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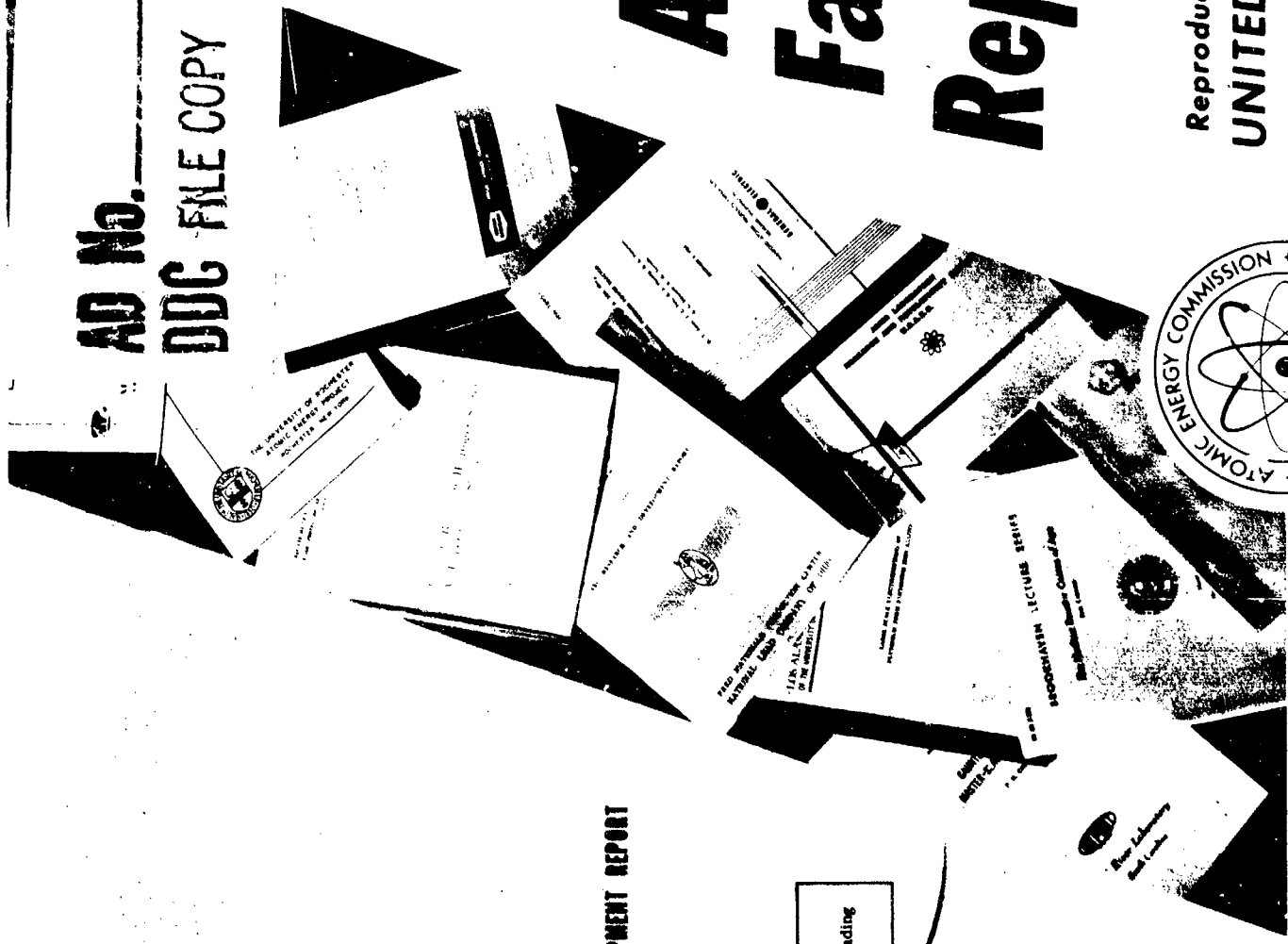
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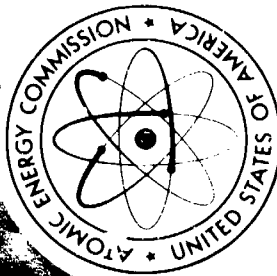
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BUREAU OF SHIPS GROUP  
TECHNICAL INSPECTION REPORT

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TABLE OF CONTENTS

	PAGE NO.
Ship Characteristics Sheet	3
Midship Section	4
Overall Summary of Damage	5
Hull Technical Inspection Report (Section I)	12
Machinery Technical Inspection Report (Section II)	17
Electrical Technical Inspection Report (Section III)	24
Photographic Section (Section IV)	31
Commanding Officers Report (Appendix)	40

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Classification (Cancelled) (Changed to Security Information) 1 APRIL 1949  
By Authority of JOINT CHIEFS OF STAFF JCS 1795/738 DATED 18 APRIL 1949  
By *J. H. ...* Date MAY 16 1952

APPROVED:

F. X. Forest,  
Captain, U.S.N.

[Redacted Signature]

USS BLADEN (APA63)

Page 1 of 56 Pages

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By *J. H. ...* Date MAY 16 1952

USS BLADEN (APA63)

Page 2 of 56 Pages

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ATOMIC ENERGY ACT 1946

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U.S.S. BLADEN (APA 63)

## SHIP CHARACTERISTICS

Building Yard: Consolidated Steel Corp.; Wilmington, California.

Commissioned: 18 October 1944.

### HULL

Length Overall: 426 feet 0 inches.  
Length on Waterline: 400 feet 0 inches.  
Beam (extreme): 58 feet 0 inches.  
Depth (molded to upper deck): 37 feet 0 inches.  
Drafts at time of test: Fwd. 9 feet 6 inches.  
Aft. 16 feet 6 inches.  
Limiting displacement: 7,080 tons.  
Displacement at time of test: 5,590 tons.

### MAIN PROPULSION PLANT

Main Engines: Two sets of Westinghouse steam turbines, directly connected to Westinghouse main generators. Two main shaft motors.  
Main Condensers: Two are installed in ship.  
Boilers: Two Babcock and Wilcox boilers are installed in ship. 450 psi gauge - 750° F.  
Propellers: Two are installed in ship.  
Main Shafts: Two are installed in ship.  
Ships service Generators: Five Turbo Gen's are installed: Two - 250 KW., - 450 V. A.C., One - 150 KW. - 450 V. - A.C., and Two 100 KW. - 120/240 V. D.C. units.

