

ORIGINAL

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

CV21/02-cfy
A4-3
Ser 0155

CONFIDENTIAL
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CONFIDENTIAL INFORMATION

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DOD DIR 5200.10

14 JUN 1952

From: Commanding Officer
To: Chief of Naval Operations
Via: (1) Commander Task Force SEVENTY-SEVEN
(2) Commander SEVENTH Fleet
(3) Commander Naval Forces, Far East
(4) Commander in Chief, U.S. Pacific Fleet

Subj: Action Report for the period 12 May through 28 May 1952

Ref: (a) OPNAV INSTRUCTION 3480.4 dtd 1 July 1951
(b) CINCPACFLT INSTRUCTION 3480.1 of 1 September 1951

Encl: (1) CVG-2 conf ltr ser O6 dtd 1 June 1952 Action Report
of Carrier Air Group TWO (12 May 1952 - 28 May 1952)

1. In compliance with references (a) and (b), the Action Report for the period 12 May through 28 May 1952 is hereby submitted.

PART I Composition of Own Forces and Mission

a. Composition

(1) In accordance with COMCARDIVTHREE confidential dispatch 090730Z May 1952, the U.S.S. BOXER (CV-21), Commander Carrier Division THREE embarked, got underway the morning of 12 May 1952 enroute from Yokosuka, Japan, to the operating area for rendezvous with Task Force SEVENTY-SEVEN. Accompanying the BOXER were the PHILIPPINE SEA (CV-47), the ST PAUL (CA-73) with COMCRUDIVONE embarked, U.S.S. ROWAN (DD-782) with COMDESRONFIVE embarked, and the U.S.S. ISBELL (DD-869), all of which composed Task Element 77.01.

Rendezvous with Task Force SEVENTY-SEVEN was effected the morning of 14 May 1952.

(2) The OTC was RADM John PERRY, USN, Commander Carrier Division FIVE and CTF-77, embarked in the U.S.S. VALLEY FORGE (CV-45). RADM A. SOUCEK, USN, Commander Carrier Division THREE was second in command.

PART II Chronological Order of Events

a. The following is an outline of the BOXER's employment during the period of this Action Report:



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12 May 1952 -

At 0700 the BOXER departed Yokosuka, Japan, for the operating area.

13 May 1952 -

Enroute to operating area. Air defense and anti-aircraft exercises were conducted and training sorties launched in the afternoon.

14 May 1952 -

At 0855 the BOXER rendezvoused with Task Force SEVENTY-SEVEN. The Task Force replenished.

15 May 1952 -

A total of 98 offensive and defensive sorties were launched.

16 May 1952 -

Air operations continued. While flying ResCap over a downed A/F pilot, LTJG J. E. KORDEFLESKI, piloting a F4U, was shot down. The pilot did not leave the plane which exploded on impact.

17 May 1952 -

Air operations continued.

18 May 1952 -

The Task Force replenished. The BOXER established a new fleet ammo replenishment-tonnage per hour record in passing 225.2 tons per hour for a period of seventy-two (72) minutes.

19 - 21 May 1952 -

Heavy fog and light rains over the Task Force and target area precluded air operations.

22 May 1952 -

In clear weather, 64 combat sorties were launched.

23 May 1952 -

Air Operations continued.

[REDACTED]

[REDACTED]

24 May 1952 -

The Task Force replenished. Anti-Aircraft firing exercises were held in the afternoon.

25 May 1952 -

Group strength strikes were launched against Chongjin. CTF-77 sent the following dispatch: "Performance BOXER today spendid X My compliments to Captain SULLIVAN and his fine airplanes and operators X"

LTJG W. R. BROWN, VF-24, piloting an F9F Panther Jet, made the 53,000 landing aboard the BOXER.

26 May 1952 -

Combat sorties were launched during the morning. At 1532, in company with NICHOLAS (DD-449), the BOXER departed from Task Force SEVENTY-SEVEN for Yokosuka, Japan, via Tsugaru straits.

