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Photographic coverage of barricade engagements has been greatly improved with the installation of a fixed K-25 aerial camera on the splinter shield of the flag bridge. This camera is boresighted on the barricade and is electrically operated. One photographer stationed on the flag bridge during flight quarters is able to operate both this camera and a high speed motion picture camera. A description of this installation together with examples of photographs obtained will be made a part of a separate report to be forwarded later.

A breakdown of work performed in the photographic laboratory during this period on the line follows:

NEGATIVES MADE		PRINTS MADE		GUN CAMERA FILM PROCESSED
9X18	8,188	9X18	20,453	
9X9	3,091	9X9	4,248	21,556 feet
4X5/8X10	1,205	4X5/8X10	9,473	
		18X22	300	(Target studies for AI briefing)
Total	12,484	Total	34,174	

(7) Aerology

The period 13 May to 19 June was characterized by the resumption of the Southerly Monsoon over the Sea of Japan with twenty-one of the thirty-eight days having a prevailing wind direction between Southeast and Southwest. In general a low pressure area existed over Manchuria and Siberia with a series of fronts and troughs moving eastward over Southern Manchuria and Korea. The polar front was located south of Korea and Japan with cyclonic wave development occurring off the coast of China and again to the east of the Japanese islands. Weak high centers or ridges were situated over the operating area for a total of 12 days during this 38 day period. The weather was largely of a transitional nature with an unusually large number of extratropical cyclonic storms moving through the operating area. Eight low centers moved across Korea into the Sea of Japan causing a cessation of flight operations due to weather for two and one half days: May 22nd, June 18th and 19th. Three other low centers moved into the Sea of Japan from south of Korea causing flight operations to be suspended for one day - May 29th.

Typhoon "Judy" which crossed over the southern Japanese island of Kyushu on 7 June influenced the weather in the operating area for three days - from 5 to 7 June. The approach of the typhoon from the East China Sea coincided with the development of a low center and trough over the Yellow Sea and later Korea. This combination caused a moderate south to southeasterly flow of warm moist Maritime Tropical Air over the relatively colder water of the Sea of Japan, blanketing the operating area with low stratus, fog,

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and drizzle, and causing a suspension of flight operations for half a day on the 5th, all of the 6th, and three-fourths of the 7th of June.

For this 38 day period an unusually large amount of cloudiness occurred with clear skies only 24% of the time and more than eight-tenths of the sky covered for 65% of the time; ceilings were below 5000 feet almost half of the time (42%). The majority of low ceilings occurred with south to southeasterly winds which transported the lower cloud layers over the coastal plains of North Korea, and reduced the effectiveness of flight operations over the coastal target areas.

The incidence of fog was also unusually high (21% of the time) and has a direct relationship to the southerly wind flow. In the majority of instances the fog formed in the early morning and dissipated by 1000 local time in the coastal operating area. As a result, flight operations were delayed from 4 to 8 hours on several occasions and in three cases early morning replenishment operations were delayed due to the reduced visibility.

Winds less than 10 knots occurred about one third of the time. Although flight operations were not suspended nor delayed excessively due to lack of sufficient wind, their effectiveness was reduced by necessitating a decrease in ordnance loadings on aircraft on several occasions.

A total of six days were lost due to inclement weather during this operating period.

AEROLOGICAL SUMMARY
OPERATING PERIOD
13 MAY THROUGH 19 JUNE 1953

TEMPERATURE

AVERAGE	63.7 DEG.
AVERAGE MAX.	68.9 DEG.
AVERAGE MIN.	60.3 DEG.
ABSOLUTE MAX.	80 DEG.
ABSOLUTE MIN.	55 DEG.

SKY CONDITIONS	% TOTAL TIME
OVERCAST	41.5%
CLOUDY	23.8%
PARTLY CLOUDY	10.6%
MOSTLY CLEAR	24.1%

HOURS OF PRECIPITATION	57
AVERAGE REL. HUM.	80.3%
HOURS OF FOG	150

SURFACE WINDS

PREVAILING DIRECTION	DAYS
N	3
NNE	2
NE	2
ENE	1
E	2
ESE	2
SE	6
SSE	4
S	7
SSW	1
SW	3
WSW	2
W	3
WNW	0
NW	0
NNW	0

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AVERAGE VELOCITY	12.7 KTS
AVERAGE MAX. VELOCITY	20.7 KTS
AVERAGE MIN. VELOCITY	4.7 KTS
ABSOLUTE MAX. VELOCITY	32.0 KTS
ABSOLUTE MIN. VELOCITY	CALM