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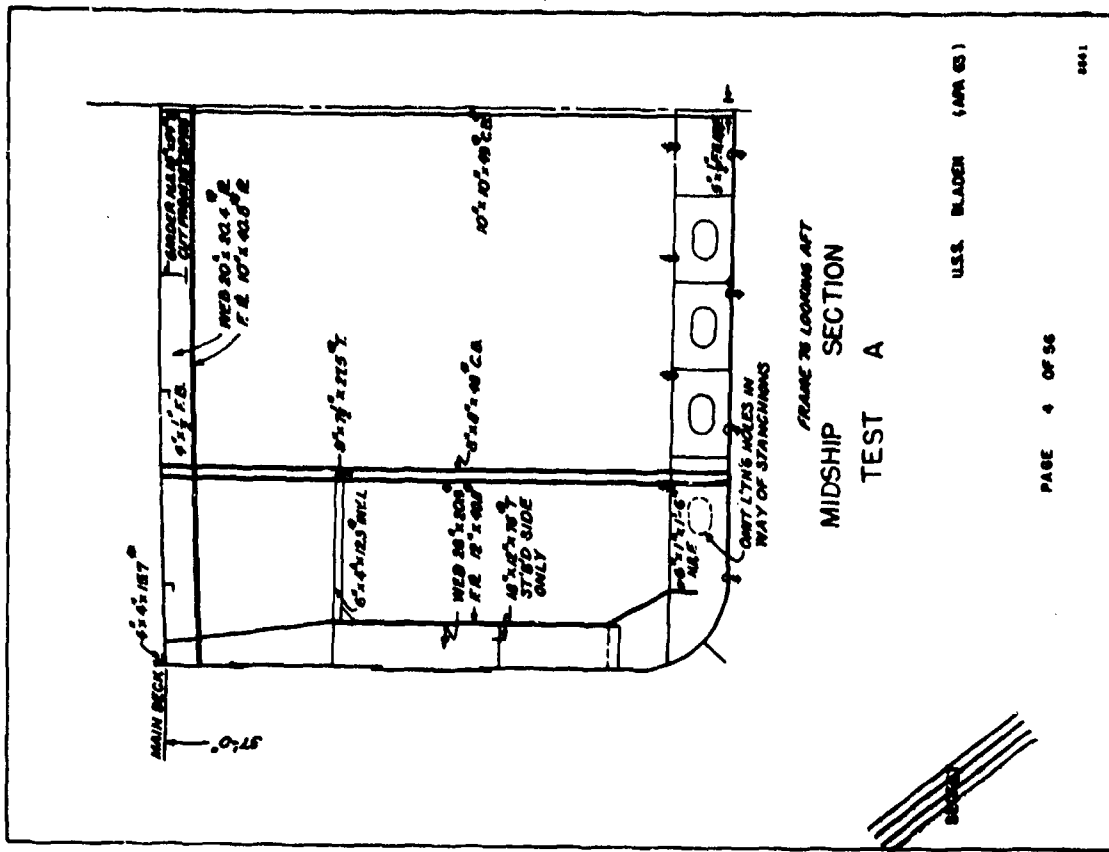
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USS BLADEN (APA63)

Page 3 of 58 Pages

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TOPIC NUMBER: 308-1048

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TECHNICAL INSPECTION REPORT

OVERALL SUMMARY

I. Target Condition After Test.

(a) Drafts after test, list, general areas of flooding, sources.

list, There was no flooding, hence no change in drafts or

(b) Structural damage.

HULL

Damage is negligible. It consists of the blowing out of five screens on stack ventilators, the blowing off of two covers on small lockers, and the lifting of about one-third of the hatch boards of both upper deck cargo hatches.

MACHINERY

No comment.

ELECTRICAL

None.

(c) Other damage.

HULL

No comment.

MACHINERY

The machinery was not damaged by Test A.

USS BLADEN (APA63)

Page 5 of 56 Pages

~~SECRET~~

ELECTRICAL

The main electric plant, ship propulsion and electrical elements of ship control, fire control and gunnery were undamaged and operated satisfactorily.

II. Forces Evidenced and Effects Noted.

(a) Heat.

HULL

Heat radiation came from the port quarter. This radiation slightly damaged surfaces normal to the radiation source. Manila lines are slightly scorched.

MACHINERY

Not evidenced.

ELECTRICAL

This vessel was subjected to radiant heat approaching from the port quarter, but not of sufficient intensity to cause damage to any electrical equipment. The heat wave was evidenced by some blistering of paint in exposed areas and starting of small fires in brooms, swabs and Army Quartermaster gear.

(b) Fires and explosions.

HULL

One large rope fender of cocoa matting exterior that hung over the port side burned. Signal halyards and several swabs located on top of the Lorain shack burned. Bundles of U.S. Army shoes, matting, and clothes stowed on the after deck house also caught on fire. The fires did not damage the vessel. There were no explosions.

~~SECRET~~

USS BLADEN (APA63)

Page 6 of 56 Pages

MACHINERY

Not evidenced.

ELECTRICAL

1. Small fires were started in brooms and swabs on the portside of O1 level and Army Quartermaster gear displayed for test on after deckhouse.

2. There were no explosions.

3. There was no damage to any electrical equipment as a result of fires.

(c) Shock.

HULL

No evidence of shock was observed.

MACHINERY

Not evidenced.

ELECTRICAL

The only evidence of shock noted was a broken filament in a 50 watt rough service lamp, located in pilot house. There was no other damage to electrical equipment as a result of shock.

(d) Pressure.

HULL

There is no evidence of pressure damage other than the slight damage to vent screens and broken glass windows in two sprinkler control boxes.

~~SECRET~~

USS BLADEN (APA63)

Page 7 of 56 Pages

MACHINERY

Not evidenced.

ELECTRICAL

The only evidence of pressure was the blowing inward of the expanded metal screens in stack louvers. There was no damage to any electrical equipment.

(e) Effects peculiar to the atom bomb.

HULL

No effects other than heat radiation and radioactivity were noted.

MACHINERY

None.

ELECTRICAL

Other than Radioactivity, radiant heat and blast pressure were the effects noted apparently peculiar to the atom bomb.

III. Results of Test on Target.

(a) Effect on machinery, electrical, and ship control.

HULL

None.

