Clothing and Small Stores issues and replenishment of stocks maintained a consistent rate during this period as reflected by the following statistics:

	TOTAL INVENTORY	SURVEYS	TOTAL SALES
Jul	$41,791.49	$5.20	$9,562.80
Aug	42,751.34	none	9,625.35
Sep	45,047.87	36.70	7,863,91
Oct	46,905.28	none	9,487.81

Items of C&SS stock NIS during this period and not obtainable from supply sources in the area were: Striker badges, rates-blue and white full, group rate marks, drawers-cotton small, shoes-size 6½, jumpers dungaree-size 34, trousers blue-size 29.

(3) Disbursing

Records of the Disbursing Officer indicate the following activity during this period:

DATE	PAYROLL PAID	PUBLIC VOUCHERS PAID
Jul	$320,000.00	$20,000.00
Aug	323,191.50	23,005.71
Sep	352,483.00	22,494.19
Oct	355,617.06	21,186.65

Collections of $246,664.44 were received during this same four month period originating from the following sales sources:

Ship's Store	$122,723.61
Messes	59,582.05
Clothing & Small Stores	34,974.56
Soda Fountain	21,744.37
Soft Drink Vending Machines	7,639.85

The Disbursing Officer purchased a total of $95,000.00 in Japanese Yen during this cruise from the Disbursing Officer, Fleet Activities, Yokosuka, Japan. All but $210.00 was sold to BOXER personnel and this amount was returned to the Fleet Activities Disbursing Officer for redemption prior to departure from Yokosuka.

(4) Wardroom

Considerable improvement in variety of food served in the wardroom was possible following the Korean Truce due to more frequent in-port periods for BOXER. Fresh meat, fish, eggs, and vegetables were procured from certified Japanese sources in both Sasebo and Yokosuka. During the ship's visit to Hong Kong, B. C. C., in

in August 2000 pounds of beef tenderloin was purchased. Although this tenderloin was obtained for fifteen cents per pound less than prevailing Japanese prices, it was of inferior quality and is not considered as desirable as the Japanese product.

Cost of operating the Wardroom Mess was reduced by approximately two dollars per member a month during this period. This reduction in operating cost was due to more frequent periods in port than during the first part of the cruise and to improved food procurement as pointed out above. Mess bills averaged $42.65 per month for the period July through October.

Forty-three (43) Navy, Army, and Air Force officer passengers were guests of the Wardroom Mess for thirteen (13) days during August when BOXER furnished transportation for these officers between Sasebo, Japan and Hong Kong and return during their R&R leave.

A continual stateroom and deck painting program was maintained throughout the months of September and October. This work, combined with previous painting, now completes all Wardroom spaces including galley, pantry, and staterooms.

The Wardroom sandwich mess operated from 2000 until 2400 each evening has proven popular. From six (6) to ten (10) types of sandwiches are available for sale each evening. Sandwich chits are added to the officer's mess bill and collected each month by the Mess Treasurer.

(5) Aviation Supply

Since cessation of hostilities in Korea issues of aviation items have dropped off considerably due to less time for aircraft operation in the air. During the period of this report 2482 aviation stores items were requisitioned from Aviation Stores and 92% were furnished from available stock.

U.S.S. JUPITER (AVS-8) replenished aviation stores on 1 September while at sea. Thirty (30) measurement tons of supplies, including trans-shipment cargo was received. Of the total items requisitioned from JUPITER approximately 64% were furnished. At Yokosuka on 12 September JUPITER replenished this vessel with a topping off list of items. Items not furnished by JUPITER were then passed to her relief, the U.S.S. CHOURRE (ARV-1). The combined availability of items requested from the two (2) supply vessels amounted to 81%. The first major replenishment from CHOURRE was accomplished in Yokosuka on 23 October 1953. Requisitions for 251 items were submitted and 65% were filled. All NIS or NC items outstanding to CHOURRE on requisitions except ACCG or priority "A" were cancelled due to impending return of BOXER to CONUS.

