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11 November 1953 -

Underway at 0652, in accordance with CTF-77 dispatch 301140Z of October 1953, enroute to the United States via Pearl Harbor, T. H.

Part III Performance of Ordnance Equipment and Material

A. During the period 28 July to 11 November 1953 nineteen (19) gunnery shoots were held at which time the following types of exercises were conducted:

| | | |
|---|---|---|
| Z-4-G | AA BAKER | 5 Runs |
| Z-5-G | AA GEORGE | 22 Runs |
| Z-9-G | AA HOW | 17 Runs |
| Z-10-G | AA OBOE | 20 Runs |
| Z-12-G | Heavy Drone Practice | 5 Runs |
| Z-13-G | Small Drone Practice | 2 Runs |

B. While conducting these exercises the following amounts of ammunition were fired:

| | |
|---|---|
| 5"/38 Caliber AAC | 344 Rounds |
| 5"/38 Caliber VT | 280 Rounds |
| 40MM HEIT (SD) | 3,009 Rounds |

C. All exercises were considered satisfactory by shipboard observers.

D. All ordnance equipment functioned well with the exception of one (1) MK 56 GFCS ser 92 which required replacement of the gyro unit MK 52-2 ser 174 with the on board spare MK 56-2 ser 334 in the latter part of July. The system worked satisfactorily until September at which time gyro trouble reoccurred. Mobile Ordnance Unit #1, called upon to assist ship's force, determined that the unit was faulty and a new one would be needed. The replacement unit MK 56-2 ser 100 received on board in response to an emergency request was found upon inspection to be unsatisfactory due to corrosion inside the rate gyro section. This condition was due to improper packaging by the shipping activity and is the subject of separate correspondence. This unit was not considered suitable for installation and is being held on board until arrival in the Continental United States. A new gyro unit has been ordered DDD 5 December 1953, San Francisco Naval Shipyard.

E. Further ordnance expenditure statistics are contained in enclosure (1).

Part IV Battle Damage

None.

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Part V Personnel

A. No casualties were suffered during the period covered by this report.

B. Performance

(1) An average of 1975 enlisted personnel comprised the ship's company. All exercises, drills, and routine ship's work were carried out in a commendable manner during this period. The extensive training program in effect aboard this vessel has proven its worth many times and has been intensified since the cessation of hostilities.

(2) All personnel of Philippine and Guamanian extraction were afforded the opportunity of taking leave to their homes. A small percentage of personnel were granted emergency leave to the continental limits.

(3) A minimum number of transfers and receipts have been effected. Maximum Rest and Recuperation Leave was granted during each in-port period.

(4) There was a total of one hundred twenty-three (123) ship's company officers on board during this period. Thirteen (13) officers are ordered detached and fifteen (15) officers have been ordered to report.

(5) There were ninety-one (91) mast cases during this period. Sixteen (16) Summary Courts Martial and four (4) Special Courts Martial were awarded, fourteen (14) of which were for absence over leave offenses.

C. Morale

(1) Morale has shown some decrease from the previous excellent state, because of:

(a) Continued operations after the Korean Armistice, without the stimulus of actual combat.

(b) The high percentage of personnel who successfully passed examinations for advancement in rating, but were not advanced due to quota limitations. This is especially evident in cases where near critical shortages exist aboard this ship, yet no personnel were advanced to pay grade E-4 due to quotas established for the overall Naval Service.

D. Training

(1) The Training Room was used for Divisional training classes, supervised group study, in-rate training progress testing,

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daily health and hygiene lectures, and church services. The I & E program is in constant process of aiding personnel to obtain high school diplomas and high school equivalency tests. Continued counselling aids both the high school and college preparatory program of study.

(2) One hundred fifty-five (155) men were administered the complete battery of GED tests (high school level). Five (5) men completed college level GED tests and nine (9) men took end-of-course examinations. Fifty-two (52) men enrolled in USAFI.