MACHINERY

Test A had no effect on machinery or ship control.

SECRET

USS BLADEN (APA63)

ELECTRICAL

None.

(b) Effect on gunnery and fire control.

HULL

None.

MACHINERY

No comment.

ELECTRICAL

None.

(c) Effect on watertight integrity and stability.

HULL

None.

MACHINERY

No comment.

ELECTRICAL

None.

(d) Effect on personnel and habitability.

HULL

Except for radiological factors, probably only a few personnel exposed on topside would have been injured. Habitability, except for radiological factors is unimpaired.

SECRET

USS BLADEN (APA63)

MACHINERY

None.

ELECTRICAL

1. Other than the effects of radioactivity, personnel exposed topside stations would probably have suffered minor to moderate flash burns from radiant heat and possibly injuries from blast pressure waves to the extent of a few bruises.

2. Habitability has in no way been affected.

(e) Effect on fighting efficiency.

HULL

Except for radiological factors and possibly some injury to exposed topside personnel, the fighting efficiency is unimpaired.

MACHINERY

None.

ELECTRICAL

The fighting efficiency of this vessel has in no way been affected as a result of any material damage.

IV. Summary of Observers' Impressions and Conclusions.

HULL

Damage is superficial, while injury might have been suffered by some personnel exposed topside, the vessel would have been able to fulfill its mission.

MACHINERY

The BLADEN was beyond the effective range of the explosion of Test A.

SECRET

USS BLADEN (APA63)

Page 10 of 56 Pages

ELECTRICAL

The location of this vessel in the target array was outside the effective range of the bomb to cause any material damage.

V. Preliminary Recommendations.

HULL

No comment.

MACHINERY

None.

ELECTRICAL

None.

SECRET

USS BLADEN (APA63)

Page 11 of 56 Pages

TECHNICAL INSPECTION REPORT

SECTION I - HULL

GENERAL SUMMARY OF HULL DAMAGE

I. Target Condition After Test.

(a) Drafts after test, list, general areas of flooding, sources,

There was no flooding, hence no change in drafts or list.

(b) Structural damage.

Damage is negligible. It consists of the blowing out of five screens on stack ventilators, the blowing off of two covers on small lockers, and the lifting of about one-third of the hatch boards of both upper deck cargo hatches.

(c) Other damage.

No comment.

II. Forces Evidenced and Effects Noted.

(a) Heat.

Heat radiation came from the port quarter. radiation  
slightly damaged surfaces normal to the radiation source  
lines are slightly scorched.

(b) Fires and explosions.

One large rope fender of cocoa matting exterior that hung over the port side burned. Signal halyards and several swabs located on top of the Lorain shack burned. Bundles of U.S. Army shoes,

SECRET

USS BLADEN (APA63)

matting, and clothes stowed on the after deck house also caught on fire. The fires did no damage to the vessel. There were no explosions.

(c) Shock.

No evidence of shock was observed.

(d) Pressure.

There is no evidence of pressure damage other than the slight damage to vent screens and broken glass windows in two sprinkler control boxes.

(e) Effects apparently peculiar to the atom bomb.

No effects other than heat radiation and radioactivity were noted.

III. Effects of Damage.

(a) Effect on machinery, electrical, and ship control.

None.

(b) Effect on gunnery and fire control.

None.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

Except for radiological factors, probably only a few personnel exposed on topside would have been injured. Habitability, except for radiological factors is unimpaired.

SECRET

USS BLADEN (APA63)

(e) Effect on fighting efficiency.

Except for radiological factors and possibly some injury to exposed topside personnel, the fighting efficiency is unimpaired.

IV. Summary of Observers' Impressions and Conclusions.

Damage is superficial, while injury might have been suffered by some personnel exposed topside, the vessel would have been able to fulfill its mission.

V. Preliminary Recommendations.

No comment.

VI. Instructions for Loading the Vessel Specified the following:

ITEM	LOADING
Fuel oil	50%
Diesel oil	50%
Ammunition	50%
Potable and reserve feed water	Full load
Salt water ballast	620 tons

Details of the actual quantities of the various items aboard are included in Report 7, Stability Inspection Report, submitted by the ship's force in accordance with "Instructions to Target Vessels for Tests and Observations by Ship's force" issued by the Director of Ships Material. This report is available for inspection in the Bureau of Ships Crossroads Files.

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USS BLADEN (APA63)

DETAILED DESCRIPTION OF HULL DAMAGE

A. General Description of Hull Damage.

The vessel suffered negligible damage. Paint was scorched and three minor fires were ignited. Cargo hatch boards were disarranged.

General views of the exterior are shown on pages 32 to 39 inclusive.

B. Superstructure.

Five screens on stack ventilators were blown in. Covers were blown off of two small lockers on the port wing of the bridge.

C. Turrets, Guns, and Directors.

No damage.

D. Torpedo Mounts, Depth Charge Gear.

Not applicable.

E. Weather Deck.

About one-third of the upper deck hatch covers of both holds are lifted up from their regular stowage position but sustained no deformation. No movement was recorded by any of the six scratch gages installed under the upper deck.

F. Exterior Hull.

No damage.

G. Interior Compartments (above w.l.).

No damage.

SECRET

USS BLADEN (APA63)

Page 15 of 58 Pages

H. Armor Decks and Miscellaneous Armor.

Not applicable.

I. Interior Compartments (below w.l.).

No damage.

J. Underwater Hull.

No damage.

K. Tanks.

No damage.

L. Flooding.

None.

M. Ventilation.

No damage.

N. Ship Control.

No damage.

O. Fire Control.

No damage.

P. Ammunition Behavior.

No damage.

Q. Ammunition Handling.

No damage.

R. Strength.

No damage.

S. Miscellaneous.

No comment.

SECRET

USS BLADEN (APA63)

Page 16 of 58 Pages

TECHNICAL INSPECTION REPORT

SECTION II - MACHINERY

GENERAL SUMMARY OF MACHINERY DAMAGE

I. Target Condition After Test.

(a) Drafts after test; list; general areas of flooding, sources.

No data taken by Machinery group.

(b) Structural damage.

No comment.

(c) Other damage.

The machinery was not damaged by Test Able.

II. Forces Evidenced and Effects Noted.

(a) Heat.

Not evidenced.

(b) Fires and explosions.

Not evidenced.

(c) Shock.

Not evidenced.

(d) Pressure.

Not evidenced.

