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**BUREAU OF SHIPS GROUP
TECHNICAL INSPECTION REPORT**

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By Authority of Joint Chiefs of Staff Action of 11 April 1949
by *John B. ... Capt* Date *24 April 51*
AFSW

**OPERATION CROSSROADS.
U.S.S. BLADEN (APA 63).**

TEST BAKER CUT. 8

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⑪ 1947, ⑫ 52p.

⑭ XRD-120

~~OPERATION CROSSROADS~~

DIRECTOR OF SHIP MATERIALS
JOINT TASK FORCE ONE

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TECHNICAL INSPECTION REPORT

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USS BLADEN (APA63)

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USS BLADEN (APA63)

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. 10 feet 0 inches.
Aft. 16 feet 3 inches.
Limiting Displacement: 7,080 tons.
Displacement at time of test: 5,647 tons.

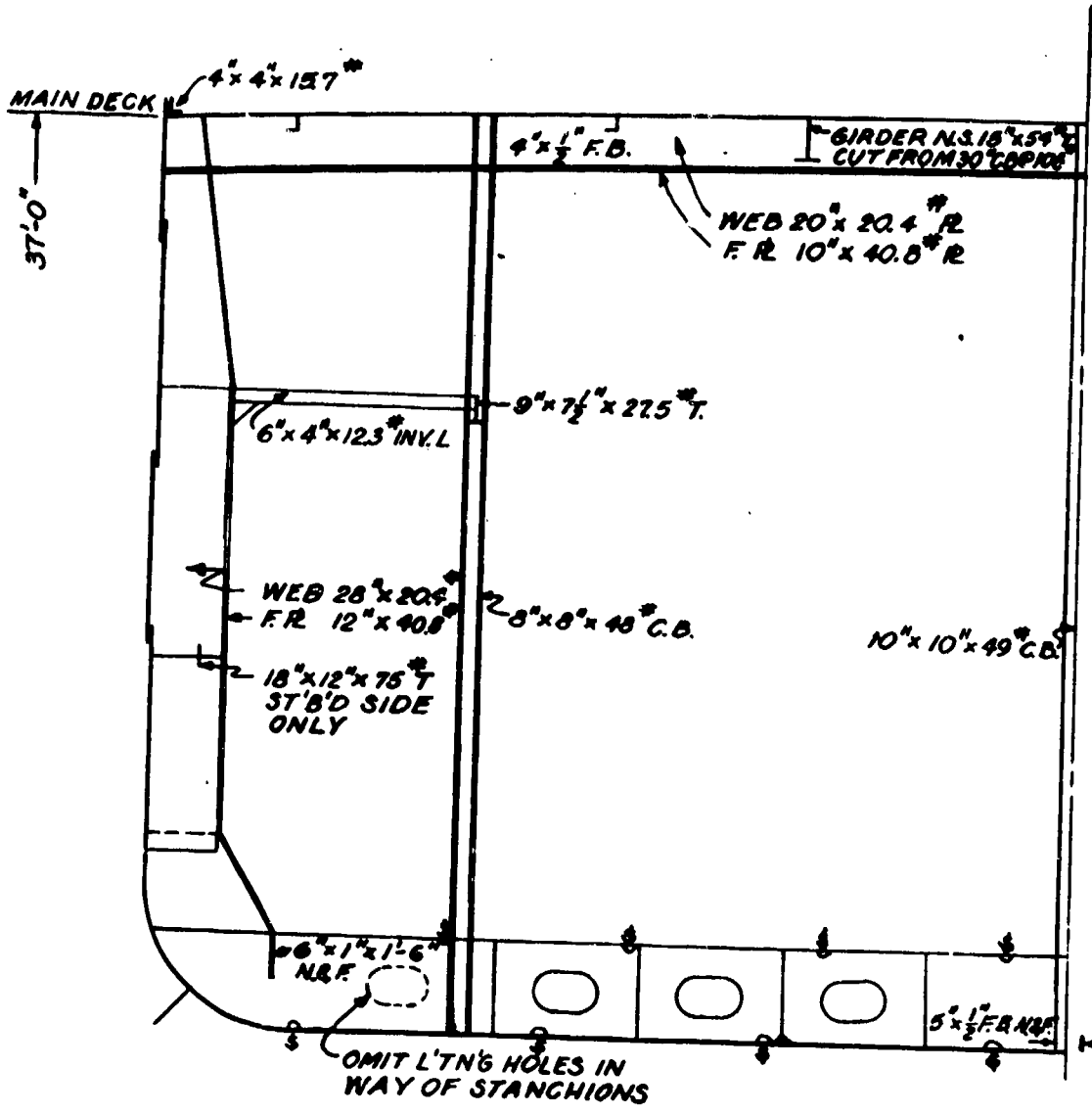
MAIN PROPULSION PLANT

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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USS BLADEN (APA63)

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FRAME 76 LOOKING AFT
 MIDSHIP SECTION
 TEST B

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U.S.S. BLADEN (APA 63)

TECHNICAL INSPECTION REPORT

OVERALL SUMMARY

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.