CEILINGS	% TOTAL TIME	VISIBILITY	% TOTAL TIME
BELOW 1000 FT	25.0%	UNDER 1 MILE	4.6%
1000 TO 5000 FT	17.0%	1 TO 3 MILES	2.4%
5000 TO 10,000 FT	11.6%	3 TO 6 MILES	16.4%
ABOVE 10,000 FT	46.4%	OVER 6 MILES	76.6%

FAVORABLE FLYING CONDITIONS (CEILING 1000 FT. OR HIGHER, VISIBILITY THREE MILES OR MORE): 75.0%

c. Supply

(1) Commissary

Provision replenishment was received at sea four times during the current tour on the line as follows:

Date	Ship	Tons Ordered	Tons Received	Loading Time
15 May	USS PICTOR (AF-54)	64	51	75 Min.
25 May	USS POLARIS (AF-11)	82	60	110 Min.
4 June	USS POLARIS (AF-11)	49	40	60 Min.
17 June	USS PICTOR (AF-54)	19½	15½	140 Min.

A problem which created an inefficient operation was encountered during two replenishment periods when ammunition was received aboard just prior to provisioning. This situation resulted in congestion of hangar deck working space and shortage of material handling equipment to move stores and strike them below to stowage spaces.

During replenishment days and when bad weather conditions prevented flying, sandwiches were provided for the crew. They were prepared on thirty-five (35) different occasions during this period on the line. Hamburgers, hot dogs, and grilled cheese proved to be the most popular types of sandwiches.

An average of 325 night rations were served each night during the tour on the line.

Provision items which were difficult to obtain from reefers were: Jam and jelly, tomatoes, lettuce, mace, graham flour, pork luncheon meat, beef hash, hominy, corn on cob FF, cherries FF,

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lima beans , FF, green onions, dry onions, radishes, cucumbers, turnips, and blueberries FF.

The following amounts of provisions were consumed during this operating period. All indicated amounts are in pounds. Flour 41,400, preserved meat 8,246, meat, boneless 27,357, meat, smoked 52,847, vegetable canned 23,678, vegetable fresh 133,639, vegetable frozen 16,506, fruit canned 18,988, fruit-fresh and frozen 44,754, fruit and vegetable 6,944, coffee 9,360, evaporated milk 18,914, milk-skimmed and powdered 5,623, butter 4,980, shortening 9, 493, granulated sugar 24, 350, milk-made 1,890 gallons, and fresh eggs 8,900 dozen.

(2) Ship's store and C&SS

During the last period on the line sales in the Ship's Store activities seemed to operate in satisfactory manner. The water shortage presented a "salt water" problem in the laundry, but in the event that problem arises again the laundry will be able to cope with the situation.

Adequate stocks of all Ship's store items prevented any difficulties which might have existed from exhaustion of stocks during the operating period. Due to cold weather and extended tour, candy supply ran low, but will be restocked upon return to Yokosuka.

(3) Aviation Supply

Due to the extended period of operations on the line, and unusually large number of missions flown, stocks of high usage items were depleted. This condition was caused by the tactical situation and the replenishment at night which permitted full operation daily. It is apparent that the standard 180 day allowances are insufficient in certain items for this sustained type of operations.

A total of 2,268 line items were received on stub requisitions. Of these requests 97 percent of the line items were furnished.

The USS JUPITER (AVS-8) replenished aviation stores at sea on 15 May 1953. Approximately 55% of the items requested were supplied. However, a large number of the items requested were items required for OEC buildups, which accounts for the low percentage of the total requests furnished.

The June replenishment was offloaded by the JUPITER prior to her departure for the line, as the BOXER was ordered into Yokosuka on the date of the JUPITER's departure from Yokosuka. Summary of results of percentage items furnished from this replenishment will be included in the next summary.

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(4) General Supply

An initial problem existed in the matter of aviators' breathing oxygen. Usage with three (3) jet squadrons aboard averaged about 13 cylinders per day. BOXER has no oxygen plant aboard so it is essential that all tankers maintain substantial stock of this gas for all replenishments. One tanker arrived with no oxygen aboard which caused a request of 72 cylinders at the next replenishment because of no reserves aboard BOXER. This request was filled and no future difficulties were experienced.

Certain outages of electronic equipment were caused by lack of on-board spare parts. This is particularly true of QK-259 magnetrons for AN/2PN-12 Radar and almost all parts for AN/URT-4 radio transmitters. Full stocks of spare synchros for all equipment, radio transmitter motor generator armatures, bearings, and fittings, QK-259 magnetrons should be aboard prior to leaving CONUS.