(3) Thirty-two (32) officers are enrolled in the General Line Training Course for Junior Officers. Lessons are submitted monthly and graded. Two (2) months' assignments have been completed.

(4) An accelerated program for the training of men in critical ratings was established on 1 November. Maximum Training Room use is alloted to these ratings with movies and other training aids being utilized. Poor condition of obsolete motion picture projectors has hampered this program to some degree.

(5) Ship Handling Drills

(a) On the 12th of August while enroute to Hong Kong, B. C. C. the BOXER utilized approximately three (3) hours for ship handling drills. The time was divided into six (6) periods of about thirty (30) minutes each. Officers having the conn were: Captain (two periods), Executive Officer, Operations Officer, Navigator, and Air Officer. The exercises were in the nature of making dock approaches and were conducted using smoke floats and wooden crates.

(b) On 14 August another three (3) hours were spent in similar drills using weather balloons to simulate docks and turning buoys. Each period lasted thirty (30) minutes with six (6) officers participating as follows: Captain, Executive Officer, Navigator, Air Officer, Gunnery Officer, and Air Operations Officer.

(c) While enroute to Sasebo, Japan opportunity was taken to familiarize officers of the deck with ship handling. Exercises were conducted for a total of about three (3) hours on 26 and 27 September with the Navigator, Assistant Operations Officer, and seven (7) OOD's participating. Man overboard drills employing Williamson methods were emphasized.

(d) Of the above named officers only the Captain, Executive Officer, and Gunnery Officer had had any previous ship handling experience.

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(c) Due to the lack of opportunity for senior officers and officers of the dock to gain experience and proficiency in ship handling of this nature while operating with the task force, it is felt that opportunities must be created. Furthermore it is recommended that ships while operating independently, i.e., steady steaming enroute, be provided with enough leeway between time of departure and time of arrival to conduct such drills. The results obtained from the BOXER's drills were felt to be highly satisfactory and beneficial.

E. Public Information

(1) Total news releases and feature articles originated for the period of this report:

(a) 517 news photographs with captions
(b) 23 news features
(c) 7 hometown news features
(d) 1,301 hometown news stories (roster story).
(e) 5,120 feet of combat camera film

(2) The Public Information Office published the daily BOXER PRESS, a four page photo-offset newspaper, using ship's news and world news received via radio-teletype. In addition, a four page weekly Feature Parade supplement was edited containing ship's news and photographs as well as Armed Forces Press Service material and pictures.

(3) In preparation for the ship's homecoming, the Public Information Office developed an overall Homecoming Plan including preparation for a charity drive, preliminary plans for an Open House, and sixty (60) Homecoming brochures for distribution to news media in the United States.

(4) A radio and TV team took 1,900 feet of motion picture film on the ship in connection with the Homecoming plans and the visit to the ship by the Japanese Boy Scouts.

(5) A group of Japanese Boy Scouts from Yokosuka were invited to the ship for a sight-seeing tour. Afterwards they presented a plaque to the ship in appreciation.

F. Religious Activities

Protestant Bible classes were held weekly on Tuesday and Sunday at 1800 to 1900. Protestant Communion Service was held on the second Sunday of each month. Protestant Divine Services were held on Sunday at 1000. Latter Day Saints Services were held each Sunday

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at 0830 and a study class was held weekly for the Latter Day Saints. Christian Science Services were held each Sunday at 1000. Protestant choir met twice weekly. Catholic Mass was celebrated Sunday at 0630 and 0900. Mass was also celebrated at 1630 each day while the ship was at sea. Confessions were heard before and after each Mass. The two (2) Chaplains on board alternated in delivering a prayer over the public address system each evening at sea. The Protestant Chaplain held lectures on "Marriage and the Family" once a week. Guidance lectures were delivered daily by both Chaplains during the months of September and October.