HULL

This vessel suffered no serious structural damage. The hatch battens on both upper deck cargo hatches were loosened. Three or four panels of the upper deck covers were dislodged and fell to the main deck level. An athwartships canvas awning at the after end of the 03 deck tore loose from the securing lashing inboard and bent the 1-3/4 inch standard pipe stanchions at the outboard corner.

MACHINERY

No comment.

ELECTRICAL

None.

(c) Other damage.

HULL

Not observed.

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USS BLADEN (APA63)

MACHINERY

A water column sight glass on #1 main condenser was broken.

ELECTRICAL

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

II. Forces Evidenced and Effects Noted.

(a) Heat.

HULL

No evidence of heat was discovered.

MACHINERY

Not evidenced.

ELECTRICAL

None evidenced.

(b) Fires and explosions.

HULL

No fires or explosions occurred.

MACHINERY

Not evidenced.

ELECTRICAL

None evidenced.

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USS BLADEN (APA63)

(c) Shock.

HULL

The only evidence of shock is the slight derangement of hatch covers.

MACHINERY

A water column sight glass on #1 main condenser was broken, indicating that the ship received a slight underwater shock.

ELECTRICAL

None evidenced.

(d) Pressure.

HULL

The only evidence of pressure is the tearing loose of a canvas awning on the after end of the 03 deck.

MACHINERY

Not evidenced.

ELECTRICAL

The only evidence of pressure was the lifting of the cargo hatch pontoons, apparently due to negative blast pressure. There was no damage to any electrical equipment.

(e) Effects peculiar to the Atom Bomb.

HULL

None.

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USS BLADEN (APA63)

MACHINERY

None.

ELECTRICAL

Radioactivity was the only effect noted apparently peculiar to the Atom Bomb.

III. Results of Test on Target.

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

HULL

Operability was not affected. All machinery has been operated since the test.

MACHINERY

The test had no effect on machinery and ship control. Breakage of the water column sight glass on #1 main condenser would not have affected operation.

ELECTRICAL

None.

(b) Effect on gunnery and fire control.

HULL

Not observed.

MACHINERY

No comment.

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USC BLADEN (APA63)

ELECTRICAL

None.

(c) Effect on watertight integrity and stability.

HULL

None.

MACHINERY

No comment.

ELECTRICAL

None.

(d) Effect on personnel and habitability.

HULL

It is considered that there would have been no casualties.

MACHINERY

None.

ELECTRICAL

1. Other than the effects of radioactivity, personnel on topside would probably have suffered injuries from blast pressure waves to the extent of a few bruises.

2. Habitability has in no way been affected.

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USS BLADEN (APA63)

(e) Effect on fighting efficiency.

HULL

The longitudinal strength, buoyancy, stability, watertight integrity, and seaworthiness of the vessel and the operability of equipment and machinery were not affected by the test.

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

The effect on the ship was negligible.

MACHINERY

The BLADEN was beyond the effective range of the explosion in Test B. No radioactivity was found on this vessel.

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

None.

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USS BLADEN (APA63)

MACHINERY

None.

ELECTRICAL

None.

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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.

This vessel suffered no serious structural damage. The hatch battens on both upper deck cargo hatches were loosened. Three or four panels of the upper deck covers were dislodged and fell to the main deck level. An athwartships canvas awning at the after end of the O3 deck tore loose from the securing lashing inboard and bent the 1 3/4 inch standard pipe stanchions at the outboard corner.

(c) Other Damage.

Not observed.

II. Forces Evidenced and Effects Noted.

(a) Heat.

No evidence of heat was discovered.

(b) Fires and Explosions.

No fires or explosions occurred.

(c) Shock.

The only evidence of shock is the slight derangement of hatch covers.

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USS BLADEN(APA-63)

(d) Pressure.

The only evidence of pressure is the tearing loose of a canvas awning on the after end of the O3 deck.

(e) Effects peculiar to the Atomic Bomb.

None.

III. Results of Test on Target.

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

Operability was not affected. All machinery has been operated since the test.