27 May 1952 -

Enroute to Yokosuka, Japan, GCI exercises were conducted.

28 May 1952 -

At 1638 the BOXER arrived Yokosuka, Japan, and tied up at Piedmont Pier for a period of rest and recreation.

PART III Performance of Ordnance Material and Equipment

See Enclosure (1).

PART IV Battle Damage

No battle damage was sustained by the ship. See enclosure (1) for damage inflicted on the enemy and for that suffered by BOXER aircraft.

PART V Personnel

a. Casualties:

(1) There were no combat casualties suffered by Ship's Company personnel as a result of enemy action. Air Group casualties are reported in enclosure (1) of this report.

b. Performance:

(1) Personnel performance and morale have been excellent

[REDACTED]

[REDACTED]

during the period of this report. During this period the average on board count of enlisted personnel was 1988, which number was satisfactory.

(2) Critical shortages continue in EM, IC, BT, MM, RM, and QM rates. A virgouous on-board training program is being conducted to train personnel of lower ratings to qualify for advancement. During the period of this report, two enlisted men were transferred and six received. Upon arrival in port on 28 May, 90 men were transferred to U.S., 74 of whom were rated.

c. Recreation:

(1) The following activities were initiated for the welfare of officers and enlisted men during the period of this report:

- (a) Issue of daily ship's newspaper.
- (b) Daily newscast over P.A. system.
- (c) Radio broadcasts and recordings.
- (d) Hobby Shop opened for issue of material one hour on Mondays, Wednesdays, and Fridays.
- (e) Exercise rooms for physical conditioning of officers and enlisted men.
- (f) Smoker held on 27 May, featuring boxing matches, a raffle for the benefit of the Navy Relief Society, and entertainment by Ship's Orchestra and Boxer Glee Club.
- (g) Ship's Library opened at regular hours for all hands.

(2) Movies were shown daily. During the operation, 90 different programs were shown a total of 115 times. A late night program was shown in the Training Room for personnel unable to attend regular showings.

(3) The Hobby Shop was well patronized. Craft supplies were leather, plastic, models and paints. The space occupied by the shop is quite small and no work is actually done there. The space is used for sale of materials only. It is estimated that approximately ten percent of the crew were engaged in hobby craft work.

d. Religious Activities:

(1) Divine Services were held as follows:

[REDACTED]

(a) Catholic Mass daily; Catholic Evening Devotions daily; Protestant worship every Sunday; Latter Day Saints services every week; Christian Science services every week; Jewish services every week.

(b) Ship's Chapel established and was open at all times to men of all faiths for spiritual reading and prayer.

e. The below tabulations summarize the heavy turn-over of officer and enlisted personnel for the current quarter (1 April - 30 June 1952).

(1) OFFICER

TRANSFERS RANK	No.	USN OR USNR	PRIMARY DUTY: No.	DESIG.	REASON FOR TRANS: No.	Disposition
CDR	Two	USN	Two	Av.	One One	PAT CD
LCDR	One Two	USN USNR	One Two	Av. Line	One Two	DIS CD
LT	Six One	USN USNR	Two Five	Av. Line	Seven	CD
LTJG	One	USNR	One	Line	One	DIS
ENS	Six One	USN USNR	Six One	Line Spec.	One Six	PAT CD
CWO	Two	USN	Two	Spec.	One One	PAT CD
WO	One	USN	One	Spec.	One	CD
TOTAL		23				

RECEIPTS	No.	Class	PRIMARY DUTY: No.	DESIG.	AS REPLACEMENT
CDR	One	USN	One	Av.	One YES
LCDR	One	USNR	One	Line	One YES
LT	Three One	USN USNR	One Three	Av. Line	Three One YES NO
LTJG	One Two	USN USNR	One Two	Av. Line	Three NO
ENS	One	USNR	One	Spec.	One YES
CWO	None	None	None	None	None None