G. Recreational Activities

Movies were shown nightly in the Wardroom, CPO lounge, first class mess, training room and the mess decks. Whenever possible, the hangar deck was used for movies with two (2) performances on that evening. During this period three hundred fourteen (314) different programs were shown a total of nine hundred eighty-four (984) times. A late night movie was held in the training room for those personnel unable to attend the regular showings. One (1) boxing smoker and one (1) variety show were held and were greatly enjoyed by the crew. Each evening at 2030 snacks were served for the crew on the Mess Deck. The Library was open from 0900 to 2100 daily. Library books were available and adequately distributed. A total of four thousand (4000) books were drawn from the library. Four hundred (400) magazines were received and distributed to the Wardroom, Warrant Officers' Lounge, CPO Lounge, first class mess, crew's library, each division, and the squadrons embarked. New library acquisitions consited of one hundred forty-seven (147) hardback books and six hundred (600) paperbacks. One (1) Bingo Party was conducted for the enlisted men and proceeds were forwarded to the Boy Scouts of America. Hobby Shop materials were offered for sale through the Hobby Shop and the demand for such materials has been and still remains high. The Photo Hobby Shop was open from 1800 until taps Monday through Friday of each week. An exercise room for physical conditioning of officers and men was placed in service and was well patronized. The Chaplains arranged sight seeing trips for the crew while the ship was in Hong Kong and Sasebo.

Part VI Comments

A. Operations

(1) CIC

Radar performance improved after the cessation of hostilities, primarily due to the availability of electronics repair personnel for additional maintenance in slack periods. The installation of Mark X IFF equipment was effected in September for SX radar. A

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malfunction of the rotating pulse joint and a failure of the RF transmission line precluded full use of the equipment until late in the period of this report. Defects have been corrected and the additional radar displays with IFF have greatly improved the facilities for air control in CIC. To increase the effectiveness of the presently installed IFF installations, an alteration request is being submitted to provide interlacing of the two (2) systems installed. If approved, IFF will be available with either SPS-6B or SX radar at each radar repeater equipped with an IFF control box.

The conversion to UHF on 1 September 1953 was accomplished without undue difficulty and has produced satisfactory results. Very few breakdowns or communication failures have occurred. An alteration request is being submitted to provide ARC-27 equipment to "back up" the available shipboard transmitters and receivers.

The BOXER concurs with other attack carriers in the need for AN/URD-4 direction finding equipment to replace similar equipment used with VHF radio.

The lack of sufficient personnel through the present cruise has precluded effective employment of ECM equipment. ECM training will be stressed prior to the ship's next deployment.

Exercise ADEX, a successor to ADEPT, was conducted in conjunction with other fleet units on two (2) occasions prior to the ship's departure from Task Force SEVENTY-SEVEN. This exercise is considered a valuable training aid, however, it is recommended that it be conducted to the exclusion of other simultaneous air operations for maximum evaluation.

(2) Communications

The traffic reduction occasioned by the cessation of hostilities permitted the Communications Section to more vigorously pursue the routine maintenance and training programs with gratifying results.

On 1 September 1953 primary tactical communications, ship-ship and ship-air were shifted from VHF to UHF. After an initial period of a few days, communications on UHF have been reliable and compare favorably with VHF communications.

(3) Air Intelligence

Thorough briefing was given all pilots concerning the regulations involving flights over Korea subsequent to the armistice.

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In addition, debriefing of sorties of CAS flights over South Korea included information concerning times, routes, and northernmost point. The communists alleged many incidents of truce violations by United Nations aircraft and these alleged violations were passed to Commander Task Force SEVENTY-SEVEN by the Joint Operations Center for aircraft accountability. With the adequate debriefing it was an easy matter to account for the whereabouts of BOXER aircraft at the times of the reported incidents. No BOXER aircraft were involved in any violation.

(4) Aerology

The interval from 27 July to 11 November has been divided into three major periods corresponding to location and season. These three periods are discussed separately in the following paragraphs, and tabulated separately in the Aerological Summary.