(b) Effect on gunnery and fire control.

Not observed.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

It is considered that there would have been no casualties.

(e) Effect on fighting efficiency.

The longitudinal strength, buoyancy, stability, watertight integrity, and sea worthiness of the vessel and the operability of equipment and machinery were not affected by the test.

IV. Summary of Observers' Impressions and Conclusions.

The effect on the ship was negligible.

V. Preliminary Recommendations.

None.

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USS BLADEN(APA-63)

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 Ship Material. This report is available for inspection in the Bureau of Ships Crossroads Files.

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USS BLADEN(APA-63)

DETAILED DESCRIPTION OF HULL DAMAGE

A. General Description of Hull Damage.

No structural damage occurred. Upper deck cargo hatch boards were displaced. A canvas awning was torn loose and bent the supporting stanchions. General photographs of the ship before and after the test are on pages 32 to 39 .

B . Superstructure.

An athwartships canvas awning at the after end of the 03 deck was torn loose from the securing lashings at the inboard end and bent the 1 3/4 standard pipe outboard corner stanchions.

C. Turrets Guns and Directors.

No damage.

D. Torpedo Mounts, Depth Charge Gear.

Not applicable.

E. Weather Deck.

The hatch battens on both upper deck cargo hatches were loosened. Three or four of the upper deck covers of both cargo hatches were dislodged and fell to the main deck level. No movement was recorded by any of the scratch gages installed to measure deflection of the upper deck.

F. Exterior Hull.

No damage.

G. Interior Compartments (above w.l.)

No damage.

H. Armor Decks and Miscellaneous Armor.

Not applicable.

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USS BLADEN (APA-63)

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.

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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.

A water column sight glass on #1 main condenser was broken.

II. Forces Evidenced and Effects Noted.

(a) Heat.

Not evidenced.

(b) Fires and explosions.

Not evidenced.

(c) Shock.

A water column sight glass on #1 main condenser was broken, indicating that the ship received a slight underwater shock.

(d) Pressure.

Not evidenced.

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USS BLADEN (APA63)

(e) Effects apparently peculiar to the atom bomb.

None.

III. Effects of Damage.

(a) Effect on machinery and ship control.

The test had no effect on machinery and ship control. Breakage of the water column sight glass on #1 main condenser would not have affected operation.

(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 in Test Baker. No radioactivity was found on this vessel.

V. Preliminary Recommendations.

None.

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DETAILED DESCRIPTION OF MACHINERY DAMAGE

A. General Description of Machinery Damage.

(a) Overall condition.

The overall condition of the machinery was unchanged by Test B. A water column sight glass on No. 1 main condenser was broken, apparently by shock. This would not affect operation.

(b) Areas of major damage.

None.

(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 test had no effect on the machinery plant. Full operation was resumed immediately after the test.

B. Boilers.

Undamaged. Both of the boilers were steamed under normal service conditions after the test.

HYDROSTATIC TESTS OF BOILER #2

Time	Pressure before Test B	Pressure after Test B
0000	450 lb/sq. in.	450 lb/sq. in.
0400	400 lb/sq. in.	390 lb/sq. in.
0800	375 lb/sq. in.	370 lb/sq. in.
1200	360 lb/sq. in.	345 lb/sq. in.
1600	350 lb/sq. in.	335 lb/sq. in.

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C. Blowers.

Undamaged. All of the forced draft blowers were operated at normal working speeds and pressures after Test B.

D. Fuel Oil Equipment.

Undamaged. All of the fuel oil equipment was operated under normal working conditions after Test B.

E. Boiler Feedwater Equipment.

Undamaged. All of the boiler feedwater equipment was operated at normal working conditions after Test B.

F. Main Propulsion Machinery.

Undamaged. The main turbo-generators were used in normal operation after Test B.

Leads left in bearings of the forward main generator turbine indicate no motion of the rotor during Test B.

BEARING LEAD DATA

Forward lead	Before Test B	After Test B	Difference
Port	.007	.007	.000
Top	.008	.008	.000
Stb'd	.007	.007	.000
Center lead			
Port	.007	.007	.000
Top	.008	.008	.000
Stb'd	.007	.007	.000
After lead			
Port	.007	.007	.000
Top	.008	.008	.000
Stb'd	.007	.007	.000

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USS BLADEN (APA63)

C. Blowers.

Undamaged. All of the forced draft blowers were operated at normal working speeds and pressures after Test B.

D. Fuel Oil Equipment.

Undamaged. All of the fuel oil equipment was operated under normal working conditions after Test B.