RECEIPTS

WO	No.	USN OR USNR	PRIMARY DUTY: No.	DESIG. Spec.	REASON FOR TRANS: No.	Disposition YES
	Two	USN	Two		Two	
TOTAL	12					

LEGEND: USN - Regular Navy Av. - Aviation PAT-Patient in hospital
 USNR - Reserve Navy Line - General Line CD-Change of Duty
 Spec. - Specialty DIS-Discharge

(2) ENLISTED

RATING GROUP	RECEIPTS	ORDERED TO REPORT	TRANS.
I DECK	2	1	27
Pay Gradws E-2 & E-3	119	100	43
II ORDNANCE	1	4	9
III ELECTRONICS	1	1	5
IV PRECISION EQUIPMENT	0	0	0
V ADMIN. & CLERICAL	4	2	36
VI MISCELLANEOUS	2	5	6
VII ENGINEERING & HULL	11	35	64
Pay Grades E-2 & E-3			
IX AVIATION	18	12	23
Pay Grades E-2 & E-3	6	0	9
X MEDICAL	2	1	0
XI DENTAL	0	0	0
XII STEWARD	4	0	3
Pay Grades E-2 & E-3	2	0	2
TOTAL	211	169	235

PART VI Comments

a. Operations

[REDACTED]

(1) Aerology

Period 14 to 26 May was characterized by the resumption of the southerly monsoon over the Sea of Japan with nine of the thirteen operating days showing south as the prevailing wind direction. Visibilities during this period were unusually bad with 46% of all observations showing visibilities restricted to below 10 miles, and 15% of all observations restricted to below 1/8 of a mile.

Operations were suspended for three days during the period because of fog which blanketed the entire northern Sea of Japan, and reduced visibilities to as low as 1/16 of a mile. This fog was formed when a low pressure area over south eastern Manchuria, and low over the southern portion of Japan, combined to transport warm moist Maritime Tropical Air over the colder water of the northern operating area. The other predominate restriction to visibility during this period was dust which, although it did not cause suspension of flight operations, definitely reduced their effectiveness.

The average temperature of 57.7 degrees shows a rapid rise over April's average of 50.5 degrees, and the average relative humidity of 80% also showed a slight increase. An average wind velocity of 13.8 knots was observed during the period, however the average minimum wind of 5.9 knots, is considered a better criteria of operating wind conditions.

Pressure and frontal systems affecting the area during this period were relatively weak with a minimum pressure of 1004.5 millibars being recorded.

Frontal Passages were characterized by wind shifts and temperature drops, but showed little associated cloudiness. Frequently they would be marked by only a narrow band of cumulus type clouds based at 1000 to 2000 feet with tops at 2500 to 3500 feet and no precipitation. Favorable flying conditions (Ceilings 1000 feet or higher visibilities 3 miles or more) were observed 82% of the operating period.

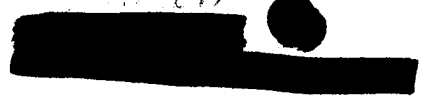
b. Gunnery

(1) Gunnery Section:

Ships guns and firecontrol equipment functioned satisfactorily. Firecontrol equipment and particularly Mk 25 Radar required constant maintenance and tube replacement which taxed the ability of Electronics and Firecontrol Technicians.

Anti-aircraft Firing Exercises were conducted on three occasions.

[REDACTED]



Enroute Operating Area - 13 May - "Baker" and "Uncle" runs.
 Replenishment Period - 18 May - "Baker", "George", and "Uncle" runs.
 Replenishment Period - 24 May - "Baker" and "Oboe" runs.

Condition Three gun crews were exercised during firing practice to indoctrinate inexperienced personnel.

Ship's Gun Ammunition expended:

	<u>5"/38</u>	<u>40MM</u>
VT - 67 Rounds		HEIT - 953 Rounds
MTF - 60 Rounds		
127 Rounds		

The performance of all ammunition expended was considered satisfactory. Approximately 13% of VT fuze ammunition was activated in the "early burst" category. It is believed that some "early bursts" were the result of proximity of projectiles from other batteries.

