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

CV21/02-11w
A4-3
Ser 0290

23 July 1952

CONFIDENTIAL
SECURITY INFORMATION

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 9 June through 8 July 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 06 dtd 8 July 1952 Action Report of Carrier Air Group TWO (9 June 1952 - 8 July 1952)

1. In compliance with references (a) and (b), the Action Report for the period 9 June through 8 July 1952 is hereby submitted.

PART I Composition of Own Forces and Mission

a. Composition

(1) In accordance with CTF-77 confidential dispatch 070052Z the U.S.S. BOXER (CV-21), Commander Carrier Division THREE embarked, got underway the morning of 9 June 1952 enroute from Yokosuka, Japan, to the operating area for rendezvous with Task Force SEVENTY-SEVEN. Accompanying the BOXER was the U.S.S. HELENA (CA-75) and rendezvous was later made with the U.S.S. FETCHELER (DD-870).

Rendezvous with Task Force SEVENTY-SEVEN was effected the morning of 11 June 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-47). RADM A. SOUCEK, USN, Commander Carrier Division THREE was second in command.

(3) After rendezvouing with Task Force SEVENTY-SEVEN, the U.S.S. BOXER relieved the U.S.S. VALLEY FORGE which departed for Yokosuka, Japan, enroute to the United States. RADM A. SOUCEK, Commander Carrier Division, relieved RADM John PERRY, Commander Carrier Division FIVE and became OTC and CTF-77.

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PART II Chronological Order of Events

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

9 June 1952 -

During the morning the BOXER departed Yokosuka, Japan, for the operating area accompanied by the HELENA (CA-75).

10 June 1952 -

Enroute to the operating area. At 0653 BOXER rendezvoused with U.S.S. FETCHELER (DD-870) after passing through Van Diemen Straits. Air defense and anti-aircraft exercises were conducted and training sorties launched in the afternoon.

11 June 1952 -

At 1006 the BOXER rendezvoued with Task Force SEVENTY-SEVEN. The Task Force replenished. At 1342 COMCARDIVTHREE relieved COMCARDIVFIVE as CTF-77 and assumed tactical command of the Task Force.

12 June 1952 -

98 combat sorties were launched throughout the day.

13 June 1952 -

Air operations continued. LCDR L. ROBINSON, Commanding Officer VF-64, was forced to ditch his Corsair (F4U) in Wonsan Harbor after his engine failed. He was picked up by friendly small boat after a short interval in his raft and transferred to LST-799 for treatment of bruises. Air defense training was conducted during the afternoon.

14 June 1952 -

Air operations continued. Air defense training was conducted during the afternoon.

15 June 1952 -

No air operations; the Task Force replenished. Air defense exercises were conducted during the afternoon.

16 June 1952 -

Air operations resumed with group strength strikes against Kowon in North Korea. Results of day long attacks were successful.

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17 June 1952 - DECLASSIFIED

Group strength strikes were launched against Hungnam throughout the day. As a result of intense and accurate enemy AA fire two AD's of Squadron VA-65 and 1 F4U of VF-64 were shot down. LT(jg) Richard C. ROWE and ENS Dale FALER are listed as missing after the AD believed to have been piloted by ENS. FALER disentegrated and the pilot observed to bail out. The plane believed to have been piloted by LT(jg) ROWE plunged into the ground and exploded. Neither pilot was observed on the ground.

An F4U piloted by LT(jg) John De Masters lost a wing and crashed after a mid air collision which is believed to have been the result of an AA hit. LT(jg) MASTERS parachute was observed trailed away from his seat pack on a sand bar in a river. LT(jg) DE MASTER is listed as missing; he was not observed on the ground.

18 June 1952 -

Air operations continued.

An F4U, piloted by ENS Arthur ZIMMERLY of VF-63, was ditched off shore south of Sinpo as a result of damage from enemy flak. ENS ZIMMERLY was picked up by Helo from LST 799 and subsequently returned to the BOXER.