There were twenty-four (24) ACOG's experienced during this operating period. Seven (7) were F9F-2's downed for a period of one (1) to fifteen (15) days for an aileron boost valve, R83-AP-25400-20. Considerable trouble with serviceability has been experienced with this valve throughout the entire cruise. Three (3) AD4NA's were downed for rudder hinge brackets, R82-DG-4219689. Of the fourteen (14) remaining ACOG's six (6) were placed in an "up status" within 48 hours by obtaining parts required for their repair from other carriers in the force. Remaining ACOG's were as follows:

PART NO. REQUIRED	NOMENCLATURE	AIRCRAFT	PASS TO SUPPLY ACTIVITY	TIME ACOG
R82-DG-2254504-502	Rod	AD4N(A)	ASD, OAKLAND	11 days
R82-V-200	Valve	AD4N(A)	USS JUPITER	10 days
R16-A-409-600	Adapter	F9F-2	USS JUPITER	9 days
R94-MAX-49083	Controller	F9F-2	NAS, SAN DIEGO	15 days
R82-CV-VS-40339-72	Duct	F4U-4	USS JUPITER	6 days
R82-MDA-15-84208	Slide, A.G.	F2H-2P	NAS SAN DIEGO	7 days
R83-CNL-32R500-1	Compressor	F2H-2P	USS CHOURRE	16 days

The F2H-2P compressor, stock number R83-CNL-32R500-1, was not carried in the Section BAKER allowance list as being used on F2H-2P aircraft and was not furnished in the initial outfitting of this vessel for deployment to the Far East. The item was consequently not on board when required.

At start of gunnery training exercises certain items of aviation ordnance equipment were in short supply. Operational training was continued, however, with available equipment until material on order was received.

(6) Electronics

Electronics Supply continued generally satisfactory. However, non-availability of repair parts for the AN/URT-4 radio transmitter, some ordered as much as six (6) months ago, prevents satisfactory maintenance. The supply of 1B54 vacuum tubes for the SX radar had become critical in the area by the end of the period, as had the supply of 10 amp glass slow-blow fuzes. Five (5) C22 tubes were in constant short supply.

(7) General Supply

During this period of operation the receipt of breathing oxygen and gases was generally satisfactory. However, the last two (2) tankers furnishing fuel and gasoline replenishment to BOXER could not furnish helium. Quantities of gases and oxygen received from 27 July to 11 November were as follows:

TYPE	NUMBER OF CYLINDERS
Breathing Oxygen	243
Acetylene-225	26
CO2	85
Helium	96
Freon	23
Acetylene 40 cu. ft.	4
Acetylene 10 cu. ft.	6

Paint supply procurement from stock aboard supply ships has been rather uncertain. Types which have proven difficult to obtain consistently when requisitioned are: Light grey deck, dark grey deck, interior pea green fire resistant, and paint thinner.

Approximately two (2) tons of general stores material fleet freight was received during this period to bolster stocks.

Statistics on general stores material procurement from requisitions submitted to supply ships by BOXER is as follows:

DATE OF REQUISITIONS	LOCATION	TOTAL ITEMS REQUISITIONED	ITEMS SUPPLIED
1 July to 30 September	Yokosuka	498	409
28 July to 30 September	Yokosuka	474	384
30 September to 11 November	Yokosuka	124	97
28 July to 30 September	Sasebo	49	39

	NIS ITEMS	PERCENT SUPPLIED
1 July to 30 September	89	82%
28 July to 30 September	90	72%
30 September to 11 November	54	70%
28 July to 30 September	10	79%

Three thousand five hundred fifty (3550) items of general stores material were issued on stub requisitions submitted during this period to the Supply Department.

(8) Spare Parts

A considerable number of both ship's spare parts and ordnance spares were NIS in Far East sources of supply. From area support sources BOXER was furnished only 26% of requested ship's spares and 27% of ordnance spares items. This necessitated a delay in accomplishing repairs while NIS items were being forwarded to PRCO, Naval Supply Center, Oakland for procurement.