SECRET

USS BLADEN (APA63)

Page 17 of 56 Pages

(e) Effects apparently peculiar to the atom bomb.

None.

### III. Effects of Damage.

(a) Effect on machinery and ship control.

Test Able had no effect on machinery or ship control.

(b) Effect on gunnery and fire control.

No comment.

(c) Effect on water-tight integrity and stability.

No comment.

(d) Effect on personnel and habitability.

None.

(e) Total effect on fighting efficiency.

None.

### IV. General Summary.

The BLADEN was beyond the effective range of the explosion of Test Able.

### V. Preliminary Recommendations.

None.

## DETAILED DESCRIPTION OF MACHINERY DAMAGE

### A. General Description of Machinery Damage.

(a) Overall condition.

The overall condition of the machinery of this vessel was not affected by Test Able.

(b) Areas of major damage.

Not Applicable.

(c) Primary cause of damage in each area of major damage.

Not Applicable.

(d) Effect of target test on overall operation of machinery plant.

The target test had no effect on the operability of the machinery plant.

### B. Boilers.

1. Undamaged.

2. Both boilers have been lighted off and steamed at 450 pounds pressure. No defects were found.

3. No. 1 boiler was left under steam at 540 lbs. pressure and No. 2 boiler was left under hydrostatic pressure of 450 lbs., when the crew left the ship at 1100 on 30 June. No. 2 boiler had 40 lbs. pressure and No. 1 boiler was down to zero when the ship was reboarded at 1400 on 2 July. Hydrostatic tests indicate no change in the tightness of the boilers.

SECRET

USS BLADEN (APA63)

Page 18 of 56 Pages

SECRET

USS BLADEN (APA63)

Page 19 of 56 Pages

HYDROSTATIC TESTS ON BOLLER #2

Time required for pressure to drop

	Before Test A	After Test A
100 lbs.	5 hours	16 hours
Pressure remaining after 12 hours	300 lb/sq. in.	360 lb/sq. in.

C. Blowers. All four blowers were operated under service conditions after Test A.

D. Fuel Oil Equipment. All fuel oil equipment was operated under service conditions after Test A.

E. Boiler Feedwater Equipment. Undamaged. All boiler feedwater equipment was operated under service conditions after Test A.

F. Main Propulsion Machinery. Undamaged. Both turbines were tested at 1000 RPM for 1-1/2 hours after Test A. No defects were found.

G. Reduction Gears. Not Applicable.

H. Shafting and Bearings. Undamaged. The shafting was jacked over in both directions and the bearings, stern tubes, and packing glands were inspected. No defects were found.

I. Lubrication System. Undamaged. The lubrication system was operated under service conditions after Test A.

J. Condensers and Air Ejectors. Undamaged. Both main condensers were tested in operation and no defects were found. They maintained a vacuum of 29-1/2 inches during the test. The auxiliary condensers were tested in operation and no defects were found.

K. Pumps. Undamaged. All pumps have been operated under service conditions since Test A.

L. Auxiliary Generators (Turbines and Gears). Undamaged. The ship's service generators have all been operated at normal load since Test A, and functioned normally.

M. Propellers. Undamaged. The propellers were inspected and turned over. There is no apparent damage.

N. Distilling Plant. Undamaged. The distilling plant was placed in operation immediately after Test A, and functioned normally.

O. Refrigeration Plant. Undamaged. The refrigeration plant was placed in operation immediately after Test A, and functioned normally.

SECRET

USS BLADEN (APA63)

Page 21 of 56 Pages

SECRET

USS BLADEN (APA63)

Page 20 of 56 Pages

P. Winches, Windlasses, and Capstans.

Undamaged. All of the deck machinery has been operated under service conditions since Test A.

Q. Steering Engine.

Undamaged. The steering engine was tested from all three stations from hardover and functioned normally.

R. Elevators, Ammunition Hoists, Etc..

Undamaged. The gasoline hoist and the 4 ammunition hoists were all operated after Test A. Operation was normal.

S. Ventilation (Machinery).

Undamaged. The ventilation machinery has been in normal operation since Test A.

T. Compressed Air Plant.

Undamaged. The air compressor was placed in operation immediately after Test A, and functioned normally.

U. Diesels (Generators and Boats).

1. Undamaged. The diesel fire pumps were both operated at 100 lbs. pressure and functioned normally.
2. The emergency diesel generator was in use 7 hours at 3/4 load after Test A, and no defects were found.

V. Piping Systems.

Undamaged. All of the piping systems were tested at normal operating pressures and no defects were found.

SECRET

USS BLADEN (APA63)

Page 22 of 56 Pages

W. Miscellaneous.

Undamaged. The laundry, galley, and machine shop equipment was placed in operation immediately after Test A, and functioned normally.

SECRET

USS BLADEN (APA63)

Page 23 of 56 Pages

TECHNICAL INSPECTION REPORT

SECTION III - ELECTRICAL

GENERAL SUMMARY OF ELECTRICAL DAMAGE

I. Target Condition After Test.

(a) Drafts, list, general areas of flooding, sources.

1. Draft after test: Not observed.
2. List: Not observed.
3. Flooding: None.

(b) Structural damage.

1. None.

(c) Damage - Electrical, ship control, fire control and gunnery.

1. The main electric plant, ship propulsion and electrical elements of ship control, fire control and gunnery were undamaged and operated satisfactorily.

II. Forces Evidenced and Effects Noted.

(a) Heat.

1. This vessel was subjected to radiant heat approaching from the port quarter, but not of sufficient intensity to cause damage to any electrical equipment. The heat wave was evidenced by some blistering of paint in exposed areas and starting of small fires in brooms, swabs and Army Quartermaster gear.

SECRET

USS BLADEN (APA63)

**(b) Fires and Explosions.**

1. Small fires were started in brooms and swabs on the portside of O1 level and Army Quartermaster gear displayed for test on after deckhouse.

2. There were no explosions.

3. There was no damage to any electrical equipment as a result of fires.

**(c) Shock.**

1. The only evidence of shock noted was a broken filament in a 50 watt rough service lamp, located in pilot house. There was no other damage to electrical equipment as a result of shock.

**(d) Pressure.**

1. The only evidence of pressure was the blowing inward of the expanded metal screens in stack louvers. There was no damage to any electrical equipment.

**(e) Any effects apparently peculiar to the atom bomb.**

1. Other than Radioactivity, radiant heat and blast pressure were the effects noted apparently peculiar to the Atom Bomb.