19 June 1952 -

The Task Force replenished.

20 - 21 June 1952 -

Group strength strikes were launched against selected targets in North Korea with excellent results.

22 June 1952 -

No air operations; the Task Force replenished.

23 June 1952 -

An all-out bombing effort by the carriers BOXER, PRINCETON, PHILIPPINE SEA, and BON HOMME RICHARD of Task Force 77, in conjunction with the U. S. Air Force and Marine Air Wing was planned to begin in the early morning hours. Targets were hydro-electric installations in North Korea.

Weather precluded the launchings until mid-afternoon. Approximately 208 planes from the task force, of which 53 planes were from the BOXER, participated in the raid.

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Once again the Navy, particularly the BOXER planes, distinguished themselves in demonstrating the precision of dive-bombing on selected targets. BOXER AD's made the initial attack on Suiho Dam.

An F4U, piloted by LCDR W. S. MILLER, Commanding VF-63, was hit by enemy AA during the strike against Koysen No. 4 hydro-electric plant. The resulting fire forced LCDR MILLER to make a water landing south of Tanchon. The pilot was recovered by helocopter after spending a short period in his life raft. LCDR MILLER suffered painful though no serious burns about his face and hands.

24 June 1952 -

Group strength strikes against North Korean hydro-electric installations were again launched from four carriers. Results were effective. Included in the dispatches which were received congratulating TF-77 on the success of the action for 23 and 24 June were:

From CNO to CTF-77 and CG First MARAIRWING -

"IT WAS WITH GREAT PRIDE THAT I READ THE DISPATCH AND NEWS REPORT OF THE MAGNIFICENT ACCOMPLISHMENT OF YOUR FORCES IN THE SUPER ATTACKS UPON THE NORTH KOREAN POWER INSTALLATIONS. THE EXCELLENT PERFORMANCE OF DUTY AND HIGH COMBAT EFFECTIVENESS DEMONSTRATED BY YOUR FORCES AND PARTICULARLY THE PILOTS INVOLVED IN THE ACTUAL COMBAT ARE DESERVING OF THE HIGHEST PRAISE - AN INSPIRATION TO OUR OWN PEOPLE AND A WARNING TO THE ENEMY OF HIS INEVITABLE DEFEAT. WELL DONE."

From COMNAVFE to COM7THFLT -

"IT IS WITH THE UTMOST PLEASURE THAT I PASS ALONG THE FOLLOWING MESSAGE FROM CINCFE FOR PUBLICATION TO THE OFFICERS AND MEN OF ALL UNITS PARTICIPATING." "I WISH TO EXPRESS MY DEEP ADMIRATION AND TO EXTEND MY FULLEST CONGRATULATIONS TO YOU FOR THE HIGH DEGREE OF PROFESSIONAL COMPETENCE EXHIBITED BY ALL ELEMENTS OF YOUR COMMAND IN THE ATTACK ON THE NORTH KOREAN HYDRO ELECTRIC SYSTEM. THE RESULT OF THE ATTACK CONTRIBUTED MATERIALLY TO THE REDUCTION OF THE ENEMY'S WAR MAKING POTENTIAL. THE COOPERATION AND COORDINATION BETWEEN NAVAL, MARINE AND AIR FORCES LEFT NOTHING TO BE DESIRED AND PERMITTED OF A MOST SUCCESSFUL OPERATION IN SPITE OF LAST MINUTE CHANGES IN THE TIME OF ATTACK.

"IT GIVES ME GREAT PLEASURE TO COMMEND SUCH A COMPETENT AND DEPENDABLE NAVAL COMPONENT WHICH HAS CONTRIBUTED SO MUCH TO THE SUCCESSFUL ACCOMPLISHMENT OF ALL ASSIGNED MISSIONS IN WHICH THE ATTACK ON THE HYDRO ELECTRIC SYSTEM WAS CONDUCTED BE CONVEYED TO ALL MEMBERS OF YOUR COMMAND.