Tabulation of items requisitioned and supplied from Far East supply sources for ship's, electronics, and ordnance spares is as follows:

	ITEMS REQUESTED	SUPPLIED	PERCENTAGE
Ship's Spares	469	126	26
Electronics	226	138	61
Ordnance Spares	72	20	27

C. Seamanship

During the period of 28 July through 11 November 1953, the Gunnery Department Deck conducted the following exercises:

Refueled from AO	8
Refueled Destroyers	13
Reprovisioned from AF	5
Rearmed from AE	3
Miscellaneous transfers via highline of Guard	
Mail and personnel	28

A total of forty-nine (49) transfer operations was completed, with as many as five (5) individual ships participating during a single day.

During the transfer of liquid fuels the "Span-Wire" method was employed with a great measure of success.

D. Air

(1) Catapults and Arresting Gear

Catapult operations have materially decreased since the cease fire in Korea. During this period 749 shots were fired from the starboard catapult and 707 shots from the port catapult. Total shots to date: Port-9457 and Starboard-9548.

A port catapult pump failure was experienced prior to the end of combat air operations over Korea. Additionally, the volume output of another pump had decreased to less than 30 GPM. Although none of the catapult crew had previous experience in pump installation, the decision was made to replace both units as two spares were on board.

The catapult crew, assisted by personnel in the Engineering Department, worked continuously on the project by alternating and splitting the crew on a day and night shift basis. Both pumps were removed, new pumps installed and placed in operation within a period of sixty hours.

Access to the pumproom for pump replacement required cutting two 40" x 65" access holes in the catapult room bulkhead and deck. The pumps were removed using 1" rolling stock, a track con-

structed level with the pump base mounts, and several three (3) ton chain hoists. From the catapult machinery room level the pumps were placed on dollies and moved to the hangar deck via the forward bomb elevator. Pump alignment with the motor was accomplished with a steel straight edge and feeler gages. Hydraulic and screw jacks were used in addition to crowbars in moving the pump on its base for proper alignment.

Sea conditions during this period were relatively smooth. Had the sea been rough, difficulties in moving the 4600 pound pumps about on rolling stock with chain hoists would have materially increased. The pumps have operated in a highly satisfactory manner since replacement and the higher volume output has brought launching intervals back to normal.

During this deployment, embarked jet squadrons have experienced twenty-six (26) barrier/barricade engagements. It has been indicated, in viewing photographs and motion pictures, that rapid deceleration on Davis barrier runout imposes sufficient negative G force to cause maximum depression of the nose wheel oleo. The high loading on the nose wheel apparently causes it to be sharply retarded upon reaching the ramp, thereby breaking the strut. Subsequent impact with the deck, or initial stress at the time of strut failure, has resulted in failure of the nose wheel trunnion and overhaul damage to the aircraft.

An Arresting Gear Crash and Damage Report has been submitted to BuAer strongly recommending that the barricade rig be modified to eliminate the ramp projection by channeling the lower loading straps flush with the deck.

(2) Aviation Gasoline

During the period reported, AvGas was replenished fifteen (15) times. A total of 1,190,633 gallons of AvGas and 4,935 gallons of AvLubeOil was used.

On 2 November 1953 all but 5,500 gallons of AvGas were transferred from each of the two sets of after tanks to the forward tanks in anticipation of the following days flight operations. The total amount of fuel on board at this time was 67,050 gallons. The after set of tanks was closed off at the pumproom.

On 3 November 1953 the forward system was used to refuel aircraft. A few aircraft were refueled aft by opening the distribution lines and pumping from the forward system. On this day, aircraft from the last recovery were refueled until the port and starboard forward tanks contained 6,600 gallons and 5,600 gallons respectively, at which time refueling was halted. Twenty (20) aircraft were not refueled. Eight hundred (800) gallons were added to the after system during drain backs and a total of 23,050 gallons remained

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in the syst[redacted] During this last refueling o[redacted]ration a constant check for water was made at the ship's fueling station filters in use. No water was detected.

On 4 November 1953 a total of 179,364 gallons of AvGas was received from U.S.S. TOLOVANA (AO-64) in a period of 4 hours and 5 minutes. As compared to former replenishments, an unusual amount of saltwater was received during the first hour. The second hour showed a constantly decreasing saltwater content, while the third hour showed only slight traces of saltwater. During the last hour no saltwater was present in the samples taken.

