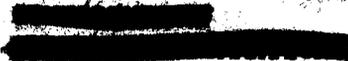
(1) Main Propulsion Plant

The main propulsion plant of this vessel continued to deliver combat readiness requirements in a notably efficient manner considering the extended operations under daily flight schedules necessitating replenishment periods each night.

(2) Electrical Installations

Number One 1250 K.W. turbo generator was operated exclusively for radar and evaporator power during air operations to eliminate surges in voltage which previously caused numerous

[REDACTED]



radar arrangements. Number two generator was used to supply power to starboard catapult pump motors and number three or four was used to supply power to the port catapult pump motor. This condition precludes proper maintenance of number one and two generators as they were almost constantly in use.

The slip rings of the after 400 cycle generator are worn very badly and will require machining at next availability.

(3) Electronics Installation

The fluctuating voltage of the 1250 K.W. ship's service generator caused numerous radar equipment failures when catapult motors were started and placed "on stroke". This situation was temporarily rectified by operating number one turbo generator exclusively for supplying power to radar and evaporator power.

No TCK or TBM-11 armature failure occurred during this period.

The DEM low frequency antenna has been received on board and will be installed at the next availability period.

A critical shortage of trained personnel still exists.

(4) Training

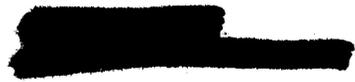
COMAIRPAC Engineering Training Exercises must be conducted by each vessel on a continuous basis to keep watch personnel familiar with action to be taken in any emergency. Special emphasis should be placed upon steering casualties and loss of electrical power to vital circuits. This familiarity has assisted greatly in effecting prompt adjustment and repair.

f. Medical

A total of seventeen (17) patients were admitted to the sick list on the medical service. Significant in these is one (1) additional case of hypersensitivity to penicillin.

The following is a tabulation of the medical admissions during the period of this report:

EENT	6
SKIN	5
OTHER	6



The following is a tabulation of the work accomplished in the sick bay laboratory during the period 1 July through 27 July 1953:

Bacteriology	129
Serology	117
Urinalysis	19
Hematology	16
Miscellaneous	4

The following is a tabulation of venereal disease incidences for the period 1 July through 27 July 1953:

Syphilis	0
Chancroid	13
Urethritis, acute, due to gonococcus	14
Urethritis, acute, non-gonococccic, nec	122
Prostatitis, acute, non-gonococccic, nec	0
Total, all venereal diseases	149

For comparative purposes, venereal incidence during the two (2) periods previously reported on was:

	<u>1st</u>	<u>2nd</u>
Syphilis	0	0
Chancroid	9	13
Urethritis, acute, due to gonococcus	13	14
Urethritis, acute, non-gonococccic, nec	53	122
Prostatitis, acute, non-gonococccic, nec	0	0
Total, all venereal diseases	75	149

Venereal disease incidence aboard the BOXER as compared with venereal disease incidence given for ships of the Pacific Fleet (Statistics of Navy Medicine of July 1953, Vol. 9, No. 7) is as follows:

	Ships of PacFlt	
	<u>March 1953</u>	<u>BOXER</u>
Urethritis, acute, non-gonococccic, nec	6.1%	4.74%
All other VD (Syphilis, GC, Chancroid)	4.12%	.96%
Total incidence of VD	10.22%	5.70%

It is considered noteworthy to point out that the 1st period of V.D. treatments represent those cases following a ten (10) day in-port period upon arrival from the United States, and those of the 2nd period represent those cases treated following a six (6) day in-port period incurred after forty-two (42) days operation.

A vigorous program of Venereal Disease training has been carried out.



There were one thousand seven hundred ninety-six (1,796) out patient calls during the period 1 July through 27 July 1953.

g. Dental

During this period the Dental Department operated with full complement.

There were no infectious diseases.

The following statistics are submitted.

Sittings	1021
Restorations	824

PART VII Summary of Recommendations

Reference page 12

.....Two satisfactory types of rubber comont.....

Reference page 16

.....Graham flour, 4th paragraph.....

Reference page 18, 3rd paragraph under (4) General Supply

.....A stock of small acetylene cylinders.....

Reference page 19, 2nd paragraph

.....Greater use of supplementary supply support.....

Reference page 21, paragraph c. (1), (b)

.....recommended that at least two FT's.....

Reference page 22, 1st paragraph

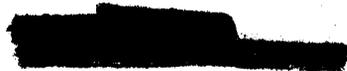
.....This command feels that some type of illumination.....

Reference page 22, 2nd paragraph

.....Used Plastic wand assembly in lieu of.....

Reference page 24, (4) Training

.....ComAirPac Engineering Training Exercises must be conducted.....



M. B. Gurney
M. B. GURNEY

DISTRIBUTION LIST

CNO(advance)	2
CINCPACFLT(advance)	2
CINCPACFLT EVALUATION GROUP	1
COMNAVFE(advance)	1
COMNAVFE EVALUATION GROUP	1
COMSEVENTHFLT(advance)	1
CTF-77(advance)	1
COMAIRPAC	5
COMSERVPAC	1
COMFAIRALLMEDA	1
COMFAIRJAPAN	1
NAVAL WAR COLLEGE	1
CO, FAIRBETUPAC	2
COMFAIRHAWAII	1
NLO, JOC, KOREA	1
CO, USS ESSEX (CVA9)	1
CO, USS KEARSARGE (CVA33)	1
CO, USS CRISKANY (CVA34)	1
CO, USS PHILIPPINE SEA (CVA47)	1
CO, USS VALLEY FORGE (CVA45)	1
CO, USS TARAWA (CVA40)	1
CO, USS LAKE CHAMPLAIN (CVA39)	1
CO, USS WASP (CVA18)	1
CO, USS HORNET (CVA12)	1
CO, USS YORKTOWN (CVA10)	1
CO, USS PRINCETON (CVA37)	1
CO, USS BATLAN (CVL29)	1
CO, USS BALBOA (CVE15)	1
CO, USS BALBOA STRAIT (CVE16)	1
CO, USS RENDOVA (CVE14)	1
CO, USS SICILY (CVE18)	1
CO, USS POINT CRUZ (CVE19)	1
COMCARDIV ONE	1
COMCARDIV THREE	1
COMCARDIV FIVE	1
COMCARDIV FIFTEEN	1
COMCARDIV SEVENTEEN	1
ATG 1	5
ATG 2	1
CVG 2	1
CVG 3	1
CVG 4	1
CVG 5	1
CVG 6	1





CVG 9
CVG 11
CVG 12
CVG 14
CVG 15
CVG 17
CVG 19
VC 3
VC 11
VC 35
VC 61

1
1
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