" I SHOULD LIKE TO ADD THAT MY HEART SWELLS WITH PRIDE IN YOUR SUPERB PERFORMANCE. TO ALL HANDS A MUCH DESERVED WELL DONE." VADM R. P. BRISCOE.

From GEN BARKUS FIFTH AIR FORCE to CTF-77:

"MY HATS OFF TO THE NAVY FOR A TERRIFIC JOB. WE MUST GET TOGETHER AGAIN SOME TIME." SIGNED GEN BARKUS.

25 June 1952 -

Air operations continued.

26 June 1952 -

The Task Force replenished.

27 June 1952 -

Air operations continued.

28 June 1952 -

Inclement weather, haze and overcast over the force and target areas prevented operations after the early morning launches.

29 June 1952 -

No air operations due to weather.

30 June 1952 -

No air operations due to weather.

1 July 1952 -

The Task Force replenished.

2 - 3 July 1952 -

Air operations were conducted throughout the day.

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4 July 1952 -

Air operations continued.

An F9F photo escort plane, piloted by LT. J. W. GRIFFITH, CAG-2 Staff, crashed and exploded upon impact south of Wonsan on Green 3, probably after being hit by enemy AA. The pilot was not seen to leave the plane and is listed as missing.

5 July 1952 -

Air operations continued.

6 July 1952 -

The Task Force replenished.

At 1403 the BOXER in company with U.S.S. PHILIPPINE SEA and escorting units of the Task Force all comprising TE 77.02 departed for Yokosuka, Japan, for a period of rest and recreation and yard availability. OTC was COMCARDIV 3, RADM A. SOUCEK, USN.

A new Navy re-provisioning record was probably established during replenishment. The following dispatches were received:

From CTF-77 to BOXER -

"FAST TIME PROVISIONING OF BOXER BY ALSTEDE SETTING A RECORD FOR THE FORCE OF 134.4 TONS PER HOUR IS ALSO BELIEVED TO SET AN ALL TIME NAVY RECORD X THIS SHOWS GREAT COORDINATION BETWEEN THE TWO SHIPS WHICH IS A REFLECTION OF CAREFUL PLANNING, GOOD ORGANIZATION AND EXCELLENT SEAMANSHIP X WELL DONE X"

7 July 1952 -

Enroute to Yokosuka. Anti-aircraft firing exercises were conducted during the afternoon.

8 July 1952 -

Arrived Yokosuka, Japan.

PART III Performance of Ordnance Material and Equipment

See Enclosure (1).

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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 during the period of this report. During this period the average on board count of enlisted personnel is 1970, which number was satisfactory.

(2) Critical shortages continued in EM, IC, RM, TE, MM, BT and SK rates. The on-board training program has been continued to train personnel of lower ratings to qualify for advancement. During the period of this report, 5 enlisted men were transferred and 107 received.

c. Recreation

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

(a) Issue of daily ship's newspaper.
(b) Daily newscast over PA 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) A Happy Hour, featuring boxing and other entertainment, was held on 7 July.
(g) Ship's Library opened at regular hours for all hands.
(h) The Commissary Officer maintains a record of birthday and anniversary dates of all enlisted personnel. Names of men having birthdays appear in the Plan of the Day with a request to report to Commissary Office to receive birthday cake and ice cream.

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(i) A Divisional softball league was started during in-port period for recreation and entertainment.

(j) Small quotas allotted for Rest and Recuperation have been supplemented by three-day leave periods for officers and enlisted men.

(2) Movies were shown daily. During the operation, 111 different programs were shown a total of 156 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 material only. It is estimated that approximately 10 percent of the crew were engaged in hobby craft work.

d. Religious Activities

(1) Divine Services were held as follows:

(a) Catholic Mass daily; Catholic Evening Devotions daily; Protestant Worship every Sunday; Latter Day Saints services every week; Jewish Services every week.