After replenishment, each of the ship's filters was drained and checked with the system under pressure for the presence of saltwater. As no appreciable amount of water was found, the remaining aircraft, not gassed the previous day, were then refueled. A subsequent inspection of the fuel tank sumps in the twenty (20) aircraft refueled revealed that six (6) contained large amounts of saltwater. An immediate inspection of every aircraft on the ship determined that only the six (6) noted aircraft of those refueled after replenishment contained contaminated fuel. No aircraft gassed the previous day was affected.

The aircraft containing contaminated fuel were de-gassed and the ship's piping, filters, and hoses were thoroughly flushed out by pumping over the side.

The pumping of contaminated gasoline under these circumstances might be attributed to one or more of the following causes:

(a) By receiving water from the replenishing source during the first pumping stages which was possibly forced up through the riser plug valves into the fueling station risers, thus trapping a column of gasoline and water in the service lines.

(b) By receiving a shot of water from the replenishing source when nearing completion of replenishment, thus trapping the water in the drawoff tank.

(c) By, or as a result of, emulsification in the drawoff and inner tanks, then dispensing the water-gasoline emulsion when the system was placed in immediate operation.

A further investigation to determine cause of contamination is underway, however, it is believed that adherence to the below recommended procedures, in addition to those normally carried out, will eliminate similar contamination, and promulgation of them as standard practice is recommended.

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RECOMMENDATIONS:

1. Before each replenishment, pump up and bleed off all the inert gase and air from the systems. Stop pumping and hold pressure. Close all riser valves and fueling station valves to insure that all riser lines and filters are filled with gasoline. Upon completion of replenishment the execution of a drain back will flush out service lines.

2. After replenishment secure system for as long a period as possible, if no emergency for refueling aircraft exists. Recommend at least twelve (12) hours.

3. Increase the initial period of pumping at reduced pressure when receiving into tanks containing less than 10,000 gallons of AvGas.

(3) Helicopter

Two (2) major helicopter repairs, normally beyond the scope of shipboard maintenance, were accomplished while the ship was underway during the reporting period.

In one instance a damaged tail rotor assembly was changed on the fleet spare helicopter. Two (2) sets of blades were installed, however, tracking difficulties necessitated exchange of the entire assembly. Blade pitch was adjusted by the "trial and error" method until tracking was within operating tolerance.

During an extended period of operation, it became necessary to change a main rotor head at the regular 480 hour interval. Initial rigging was based on the long and short rod settings of the original head, and fine pitch adjustment was subsequently completed to place the blades in track. In spite of the unstable shipboard platform, the rotor head change and tracking was accomplished within the span of a non-operating day; hence no time was lost from regular operations.

E. Engineering

(1) Main Propulsion Plant

The main propulsiom plant on this vessel has given excellent performance, particularly when the relatively short amount of availability is taken into consideration. By the middle of August, all boilers had exceeded 2000 steaming hours since mechanical cleaning, but this condition was corrected at Yokosuka during the upkeep period in early September. During this same upkeep period, this vessel was drydocked by SRF, Yokosuka for emergency repairs to propellers.

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The only major engineering casualty during this period was a ruptured tube in number six (6) boiler, which occurred on 4 November 1953. The exact cause and complete extent of damage to boiler are, as yet, unknown. Repairs are pending arrival at San Francisco Naval Shipyard, where thorough examination and repairs will be effected.

(2) Electrical Installation

The electrical installations in this vessel have continued to function in an outstanding manner considering age and type of equipment. The automatic voltage regulation of the 1250 K.W. ship's service generators is relatively slow to respond to load fluctuations and oscillates radically before settling out on final voltage setting. With the heavier type aircraft requiring 4000 psi hydraulic pump discharge pressures, it has become necessary to operate three (3) generators during flight operations. Maintenance requirement is thereby greatly increased and maintenance availability is likewise greatly reduced.

(3) Training

Continuous training of watch personnel in casualty control exercises has resulted in a well trained group, capable of handling machinery and plant casualties with a minimum loss of power and time.

Severe shortages in certain rates, particularly IC and EM rates, has placed this vessel in an undesirable condition of readiness at times, but emphasized in-rate training programs are helping to relieve this situation.