Northern Operating Area (Summer Season) 27 July to 3 September 1953. At the beginning of this period the Southerly Monsoon began breaking down, with southerly winds prevailing for only a few days. For the remainder of the period northeasterly winds were predominant as the Siberian High began to develop. The polar front was generally located to the south and east of the Japanese islands with a weak to moderate high pressure ridge overlying Japan and Korea. On three occasions during this period the quasi-stationary polar front moved northward over Japan as typhoons approached from the south. Following Typhoons "Phyllis" and "Rita", both of which moved into the China coast near Formosa, a weak high cell formed to the south of Japan. The resulting circulation which developed between this weak high and the colder ridge of the Siberian High, which persisted over Korea, resulted in cyclogenesis along the polar front. Stable waves formed along the front in the East China Sea and Sea of Japan and moved rapidly northeastward, producing poor weather in the operating area for three days on both occasions. The circulation of Typhoon "Lola" which recurved to the east of Japan on 1 August forced the polar front northward over Japan producing low ceilings and some precipitation in the operating area. However, a high cell formed directly to the west of the typhoon, as it recurved, producing rapidly clearing weather in the Sea of Japan.

The incidence of fog during this late summer period was materially less than in May, June, and July. Only ten hours of fog were observed, with visibilities being over six miles 92% of the time, as compared to only 76% in the early summer.

Flying conditions improved also during the late summer with favorable conditions (ceiling over 1000 feet, visibility over 3 miles) existing 92% of the time, as compared to only 75% during the early summer.

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Southern Operating Area (Fall Season) 4 September to 31 October 1953. This period is marked by the continual fluctuation of the polar front from a position over Japan to immediately south of Japan. The operating area of the East China Sea was generally dominated by a high pressure ridge extending southward from the Siberian High. Northerly winds prevailed about 90% of the time. Only two brief periods of poor weather occurred. The first being caused by Typhoon "Toss", and the second by wave formation on the polar front. As the typhoon approached Japan from the southeast, the polar front was forced northward and produced widespread rain in the operating area on 22 September. "Toss" recurved to the north and passed approximately 550 miles east of the force producing 35 knot northeasterly winds in the operating area.

Weather conditions continued to improve during the fall season of operations, with no fog being observed and visibilities being over six (6) miles 99.4% of the time. Ceiling heights were approximately the same as the summer season being above 5000 feet 75% of the time. Flying conditions were favorable 97% of the time.

Northern Operating Period (Fall season) 5 October to 5 November 1953. The Sea of Japan was generally dominated by a high pressure ridge extending over the area from the Siberian High cell. Migratory low centers moving rapidly eastward from Manchuria caused two (2) brief periods of shower activity as the cold fronts passed eastward over the task force. Prevailing winds continued northerly about 90% of the time, but were somewhat weaker than in the southern area during this season. Weather conditions improved considerably over the summer season and were slightly better than the southern area during this same period. Visibilities were greater than six (6) miles during the entire period and flying conditions favorable the entire time.

NOTE: During this operating period from 27 July until 11 November 1953 ten (10) typhoons were tracked in the western Pacific, eight (8) of which were potentially dangerous to the task force in the operating areas.

AEROLOGICAL SUMMARY
OPERATING PERIOD
27 JULY THROUGH 11 NOVEMBER 1953

| Temperature | Northern OpArea (Summer) 27 Jul - 3 Sep | Southern OpArea (Fall) 4 Sep - 31 Oct | Northern OpArea (Fall) 5 Oct - 5 Nov |
|---|---|---|---|
| Average | 78 | 79 | 67 |
| Average Max. | 81 | 83 | 72 |
| Average Min. | 74 | 75 | 63 |
| Absolute Max. | 89 | 88 | 79 |
| Absolute Min. | 69 | 67 | 54 |