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

e. Venereal Disease. An analysis of the incidence of venereal disease was made as of 30 June. A total of 392 VD cases have been treated. Despite a comprehensive and continuing shipboard program of VD education, approximately 14% of the crew have been infected with venereal disease in Japan. Increased emphasis is being placed on all phases of VD education to insure that all men receive thorough and continuing instruction on venereal disease prevention.

f. Personnel Turn-over. The following personnel data, although not confined to the period covered by this action report, are included herewith for information. The heavy turn-over of both officer and enlisted personnel during period August 1951 through June 1952 is apparent from the following analyses.

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(1) OFFICERS

(a) Average months on board by rank for period August 1951 through June 1952:

RANK	AV. MONTHS ON BD	RANK	AV MONTHS ON BD
CDR	9.2	ENS	7.0
LCDR	9.8	CWO	11.6
LT	10.3	WO	7.5
LTJG	11.1		

The over-all months-on-board average for all officers during this 11 month period was 9.5 months.

(b) Turn-over of Officer Personnel - August 1951 through May 1952:

RANK	CDR	LCDR	LT	LTJG	ENS	CWO	WO
GAINS	6	6	12	21	22	4	4
LOSSES	7	6	17	16	15	8	1
% TURN-OVER	81.2%	54.6%	85.3%	74%	68.6%	50%	

The over-all turn-over percentage for all ranks during this 11 month period was 69%.

(2) ENLISTED. The following tabulation shows turn-over of enlisted personnel by rating groups during period August 1951 through May 1952:

RATING GROUP	BUPERS ALLOWS	GAINS	LOSSES	TOTAL TURN-OVER	TURN-OVER PERCENTAGE
I - DECK	102	29	88	58.5	57.3%
II - ORD	78	25	65	45	57.7%
III - ELECT	21	12	17	14.5	69%
V - ADMIN & CLER	147	77	164	120.5	81.1%
VI - MISC	30	18	21	19.5	65%
NON-RATED SA - SN	470	490	175	332.5	70.8%
VII - ENG - HULL	301	93	239	166	55.1%
NON-RATED FA - FN	203	92	68	80	39.4%
IX - AVIATION	162	98	207	152.5	94.1%
NON-RATED AA - AN	349	230	100	165	47.3%
X - MED	25	18	18	18	72%
XI - DEN	4	4	4	4	100%
XII - STEWARD	42	21	25	23	54.8%
	1934	1207	1191	1199	

Over-all percentage of turn-over for all rating groups for this period was 62%.

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PART VI Comments

a. Operations

(1) CIC

During the period of this report, all functions of CIC were satisfactorily performed.

This report covers a short period during which four (4) carriers were operating with the force. The communications problems inherent in this particular antennae installation were considerably increased. When using the AN/ARC's with the greater numbers of aircraft airborne, the feed-over from one channel to another made efficient CAP control and strike control impossible. Since any TDQ transmission blocked the Screen Common, the TDQ/RCK's could not be used.

A representative from the Operations Evaluation Group of CNO was aboard during this period to make a detailed study of the performance of the SX and SPS-6B radars. Although complete results of the study are not yet available, the curve of detection range plotted against altitude of target reveals that both radars are operating at peak performance.

(2) Photo Interpretation

Aerial photography and the photo interpretation section covered the following assignments during the period of this report:

1. Anti-aircraft defense studies
2. Target searches and target studies
3. Damage Assessment
4. Special photography as called for by units other than TF-77.

The departure from strict interdiction operations brought about a more diversified program of photo intelligence. More photo coverage was flown and interpreted for target studies and damage assessment than the routine flak studies.

Flak studies continued to be of major importance and the volume of photography for this purpose accounted for a high percentage of the time spent on interpretation and production of pictorial aids to the air groups. The enemys AA defenses in the Navy area were more or less stable in their location. No major shifting of AA defenses was detected during this period.