**III. Effects of Electrical Damage.**

**(a) Effect on Electrical Machinery and Ship Control.**

1. None.

**(b) Effect on Gunnery and Fire Control.**

1. None.

**SECRET**

USS BLADEN (APA83)

Page 25 of 56 Pages

**(c) Effect on Watertight Integrity and Stability.**

1. None.

**(d) Effect on Personnel and Habitability.**

1. Other than the effects of radioactivity, personnel at exposed topside stations would probably have suffered minor to moderate flash burns from radiant heat and possibly injuries from blast pressure waves to the extent of a few bruises.

2. Habitability has in no way been affected.

**(e) Total Effect on Fighting Efficiency.**

1. The fighting efficiency of this vessel has in no way been affected as a result of any material damage.

**IV. General Summary of Observers' Impressions and Conclusions.**

1. The location of this vessel in the target array was outside the effective range of the bomb to cause any material damage.

**V. Recommendations.**

1. None.

**SECRET**

USS BLADEN (APA83)

Page 26 of 56 Pages

**DETAILED DESCRIPTION OF ELECTRICAL DAMAGE**

**A. General Description of Electrical Damage.**

**(a) Overall condition.**

1. The overall condition of the electrical equipment remained unchanged.

**(b) Areas of major damage.**

1. None.

**(c) Primary causes of damage in each area of major damage.**

1. No damage.

**(d) Effects of target test on overall operation of electrical plant.**

1. Ship's Service generator plant: No effect, operated satisfactorily.

2. Engine and Boiler Auxiliaries: No effect, operated satisfactorily.

3. Electrical Propulsion: No effect, operated satisfactorily.

4. Communications: No effect, operated satisfactorily.

5. Fire Control Circuits: No effect, operated satisfactorily.

6. Ventilation: No effect, operated satisfactorily.

7. Lighting: No effect, operated satisfactorily.

**SECRET**

USS BLADEN (APA63)

**(e) Types of equipment most affected.**

1. None.

B. Electric Propulsion Rotating Equipment.

No damage.

C. Electric Propulsion Control Equipment.

No damage.

D. Ship's Service Generators.

No damage.

E. Emergency Generators.

No damage.

F. Switchboards and Distribution Panels.

No damage.

G. Wiring, Wiring Equipment and Wireways.

No damage.

H. Transformers.

No damage.

I. Submarine Propelling Batteries.

Not applicable.

J. Portable Batteries.

No damage.

**SECRET**

USS BLADEN (APA63)

K. Motors, Motor Generator Sets and Motor Controllers.

No damage.

L. Lighting Equipment.

The filament of a 50 watt Rough Service lamp located in pilot house was broken as a result of shock. The fixture was not shock mounted.

M. Searchlights.

No damage.

N. Degaussing Equipment.

No damage.

O. Gyro Compass Equipment.

No damage.

P. Sound Powered Telephones.

No damage.

Q. Ship's Service Telephones.

Not applicable.

R. Announcing Systems.

No damage.

S. Telegraphs.

No damage.

T. Indicating Systems.

No damage.

SECRET

USS BLADEN (APA63)

U. I.C. and A.C.O. Switchboards.

No damage.

V. F.C. Switchboards.

No damage.

SECRET

USS BLADEN (APA63)

SECTION IV

PHOTOGRAPHS

TEST ABLE

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USS BLADEN (APAGS)

Page 31 of 56 Pages



BA-CR-100-101-2. View from off port bow before Test A.

SECRET

USS BLADEN (APAGS)

Page 32 of 56 Pages

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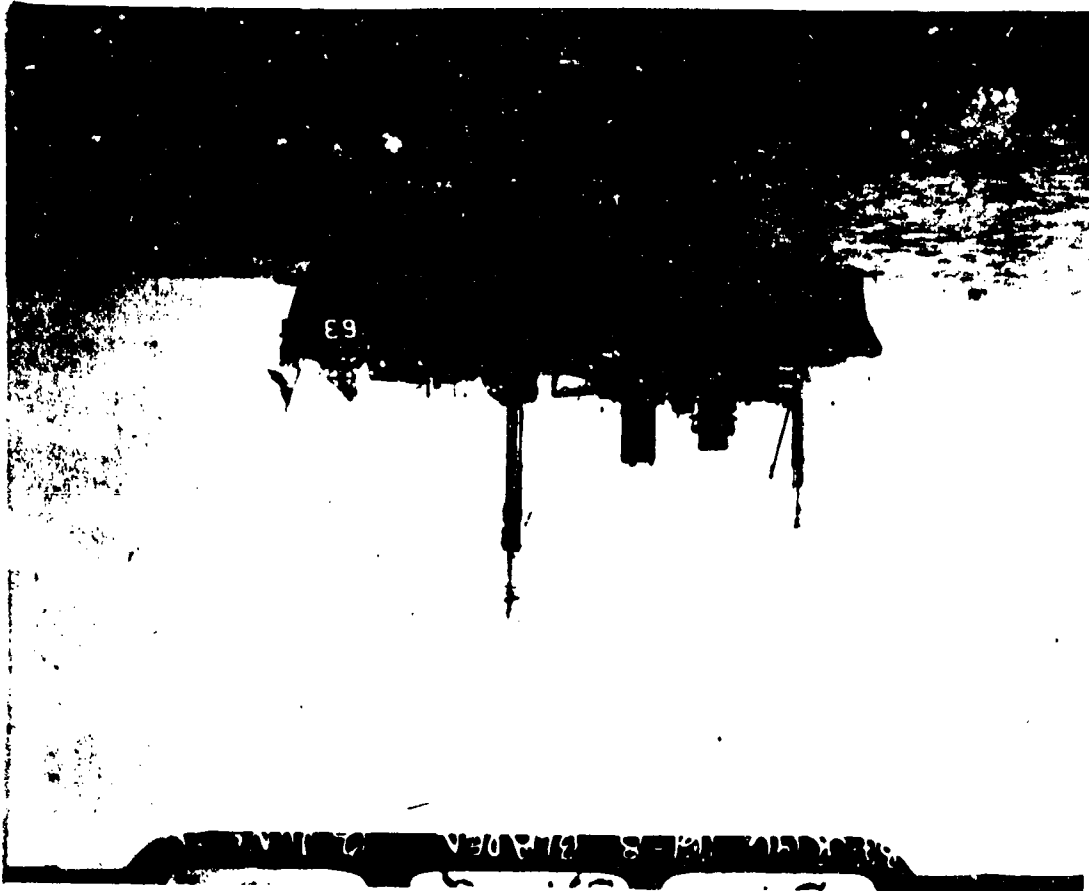


AA-CR-227-49-34. View from off port bow after Test A.