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| Sky Conditions (% Total time) | Northern OpArea (Summer) 27 Jul - 3 Sep | Southern OpArea (Fall) 4 Sep - 31 Oct | Northern OpArea (Fall) 5 Oct - 5 Nov |
|---|---|---|---|
| Overcast | 43.3 | 27.0 | 23.1 |
| Cloudy | 15.7 | 22.9 | 14.1 |
| Partly Cloudy | 30.3 | 27.4 | 27.5 |
| Mostly Clear | 10.7 | 22.7 | 35.3 |
| Hours of Precipitation | 27 3/4 | 18 | 5 3/4 |
| Average Relative Humidity | 79% | 67% | 59% |
| Hours of Fog | 10 | 0 | 0 |

Surface Winds

| Prevailing Direction | Days | % | Days | % | Days | % |
|---|---|---|---|---|---|---|
| N | 0 | | 6 | 28.5 | 2 | 15.4 |
| NNE | 3 | 12.2 | 2 | 9.5 | 2 | 15.4 |
| NE | 8 | 33.4 | 8 | 38.0 | 2 | 15.4 |
| ENE | 6 | 25.0 | 0 | | 1 | 7.7 |
| E | 1 | 4.3 | 0 | | 1 | 7.7 |
| ESE | 0 | | 0 | | 0 | |
| SE | 0 | | 0 | | 0 | |
| SSE | 0 | | 0 | | 0 | |
| S | 1 | 4.3 | 0 | | 1 | 7.7 |
| SSW | 1 | 4.3 | 0 | | 0 | |
| SW | 3 | 12.2 | 1 | 4.8 | 0 | |
| WSW | 1 | 4.3 | 1 | 4.8 | 0 | |
| W | 0 | | 0 | | 0 | |
| WNW | 0 | | 1 | 4.8 | 1 | 7.7 |
| NW | 0 | | 1 | 4.8 | 2 | 15.4 |
| NNW | 0 | | 1 | 4.8 | 1 | 7.7 |
| Avg. Velocity | 13 | | 15 | | 14 | |
| Avg. Max. Velocity | 18 | | 23 | | 21 | |
| Avg. Min. Velocity | 6 | | 9 | | 6 | |
| Absolute Max. Velocity | 26 | | 33 | | 31 | |
| Absolute Min. Velocity | 1 | | 2 | | 2 | |

| Ceilings | % Total Time | % Total Time | % Total Time |
|---|---|---|---|
| Below 1000' | 5.0% | 3.4% | 0.0% |
| 1000' - 5000' | 24.7% | 21.0% | 16.4% |
| 5000' - 10,000' | 20.0% | 21.2% | 14.2% |
| Above 10,000' | 50.3% | 54.4% | 69.4% |

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| | Northern OpArea (Summer) 27 Jul - 3 Sep | Southern OpArea (Fall) 4 Sep - 31 Oct | Northern OpArea (Fall) 5 Oct - 5 Nov |
|---|---|---|---|
| Visibility | % Total Time | % Total Time | % Total Time |
| Under 1 mile | 1.0% | 0.0% | 0.0% |
| 1-3 miles | 1.4% | 0.2% | 0.0% |
| 3-6 miles | 5.5% | 0.4% | 0.0% |
| Over 6 miles | 92.1% | 99.4% | 100.0% |
| Flying Conditions | | | |
| Good (vis. over 6 miles; ceiling over 5000') | 70.8% | 75.2% | 93.2% |
| Average (vis. 3-6 miles; ceiling 1-5000') | 21.6% | 22.0% | 6.8% |
| Bad (vis. less than 3 miles; ceiling less than 1000') | 7.6% | 2.8% | 0.0% |
| Percent Favorable Flying Conditions (ceiling 1000' or higher; vis. 3 miles or more) | 92.4% | 97.2% | 100.0% |