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The problem of space, personnel, and equipment has been partially solved. The Photo Interpretation section is at present functioning in the Ozalid room aboard ship. The section is operating with the following personnel:

1. One Photo Interpretation Officer (TAD to the ship)
2. One AF3 (Full time - from the Air Group)
3. One AF3 (Part time - from the Air Group)
4. One Musician Seaman (Part time - from the ship)

Photo Interpretation provides at minimum 75% of the basic intelligence information of the enemies installations and operations in this theater. An infinite amount of intelligence information is available in Aerial Photography and it is possible to find and evaluate only a part of this information with the inadequacies that exist in space allotment and provision for trained personnel.

The Air Groups effectiveness against an assigned target is very strongly dependent upon information as to target location and description. Too much time and effort cannot be spent in providing a description of the target, its environment as to terrain and AA defenses to the striking groups.

RECOMMENDATIONS

1. A Photo Interpreter, trained officer or enlisted man be assigned to the Air Group with the full-time duty of providing photo intelligence target information to the Air Group.

2. A Photo Interpretation team be assigned to each CV type carrier. The team to consist of one Photo Interpretation officer and two Photo Interpretation trained men with backgrounds in photography and drafting if possible. This is the minimum complement needed to provide for effective operational evaluation and dissemenation of photo intelligence aboard a CV type ship.

3. A space for the Photo Interpretation section be designated aboard all CV type ships. The space to be properly outfitted with chart tables, sliding chart panels and proper lighting for Photo Interpretation work.

(3) Aerology

Period 9 June to 8 July was characterized by the normal southerly monsoon with south winds being observed 51.8% of the time. Average wind velocities remained low with an average wind of 11.3 knots and an average minimum wind of 4.5 knots.

Visibilities increased materially over the preceding month with 91% of all observations showing 6 miles or more. The prevalance of fog showed a sharp decrease being observed only 2.9% of the time as compared to 7.9% for the preceding month.

The average temperature of 67.6 degrees shows a rapid rise over May's average of 57.7 degrees and the average relative humidity of 85% showed a 5% increase.

Pressure and frontal systems continued to be relatively weak but the increase of associated cloudiness and precipitation was apparent.

Operations were suspended because of weather when a low forming on the Polar Front in the East China Sea, moved northward into the Yellow Sea, and across central Korea into the Sea of Japan. The circulation associated with the low, and a well developed extension of the semi-permanent Pacific High, brought warm, moist, Maritime Tropical Air over the operating and target areas causing considerable low cloudiness and fog. This low established the Polar Front through the area and caused operating conditions to be adverse for about five days.

Favorable flying conditions (ceilings 1000 feet or higher and visibilities 3 miles or more) were observed 93% of the operating period.

b. Gunnery

(1) Two material casualties occured on the ship's ordnance equipment.

a. The first, involving the Power Drive of #51 Twin 5"/38 Cal. Mount placed the mount out of commission for approximately one week. Symptoms of the casualty were indicated by the motor running hot and before the motor could be stopped the controller relays burned out. The entire Train Unit was disassembled. All equipment was inspected and checked. The cause was found to be worn bearings and gears in the Planetary Reduction Gear assembly. Worn gears and bearings were replaced from spares, equipment reassembled by ship's force Gunners Mates and is now operating satisfactorily.

Analysis of the casualty indicated that the worn bearings and reduction gears caused an abnormal overload on the drive motors with resulting overload on the controller circuits.

Inspection of the remaining drives by Navy Yard has been requested for next Navy Yard overhaul. This request is considered justified due to shortage of trained personnel.

b. The second material casualty involved the Dead Time Prediction Multiplier in the #1, Mk 1A Computer. This casualty was made evident by A Test tolerances being excessive. Inspection was made and the casualty was found to be sheared teeth on an aluminum alloy helical gear meshing with a steel helical gear in the Dead Time input gear train to the Dead Time Prediction Multiplier. Replacement gears are not carried on allowance lists. Two matching miter gears were manufactured by ship's force machine shop and installed since manufacture of helical gears is beyond the capacity of ship's force. After necessary adjustments were made tests were run that were satisfactory. The computer was out of commission approximately 48 hours.