Previously the Gunnery Liaison Team had at its disposal in CIC, two remote PPI scopes with attached Target Designation Panels. Each of the stations was manned by a TD Officer who by means of six button switch box, could select any combination of four 49JY circuits and the 5 and 6JW circuits. A high record of early acquisition of air contacts by the maximum number of directors was consistent. Multiple targets could be handled easily as a result of the duplicate TD system.

The Staff F.D.O. uses one of the remote PPI scopes with attached TD panel, the remaining PPI and TD panel is used jointly by the Gunnery Liaison Team and the Flag Gunnery Officer. In addition the Gunnery Liaison Team has a VK scope at its disposal. The latter has no automatic TD system connected to the directors and the TD Officer is reduced to verbal designating. Gun Control has been considerably reduced in effectiveness as a result the lack of target designating equipment.

(2) Deck Section:

Routine transfers were accomplished by Highline and Burtoning Whip, and destroyers fueled periodically as listed below:

- Highline Transfers - May 16, 18, 24, 25, 26
- Refueling from AO - May 14, 18, 24
- Refueling Destroyer - May 21, 22, 23



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Special emphasis was placed upon the use of the Forward Highline Station (Frame 72S) with the result that an increased tonnage was received using both Highline and House Fall methods. Additional loading area was gained by securing the pad (in the form of a wire strap) to the armored wiring truck approximately three feet from the overhead. This system enabled loads to be hauled inboard well clear of the side gaining approximately seven feet.

On 18 May 1952 a new fleet ammunition loading record of 225.25 short tons per hour was established while rearming from the U.S.S. RAINIER (AE-5). Details of rearming were forwarded to Com7thFlt in U.S.S. BOXER letter CV21/017-CV S78.

Non-skid paint applied on deck at all loading stations proved successful. It is recommended that a standard non-skid paint be made available for all Carriers participating in loading and fueling at sea operations during which personnel are required to work close to the side of the ship.

D. J. SULLIVAN

AUTHENTICATED:

H. R. Jorgensen
H. R. JORGENSEN
SCLK, USN
Ship's Secretary

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CNO (2 advance)	CVG-17
CINCPACFLT (2 advance)	CVG-19
CINCPACFLT EVAL GROUP	CVG-101
COMNAVFE (1 advance)	CVG-102
COMNAVFE EVAL GROUP	CO, FAIRBETUPAC (2)
COMSEVENTHFLT (1 advance)	VC-3
CTF-77 (1 advance)	VC-11
COMAIRPAC (5)	VC-35
COMSERVPAC	
COMFAIRALAMEDA	
COMFAIRJAPAN	
NAVAL WAR COLLEGE	
U.S.S. ANTIETAM (CV-36)	
U.S.S. BON HOMME RICHARD (CV-31)	
U.S.S. ESSEX (CV-9)	
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U.S.S. LEYTE (CV-32)	
U.S.S. ORISKANY (CV-34)	
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U.S.S. SHANGRI-LA (CV-38)	
U.S.S. TARAWA (CV-40)	
U.S.S. VALLEY FORGE (CV-45)	
U.S.S. WASP (CV-18)	
U.S.S. INTREPID (CV-11)	
U.S.S. TICONDEROGA (CV-14)	
U.S.S. CORREIGDOR (CVE-58)	
U.S.S. BATTAN (CVL-29)	
U.S.S. CABOT (CVL-28)	
U.S.S. SAIPAN (CVL-48)	
COMCARDIV-1	
COMCARDIV-2	
COMCARDIV-3	
COMCARDIV-4	
COMCARDIV-5	
COMCARDIV-6	
COMCARDIV-14	
COMCARDIV-15	
COMCARDIV-16	
COMCARDIV-17	
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CVG-1	
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