F. Medical

Following is a statistical summary of Medical Department activities during the period 28 July to 11 November 1953 inclusive:

(1) Total admissions to the sick list	370
(a) Transferred to U.S. Naval Hospital	44
(b) Discharged to duty	327
(c) Total number of sick days	900
(2) Total treatments at sick call	7166
(3) Total number prescriptions filled in the Pharmacy	2389

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	No. Adm.	Rates per year per 1000 strength BOXER	Ships FarEast
(4) Venereal Disease Admissions			
(a) Urethritis, Ac., Due to Gonococcus	72	82.32	137.8
(b) Chancroid	24	27.4	53.7
(c) Total Venereal Disease (Less N.G.C.)	97	102.88	193.2
(d) Urethritis, Non-Gonococcal	135	153.6	109.7
(5) Upper Respiratory Disease Admissions			
(a) Common Cold	7		
(b) Pharyngitis	4		
(c) Sinusitis, Acute	1		
(d) Tonsillitis, Acute	3		
(e) Septic Sore Throat	2		
(6) Injuries requiring admission to the sick list			23
(7) Admissions from other ships			
(a) Hepatitis, Infectious, with jaundice			1
(8) Other Procedures			
(a) Diathermy treatments conducted			372
(b) Laboratory procedures			2020
(c) Surgical Operations			
Hernioplasty			3
Appendectomy			4
Circumcision			24
Tonsillectomy			6
Miscellaneous minor surgical procedures			5
(d) Physical Examinations			
Standard Forms 88 (including annual physical examinations)			163
Miscellaneous Administrative Physical examinations			1324

(9) There were no fatal injuries during the period of this report.

(10) The health of the crew was excellent during the period of this report.

G. Navigation

No unusual navigational difficulties were experienced during this period while condicting operations in the Sea of Japan and East China Sea.

Celestial navigation was used almost exclusively, however, loran reception stations 2HØ, 2H1, 2H2, and 2H5 provided

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reliable fixes at night. Due to geographical location of the operating area, radar fixes and recommendations were received from Combat Information Center readily.

The ship made upkeep and repair trips into Hong Kong, China and Sasebo and Yokosuka, Japan during this reporting period. No navigational difficulties were experienced, in general good visual navigational aids were available for piloting. A pilot was used in Yokosuka and part of the time in Sasebo. No pilot was used in Hong Kong.

Part VII Summary of Recommendations

1. ... the ships... be provided with enough leeway..to conduct such drills... (page 17)

2. ... BOXER concurs....need for AN/URD-4 direction finder... (page 19)

3. ... recommended that it (ADEX) be conducted .... (page 19)

4. ... comments concerning Hong Kong beef.... (page 26)

5. ... recommending that the barricade rig be modified...(page 30)

6. ... Three recommendations concerning AvGas replenishment... (page 32)

B. E. MOORE

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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(advance)	5
COMSERVPAC	1
COMFAIRALAMEDA	1
COMFAIRJAPAN	1
NAVAL WAR COLLEGE	1
CO, FAIRBETUPAC	2
COMFAIRHAWAII	1
NLO, JOC, KOREA	1
CO, USS ESSEX (CVA-9)	1
CO, USS KEARSARGE (CVA-33)	1
CO, USS ORISKANY (CVA-34)	1
CO, USS PHILIPPINE SEA (CVA-47)	1
CO, USS VALLEY FORGE (CVA-45)	1
CO, USS TARAWA (CVA-40)	1
CO, USS LAKE CHAMPLAIN (CVA-39)	1
CO, USS WASP (CVA-18)	1
CO, USS HORNET (CVA-12)	1
CO, USS YORKTOWN (CVA-10)	1
CO, USS PRINCETON (CVA-37)	1
CO, USS BATAAN (CVL-29)	1
CO, USS BAIROKO (CVE-115)	1
CO, USS BADOENG STRAIT (CVE-116)	1
CO, USS RENDOVA (CVE-114)	1
CO, USS SICILY (CVE-118)	1
CO, USS POINT CRUZ (CVE-119)	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	1
CVG 11	1
CVG 12	1
CVG 14	1
CVG 15	1
CVG 17	1
CVG 19	1
VC 3	1
VC 11	1
VC 35	1
VC 61	1

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