Analysis of the casualty indicates that a poor mesh of the original gears was made when installed by Factory or Activity that performed Mk 1A change.

(2) Anti-Aircraft Firing Exercises were conducted on 6 occasions:

Replenishment Period	- 11 June	- Small Drone
Replenishment Period	- 19 June	- "Baker" & "Oboe" runs
Replenishment Period	- 11 July	- Small Drones
Operating Period	- 4 July	- "Baker" & "George" runs
Operating Period	- 5 July	- "Baker" & "George" runs
Enroute from Operating area to Yokosuka, Japan	- 7 July	- "Baker" & "George" runs

Ship's Gun Ammunition Expended.

5"/38		40MM	
AAC (MTF)	- 137 rds.	HEIT	- 658 rds.
AAC (VT)	- 13 rds.	BL&T	- 164 rds.

A total of eight towed sleeves and one Small Drone were shot down by ship's guns during this period.

Deck Seamanship:

(1) On 9 June 1952, the ship made preparations to get underway from Buoy #10, Yokosuka Harbor, Japan. The sea was choppy and a moderate wind prevailed, both making for dangerous working conditions on the buoy. In attempting to unmoor, the pin (free end) froze in the mooring shackle, due to having been burred while trying to remove it. In order to hasten departure, it was necessary to break the port chain at the 15 fathom detachable link. This left the first shot of the port chain, as well as the detachable link, mooring shackle, and pin connected to Buoy #10. In order to prevent a similar recurrence, two spare mooring shackle pins have been milled down on the free end, forming an approximate 30° bevel about the periphery.

(2) The ship replenished on the following days, with no casualties or losses:

June 11, 15, 19, 22, 26
July 1, 6

On 6 July 1952, during replenishment operations, a new all Navy record of 134.4 tons per hour was reached when loading provisions from the U.S.S. ALSTEDE (AF-48).

(3) The ship refueled destroyers on the following days:

June 14, 17, 18, 24, 30
July 2, 3, 4

On 3 July 1952, while refueling the destroyer U.S.S. PIERCE, heavy swells were encountered making for difficult station keeping. On one such swell, the destroyer veered away, causing the number 1 hose to become extremely taught, all three saddles having been slacked, resulting in the #1 section taking on a bad kink and receiving damage to threads, the #5 section parted about 18" outboard of the #3 saddle. The easing out line on the number 2 hose (on the destroyer) parted and no damage was taken by the hose.

(4) High line transfers were made from destroyers on the following days with no casualties or losses:

June 11, 12, 13, 14, 17, 18, 19, 20, 21, 22, 24, 26, 30
July 1, 2, 3, 4, 6

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Approximately 150 personnel transfers were made. The twin chair rig was used on the majority of the personnel transfers. It is noted that when using the forward high line with the twin chair rig, the destroyers being out about 80 feet, 2 personnel could be transferred every 50 seconds. On the 26th of June 1952, 49 personnel plus their baggage, were transferred in 30 minutes.

D. J. Sullivan
D. J. SULLIVAN

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DISTRIBUTION LIST:

CNO (2 advance)
CINCPACFLT (2 advance)
CINCPACFLT EVAL GROUP
COMNAVFE (1 advance)
COMNAVFE EVAL GROUP
COMSEVENTHFLT (1 advance)
CTF-77 (1 advance)
COMAIRPAC (5)
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)
U.S.S. KEARSARGE (CV-33)
U.S.S. LEYTE (CV-32)
U.S.S. ORISKANY (CV-34)
U.S.S. PHILIPPINE SEA (CV-47)
U.S.S. PRINCETON (CV-37)
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. CORREIGDOR (CVE-58)
U.S.S. BATAAN (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
COMCARDIV-18
CVG-1
CVG-2
CVG-3
CVG-4
CVG-5
CVG-6
CVG-7
CVG-8
CVG-9
CVG-11
CVG-15
CVG-17
CVG-19
CVG-101
CVG-102
CO, FAIRBETUPAC (2)
VC-3
VC-11
VC-35

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