(5) Wardroom Mess

In order to utilize the personnel available most efficiently it was found that a separation of stewards' duties between wardroom and stateroom duties proved most successful.

The following items were in short supply:

Stock Number	Item Description
R14-G-984-575	Grease
R14-H-110	Hydrolube
R17-SFIC-162	Detector
R17-1-7476-1	Inverter
R82-NAF-603410-1	Points
R83-GR-134095	Cylinder
R83-M2200	Valve
R83-APD-25400-20	Valve
R83-T-5828	Tires
R84-PW-J48P6	Engine
R85-PW-131868	Plugs
R85-PW-198153	Fuel Controls (HO-7008c)
R85-PW-184765	Filter
R85-WAC-138043	Rings
R86-PE-011047-030-02	Pump
R86-EC-40E01-2A	Regulator
R87-APD-P100206	Propellor
R88-1-1325-012-000	Indicator
R88-G-1021-050-000	Gage
R94-GR-135330-L/R	Chute
R94-GR-135311-L/R	Chute
R94-C-78550	Chargers AERO-13A
R94-BUA-52A323E1	Switch
J941-BUA-122-275	Food Mech.
J941-BUA-122-300	Food Mech.

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ACOG's were as follows:

Aircraft	Stock Numbers	Nomenclature	Source Supply	No. Days ACOG
F9F-2	R85-PW-132162	Cover	ASD, Oakland	14
F9F-5	R83-MMM-2200	Valve	USS JUPITER	3
AD4NA	R16-P-5690	Potentimeter	ASD, Oakland	23
AD4NA	R87-APD-P100206	Propellor	USS JUPITER	5
F9F-2	R83-AP-25400-20	Valve	USS JUPITER	3
AD4NA	R82-DG-4254985	Shaft	Yokosuka	6
AD4NA	R86-PE-011047-030-02	Pump	USS JUPITER	5
AD4NA	R83-DG-5256715-94	Line Assy:	ASD, Oakland	Not rec. to date
AD4NA	R83-DG-5256715-98	Line Assy:	ASD, Oakland	Not rec. to date
F9F-5	V84-PW-J48-P6A	Engine	ComFairJap	8
F9F-5	R17-SFIC	Detector	USS JUPITER	2

A considerable increase in ration cost was experienced during this tour. This was brought about by several factors. It was found that many pilots and personnel concerned with early morning launches ate four (4) meals per day, since they were required to work unusually long hours.

The lack of storage space for Wardroom Stores and the extended at sea period created the necessity for abnormal purchases from the General Mess. These purchases in many cases were considerably more costly than they would be ashore.

A sandwich mess operated from 2000 until 2400 each evening has proved very successful. From six to ten types of sandwiches are available each evening. The officers sign chits for the sandwiches and they are collected monthly by the Mess Treasurer with the officer's mess bill.

d. Gunnery

(1) Performance of Ordnance Equipment and Material

Anti-aircraft Firing Exercises were conducted on two occasions; performance was considered good. Firings were:

(a) Enroute from Yokosuka, Japan to Operating area, 11 May 1953 GEORGE and HOW runs.
(b) Replenishment period 25 May 1953 - One (1) OBOE run.

(2) Only routine casualties were encountered during this period.

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(3) Ordnance

Ordnance expended in AA firing:

5/38	40MM
AAC (MTF) 27 rds.	HEIT 254 rds.

Only two AA firings were accomplished during forty two operating days. The increased pace of air operations and night replenishments prevented more exercises in the Task Force. Weather cancelled scheduled exercises enroute from operating area to Yokosuka.

(4) Seamanship

During the period 10 May 1953 to 21 June 1953, the following seamanship exercises were conducted:

(a) The ship replenished 19 times from a total of 29 replenishment ships:

Fuel	15
Ammunition	9
Fresh Provisions	4
Aviation Stores	1

(b) The ship refueled 3 destroyers and affected 46 individual high-line transfers with a total transfer of 171 personnel.

(c) Fourteen of the fifteen times the ship received fuel, the Elwood Rig was employed; the Elokomin Rig being used once. This command feels that the Elwood Rig is preferable to the Elokomin Rig, especially during heavy weather and darken ship conditions. The chances of the hose carrying away if the hose line messenger of the riding line parts are greatly reduced.

(d) The ship affected 10 replenishments during darken ship conditions with great success. Twelve inch cargo lights equipped with red lenses were used in conjunction with the night lights on the hangar deck to give adequate illumination.