SECRET

Page 33 of 56 Pages

USS BLADEN (APA 63)  
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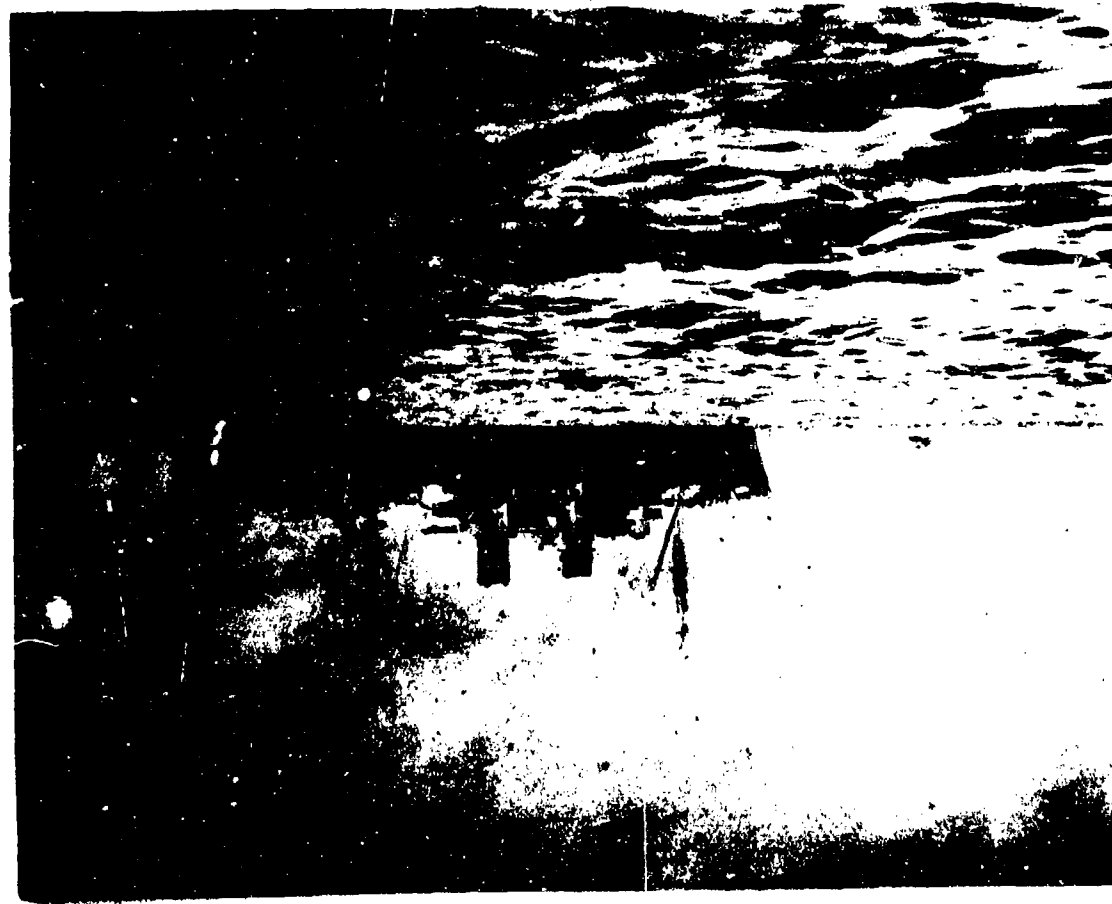


BA-CR-136-161-8. View from off port quarter before Test A.

SECRET

Page 34 of 56 Pages

USS BLADEN (APA 63)  
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AA-CR-227-82-104. View from off port quarter after Test A.

SECRET

USS BLADEN (APA63)  
8861

Page 35 of 56 Pages

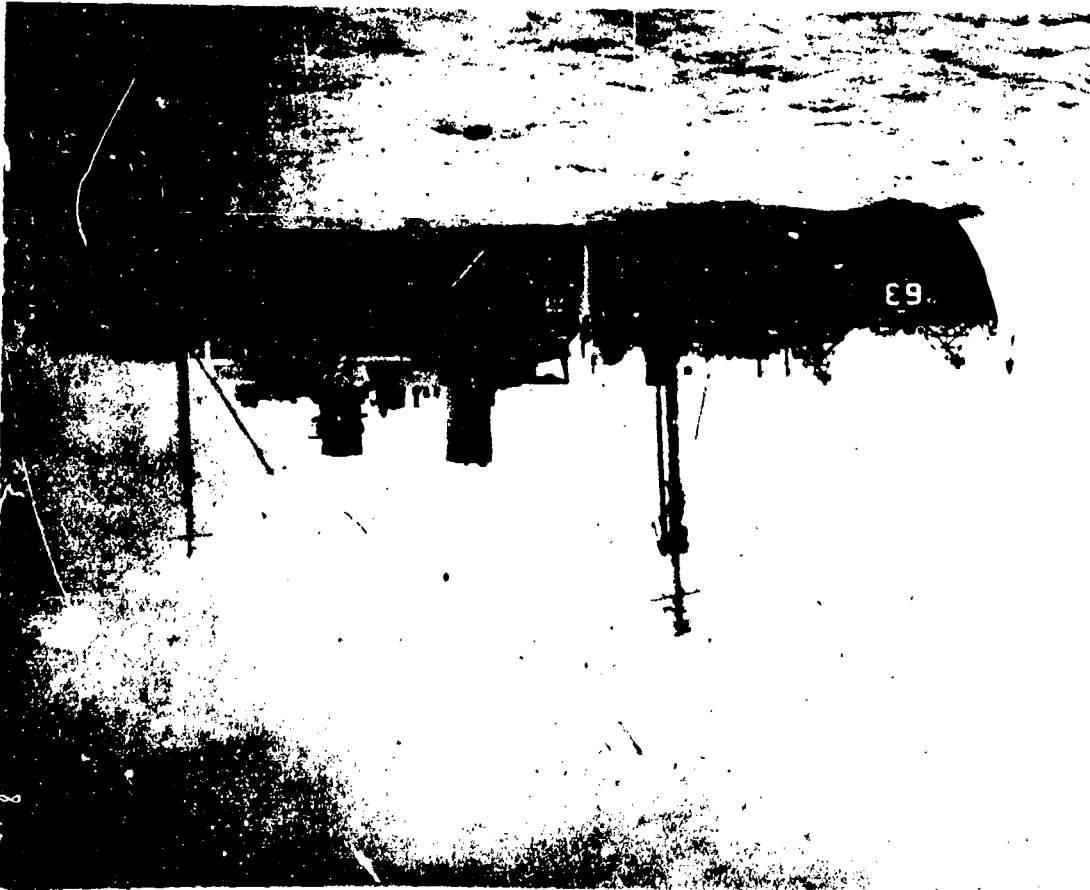


BA-CR-196-161-6. View from off starboard quarter before Test A.