B. Supply

(1) Commissary

Six (6) at sea provision replenishments were received by BOXER during the period of this report as follows:

| DATE | SHIP | TONS REQUISITIONED | TONS RECEIVED | LOADING TIME |
|---|---|---|---|---|
| 31 Jul | USS GRAFFIAS (AF-29) | 70.3 | 64.0 | 1 hr. 15 mins. |
| 24 Aug | USS POLARIS (AF-11) | 114.0 | 100.6 | 2 hrs. 35 mins. |
| 6 Sep | USS ALUDRA (AF-55) | 130.0 | 94.4 | 1 hr. 25 mins. |
| 21 Sep | USS ALUDRA (AF-55) | 45.0 | 33.6 | 55 mins. |
| 12 Oct | USS PICTOR (AF-54) | 22.0 | 16.0 | 30 mins. |
| 3 Nov | USS ALUDRA (AF-55) | 96.0 | 81.0 | 1 hr. 10 mins. |

Provisions were requisitioned and received from U.S.S. UVALDE on 3 August, U.S.S. ALUDRA on 9 August, U.S.S. UVALDE on 27 September, YNFB-24 on 28 September, and U.S.S. GRAFFIAS on 2 October

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in Sasebo, Japan. On 14 September provisions were received from the U.S.S. GRIFFIAS while at Yokosuka, Japan.

Sandwiches were provided to all refueling and rearming working parties. In addition, sandwiches were served following the first evening movie on sixty-three (63) different occasions. Hamburgers, grilled cheese, and hot dogs proved to be the most popular types of sandwiches. Midnight rations were served daily and during this period amounted to 2,974 rations.

The following provision items were found either NIS or NC on one or more occasions when requisitioned from the provisioning supply sources mentioned above: Orange juice, graham flour, grapefruit juice, tomato juice, tomato paste, vanilla flavoring, pineapple juice, pinto beans, fresh cucumbers, green onions, lemon flavoring, vinegar, lettuce, cottage cheese, snap beans, fresh frozen peas, fresh frozen apples, corned beef hash, blackberries, canned mushrooms, turnips, grapefruit, brown sugar, powdered sugar, hominy grits, chili powder, table salt, prepared mustard, sliced pineapple, vegetable juice, ripe olives, beets, peas, prunes, and sage.

Provisions in the following amounts were consumed during this operating period: Flour 96,101 lbs., preserved meats 19,716 lbs., salted and smoked meats 55,487 lbs., fresh meat 76,920 lbs., boneless meats 83,904 lbs., canned vegetables 51,795 lbs., fresh vegetables 25,866 lbs., canned fruit 33,278 lbs., preserved fruits 19,150 lbs., fresh fruits 65,889 lbs., frozen fruits 19,991 lbs., coffee 17,920 lbs., evaporated milk 10,057 lbs., fresh milk 6,163 gals., fresh eggs 20,361 dozen, butter 18,587 lbs., sugar 64,310 lbs, salt 7,082 lbs.

(2) Ship's Store and C&SS

A rapid turnover of Ship's Store stock was experienced during the period of this report. Statistics compiled from records maintained by the Ship's Store show the following activity during the months of July through October:

| | PURCHASES | STOCK SURVEYS | TRANSFERS FROM OTHER SUPPLY OFFICERS | TOTAL INVENTORY | TOTAL SALES |
|---|---|---|---|---|---|
| Jul | $1,871.38 | $988.55 | $ 36.00 | $92,592.52 | $51,269.37 |
| Aug | 8,034.14 | none | 12,859.92 | 81,088.48 | 35,971.76 |
| Sep | 5,410.06 | 307.97 | 17,478.00 | 62,907.28 | 45,643.42 |
| Oct | 4,925.34 | 422.37 | 25,840.98 | 57,838.39 | 38,492.65 |

The total purchase of foreign merchandise for the cruise amounted to $40,000.00, of which $8,000.00 was spent in Hong Kong.

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