(e) During the first replenishments of this cruise, considerable difficulty was experienced with the electric-hydraulic cargo winches that were installed during the last yard period. The 3/8" copper tubing from the pump end to the brake block continually carried away due to vibration. This situation was remedied by installing a flexible hose tested to 3000 PSI pressure. The electric-hydraulic winch does not compare with the steam cargo as to speed or load capacity. Of the 9 times this ship replenished ammunition, the highest rate of transfer attained was 16ls/t per hour; that on 21 May 1953, from the U.S.S. RANIER (AE-5). Under similar conditions

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and using steam cargo winches, this ship replenished from the U.S.S. RANIER (AE-5) at the rate of 225s/t per hour in May 1952.

(f) In order to assist a man overboard in remaining afloat until such time as a rescue is affected, a MK II, self-inflatable, two man rubber life raft has been stowed in a quick release position on the outboard after splinter shield of mount 49, as shown in accompanying photograph. This raft will automatically inflate when released and is available at all times when underway.

o. Air

(1) Aircraft Handling

Operations with three (3) jet squadrons and one (1) AD squadron plus the VC components has presented no unusual aircraft handling problems; however, the number of aircraft that can be spotted for a maximum deck load launch is limited. It has been experienced on the BOXER that 20--22 props and 22 - 24 jets constitute a full deck load. The present practice is to spot all jets with tail pipes over the catwalks except for 4 to 6 planes spotted to starboard along the island. This permits a 100% turn up on all jets prior to leaving the spot with the exception of those aircraft adjacent to the island. These are limited to a 60% turn up until spotted on the catapults.

It is strongly recommended that when three squadrons of F9F's are embarked in the same ship that they all be of the same type, especially where the assigned aircraft (F9F-2, F9F-5) are employed to perform the same missions, but are not interchangeable for pilot assignment. This would greatly facilitate aircraft handling and the advantages with regard to the logistics problem are obvious.

Limitations of the H4B catapults, coupled with prevailing low wind conditions, make it difficult to achieve design load carrying capabilities of the F9F-5 while embarked on unconverted CVA's. Reduction of the F9F-5 complement with proportinate increase in the number of F9F-2's embarked in ratio to load and no-load (CAP, photo escort, etc..) flights, would serve to increase the fighter-bomber potential of this vessel.

Helicopter and COD traffic is assuming a "Grand Central Station" complex and waiting room and baggage room is nearing the "must" stage. Red Cap porter service is currently accomplished by "blue shirts".

(2) Catapults and Arresting Gear

Extensive catapult and arresting gear operations

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were conducted during this period. A total of 2183 catapult shots were fired; 1135 shots on the starboard catapult and 1048 shots on the port catapult. One towing cable of the port catapult approached minimum tolerance and was reroeved during the reporting period. Thirty-three (33) hours were required for completion; however, since this period bridged one replenishment day, air operations were not seriously curtailed.

A deviation from the method of reroeving recommended in NAVAER 51-15-15HA-506 was utilized and proved highly satisfactory. NAVAER 51-15HA-506 recommends that the swaged fitting of the old towing cable be cut off topside at the shuttle and the new cable brazed to this end. The old cable with the new attached cable is then pulled through into the catapult room by hand and then disposing of it was considered unnecessary. Instead, the poured fitting of the tow cable in the catapult room was removed and a 3/8" messenger cable was brazed to the messenger. A small three fold purchase and a quick detachable cable clamp was applied to the messenger cable in the catapult room and with the pull of a few men, the new cable was pulled through without difficulty. It is believed that this method is more desirable and results in a faster reroeve as handling a 3/8" diameter cable rather than a 1 1/4" tow cable in the confined space of the catapult room is preferable. It is interesting to note that the new cable has stretched twenty (20) inches subsequent to reroeving with the firing of 404 shots. This stretch has been cut out and the fitting repoured enroute Yokosuka.

A moderate overheating of the port catapult pumps and motors was experienced during warm days and prolonged operations. This has been alleviated by utilizing two portable blowers directed at the pumps in the pump room. It is considered that a more effective ventilation system should be installed in catapult pump rooms; however, with the development of a sea water heat exchanger for cooling catapult oil underway, pump overheating problems may well be solved.

A total of ~~2756~~ 2819 landings were completed during the period. #1 and #2 arresting gear engine main ram packings were replaced after leakage developed and several yielding elements were replaced. Close and detailed inspection of catapult and arresting gear are mandatory during protracted air operations and maintenance must be effectively carried out during non-operating periods.

(3) Aviation Maintenance

During this operating period the V-4 Division assembled the following QEC units:

(5) R-3350	(1) J-42
(3) J-48	(1) J-34

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