SECRET

USS BLADEN (APA63)  
8861

Page 36 of 56 Pages



AA-CR-227-49-30. View from off starboard quarter after Test A.

SECRET

Page 37 of 56 Pages

USS BLADEN (APA 63)  
0061



BA-CR-196-161-4. View from off starboard bow before Test A.

SECRET

Page 38 of 56 Pages

USS BLADEN (APA 63)

APPENDIX

COMMANDING OFFICERS REPORT

TEST ABLE

USS BLADEN (APA63)

Page 40 of 56 Pages

SECRET



AA-CR-227-49-32. View from off starboard bow after Test A.

SECRET

Page 39 of 56 Pages

USS BLADEN (APA63)  
8861

REPORT # 11

COMMANDING OFFICERS REPORT

Position of the BLADEN's bridge is estimated at 2600 yards bearing 167° T from the center of the target array at the time of the blast.

In compliance with instructions from the Director of Ship Material, this report is submitted in the same sequence as the "Technical Inspection Report."

Effect of the blast on the BLADEN was negligible.

SECRET

U.S.S. BLADEN (APA63)

Page 41 of 56 Pages

PART A - GENERAL SUMMARY

I. Target Condition After Test.

- (a) Drafts after test - 9'10" fwd; 16'6" aft.  
List - 1 degree port.  
General areas of flooding - none.

- (b) Structural damage.

Superstructure - 5 screens on stack ventilators blown out; covers blown off 2 small lockers on port wing of bridge.

Hull - hatch bottoms loosened and hatch boards removed from both hatch covers.

Interior of hull - none.

- (c) Intact.

- (d) Fires - 3 small.

II. Forces Evidenced and Effects Noted.

(a) Heat - Some blistering of paint on exterior surfaces on port side.

(b) Fires - (1) A small quantity of Army exposed material burned on top of after deck house.

(2) Swabs and brooms burned in a swab rack on port side of upper deck.

(3) A fender burned off a boat secured to No. 4 davit.

- (c) No comment.

- (d) No comment.

(e) Considerable water sprayed over deck and superstructure. (may have been done by fire-fighting tug).

SECRET

U.S.S. BLADEN (APA63)

Page 42 of 56 Pages

III. Results of Test on Target.

- (a) None.

- (b) None.

- (c) None.

- (d) None.

- (e) None.

IV. General Summary - Effect of bomb negligible.

- V. None.

SECRET

U.S.S. BLADEN (APA63)

Page 43 of 56 Pages

PART C - INSPECTION REPORT

SECTION A - HULL

A. General Description of Hull Damage - Intact.

- (a) Overall Condition of Vessel - excellent.
- (b) General Areas of hull damage - none.
- (c) Apparent causes of hull damage - none.
- (d) Principal Areas of flooding with sources - none.
- (e) Residual strength, buoyancy and effect of general condition of hull on operability - no effect on operability.

B. Superstructure.

(a) Description of damage, giving important dimensions:

- 1. Bridge area - covers on two small lockers blown off.
- 2. Midship deckhouse and stacks - 5 screens for stack ventilators blown loose.
- 3. After deckhouse and tower - none.

(b) Causes of damage in each area - blast.

(c) Evidences of fire in superstructure - none, except as listed in Part A II.

(d) Estimate of relative effectiveness against heat and blast of; -  
No comment.

(e) No comment.

C. Turrets, Guns and Directors.

- (a) Not installed.
- (b) Condition good.
- (c) Not installed.
- (d) No comment.

SECRET

U.S.S. BLADEN (APA63)

Page 44 of 56 Pages

D. Torpedo Tubes and Appurtenances.

Not installed.

E. Weather Decks.

Not installed.

F. Exterior Hull Above Waterline.

Intact.

G. Compartments.

Intact.

H. Armor Decks.

Not applicable.

I. Interior Compartments (below waterline).

Intact.

J. Underwater Hull.

Intact.

K. Tanks.

Intact.

L. Flooding.

No flooding.

M. Ventilation.

Intact.

SECRET

U.S.S. BLADEN (APA63)

Page 45 of 56 Pages

**M. Ship Control and Fire Control Stations.**

Intact.

**O. Not applicable.**

**P. Ammunition Behavior.**

(a) Ready service ammunition, location, protection, behavior under heat and blast.

1. Main battery - After magazine; no apparent change in condition.
2. Secondary battery - not applicable.
3. 40MM, 20MM and other - Fwd. magazine and clipping room; no apparent change in condition.

(b) Magazines, location, protection, forces involved, behavior - No damage or high temperatures in any magazines.

1. Main battery powder and projectiles.
2. Secondary battery - not applicable.
3. 40MM, 20MM and other.
4. Bomb, Mine, Depth Charge and Torpedo Stowage - Not applicable.

(c) None.

(d) Behavior of gasoline stowage facilities - no damage.

**Q. Ammunition Handling.**

Intact.

**R. Strength.**

Intact.

**SECRET**

Page 48 of 56 Pages

U.S.S. BLADEN (APA63)

**SECRET**

Page 47 of 56 Pages

U.S.S. BLADEN (APA63)

**S. Miscellaneous.**

(a) No evidence.

(b) No comment.

PART C - INSPECTION REPORT

SECTION B - MACHINERY

A. General Description of Machinery Damage.

Intact.

B. Boilers.

Intact.

C. Blowers.

Intact.

D. Fuel Oil Equipment.

Intact.

E. Boiler Feedwater Equipment.

Intact.

F. Main Turbines.

Intact.

G. Reduction Gears.

Not applicable.

H. Shafting and Bearings.

Intact.

I. Lubrication System.

Intact.

SECRET

U.S.S. BLADEN (APA63)

Page 48 of 56 Pages

J. Condensers and Air Ejectors.

Intact.

K. Pumps.

Intact.

L. Auxiliary Generators.

Intact.

M. Propellers.

Intact.

N. Distilling Plant.

Intact.

O. Refrigerating Plant.

Intact.

P. Winches, Windlasses and Capstans.

Intact.

Q. Steering Engine.

Intact.

R. Elevators, Ammunition Hoists.

Intact.

S. Ventilation (Machinery).

Intact.

SECRET

U.S.S. BLADEN (APA63)

Page 49 of 56 Pages

PART C - INSPECTION REPORT  
SECTION C - ELECTRICAL

T. Air Compressors.  
Intact.

U. Diesels (Generators and Boats).  
Intact.

V. Piping.  
Intact.

W. Miscellaneous.  
No comment.

A. General Description of Electrical Damage.  
Intact.

B. Electrical Propulsion Rotating Equipment.  
Intact.

C. Electric Propulsion Control Equipment.  
Intact.

D. Ship's Service Generators.  
Intact.

E. Emergency Generators.  
Intact.

F. Switchboards, Distribution and Transfer Panels.  
Intact.

G. Wiring, Wiring Equipment and Wireways.  
Intact.

H. Transformers (Lighting and I.C.).  
Intact.

I. Submarine Propelling Batteries.  
Not applicable.

SECRET  
U.S.S. BLADEN (APA63)  
Page 50 of 56 Pages

SECRET  
U.S.S. BLADEN (APA63)  
Page 51 of 56 Pages

J. Portable Batteries.

Intact.

K. Motors, Motor Generator Sets and Motor Controllers.

Intact.

L. Lighting Equipment.

Intact.

M. Searchlights.

Intact.

N. Degaussing Equipment.

Intact.

O. Gyro Compass Equipment.

Intact.

P. Sound Powered Telephones.

Intact.

Q. Ship's Service Telephones.

Not applicable.

R. Announcing Systems.

Intact.

~~SECRET~~

U.S.S. BLADEN (APA63)

Page 52 of 58 Pages

S. Telegraphs.

Intact.

T. Indicating Systems.

Intact.

U. I.C. and A.C.O. Switchboards.

Intact.

V. F.C. Switchboards.

Intact.

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U.S.S. BLADEN (APA63)

Page 53 of 58 Pages

**CONFIDENTIAL**

**PART C - INSPECTION REPORT**

**SECTION D - ELECTRONICS**

**A. General Description of Electronics Damage.**

Intact.

**B. Fire Control Radar.**

Intact.

**C. Surface Search Radar.**

Intact.

**D. Air Search Radar.**

Intact.

**E. Radar Repeaters.**

Intact.

**F. Radar Counter Measures Equipment.**

Intact.

**G. Radar and Radio Beacons.**

Intact.

**H. LFP Equipment.**

Intact.

**I. Communication Transmitters.**

Intact.

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U.S.S. BLADEN (APA63)

Page 54 of 56 Pages

**CONFIDENTIAL**

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**J. Communication Receivers.**

Intact.

**K. Communication Antennae (Radio).**

Intact.

**L. Radio Transceivers.**

Intact.

**M. Sonar Echo Ranging and Listening Equipment.**

Intact.

**N. Sonar Echo Sounding Equipment and Altimeters.**

Intact.

**O. Loran Navigation Equipment.**

Intact.

**P. Power Supplies (Motor Generators and Filters).**

Intact.

**Q. Not applicable.**

**R. Test Equipment.**

Intact.

**S. Instrumentation.**

Intact.

~~SECRET~~

U.S.S. BLADEN (APA63)

Page 55 of 56 Pages

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T. Telephone Equipment.

Intact.

U. Direction Finders (Radio).

Intact.

V. Spare Parts.

Intact.

Classification (Confidential) Changed to  
by Authority of JOINT CHIEFS OF STAFF  
by *James P. Applegate, Lt. Col.* Date *MAY 16 1962*  
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U.S.S. BLADEN (APA63)

Page 56 of 56 Pages

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Security Information

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**DATE FILMED**

**4 / 26 / 65**

**CAUTION**

This Document Contains  
ATOMIC WEAPONS INFORMATION

**NOTICE**

This document contains atomic weapons information. Distribution is limited to recipients authorized by the Defense Atomic Support Agency (DOD) and/or the Division of Military Application (AEC)

**END**



Defense Special Weapons Agency  
6801 Telegraph Road  
Alexandria, Virginia 22310-3398

TRC

9 April 1997

MEMORANDUM FOR DEFENSE TECHNICAL INFORMATION CENTER  
ATTENTION: OMI/Mr. William Bush

SUBJECT: Declassification of Reports

The Defense Special Weapons Agency (formerly Defense Nuclear Agency) Security Office has reviewed and declassified the following reports:

*+ ST-A*

AD-366748 -	XRD-65
AD-366747 ~	XRD-64
AD-366746 ^	XRD-63
AD-376826 ~	XRD-60
AD-376824 ~	XRD-58
AD-376825 -	XRD-59
AD-376823 -	XRD-57
AD-376822 -	XRD-56
AD-376821 ~	XRD-55
AD-366743 ~	XRD-54
AD-376820 ~	XRD-53
AD-366742 ~	XRD-52
AD-366741 ~	XRD-51
AD-366740 -	XRD-50-Volume-2
AD-366739 -	XRD-49-Volume-1
AD-366738 -	XRD-48
AD-366737	XRD-47

TRC

9 April 1997

SUBJECT: Declassification of Reports

AD-366736 -	XRD-46
AD-366735 -	XRD-45
AD-366723 -	XRD-37
AD-366721 -	XRD-35
AD-366717 -	XRD-31-Volume-2
AD-366716 -	XRD-30-Volume-1
AD-366751 -	XRD-68-Volume-2
AD-366750 -	XRD-67-Volume-1
AD-366752 -	XRD-69
AD-366744 -	XRD-61.

All of the cited reports are now **approved for public release**. **Distribution statement "A"** now applies.

*Arduith Jarrett*  
ARDITH JARRETT  
Chief, Technical Resource Center

*Completed  
1 mar 2000  
B.W.*