E. Boiler Feedwater Equipment.

Undamaged. All of the boiler feedwater equipment was operated at normal working conditions after Test B.

F. Main Propulsion Machinery.

Undamaged. The main turbo-generators were used in normal operation after Test B.

Leads left in bearings of the forward main generator turbine indicate no motion of the rotor during Test B.

BEARING LEAD DATA

Forward lead	Before Test B	After Test B	Difference
Port	.007	.007	.000
Top	.008	.008	.000
Stb'd	.007	.007	.000
Center lead			
Port	.007	.007	.000
Top	.008	.008	.000
Stb'd	.007	.007	.000
After lead			
Port	.007	.007	.000
Top	.008	.008	.000
Stb'd	.007	.007	.000

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G. Reduction Gears.

Not Applicable.

H. Shafting and Bearings.

Undamaged. Both shafts were operated under normal working conditions after Test B.

I. Lubrication System.

Undamaged. The lubrication system was operated under normal working conditions after Test B.

J. Condensers and Air Ejectors.

The sight glass (water column) on #1 main condenser was broken, apparently as a result of shock, by Test B. This is a 3/4 inch tubular glass, approximately 24 inches long. The glass was replaced by the ship's force. If the vessel had been steaming, the breaking of this glass would have been of but momentary concern, since cocks provided for the purpose could have been closed, isolating the broken gage glass.

K. Pumps.

Undamaged. All of the pumps have been tested under normal working conditions since Test B.

L. Auxiliary Generators (Turbines and Gears).

Undamaged. All of the turbo-generators have been operated under normal load since Test B.

Leads left in bearing of #2 ship's service generator indicate no motion of the rotor during Test B.

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USS BLADEN (APA63)

#2 150 Kw AUXILIARY GENERATOR -
TURBINE BEARING BETWEEN TURBINES AND REDUCTION GEAR

Forward lead	Before Test B	After Test B	Difference
Port	.006	.006	.000
Top	.008	.008	.000
Stb'd	.006	.006	.000
Center lead			
Port	.006	.006	.000
Top	.008	.008	.000
Stb'd	.006	.006	.000
After lead			
Port	.006	.006	.000
Top	.008	.008	.000
Stb'd	.006	.006	.000

M. Propellers.

Undamaged. The propellers have not been inspected. Both of the propellers operated satisfactorily during normal operation of the vessel after Test B.

N. Distilling Plant.

Undamaged. The distilling plant was operated and produced the same quantity of quality of water as before Test B.

O. Refrigeration Plant.

Undamaged. The refrigerating plant was operated under normal working conditions after Test B.

P. Winches, Windlasses, and Capstans.

Undamaged. All of the anchor windlasses, cargo winches and boat davit winches were tested after Test B.

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Q. Steering Engine.

Undamaged. The steering engine was operated from all stations under normal working conditions after Test B.

R. Elevators, Ammunition Hoists, Etc..

Undamaged. The ammunition hoists and gasoline hoist were operated after Test B.

S. Ventilation (Machinery).

Undamaged. All of the vent fans were placed in operation immediately after Test B.

T. Compressed Air Plant.

Undamaged. The air compressor was operated at normal working pressure after Test B.

U. Diesels (Generators and Boats).

Undamaged. The diesel generator and the diesel fire pumps were operated under normal load after Test B.

V. Piping Systems.

Undamaged. All piping systems have been tested at their normal working pressure since Test B.

W. Miscellaneous.

All miscellaneous equipment has been operated normally since Test B.

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USS BLADEN (APA63)

TECHNICAL INSPECTION REPORT

SECTION III - ELECTRICAL

GENERAL SUMMARY OF ELECTRICAL DAMAGE

I. Target Condition After Test.

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

Drafts after test, not observed. List, not observed.
Flooding, none.

- (b) Structural damage.

None.

- (c) Other damage.

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

II. Forces Evidenced and Effects Noted.

- (a) Heat.

None evidenced.

- (b) Fires and explosions.

None evidenced.

- (c) Shock.

None evidenced.

- (d) Pressure.

The only evidence of pressure was the lifting of the

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USS BLADEN (APA63)

cargo hatch pontoons, apparently due to negative blast pressure. There was no damage to any electrical equipment.

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

Radioactivity was the only effect noted apparently peculiar to the atom bomb.

III. Effects of Damage.

- (a) Effect on propulsion and ship control.

None.

- (b) Effect on gunnery and fire control.

None.

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

None.

- (d) Effect on personnel and habitability.

1. Other than the effects of radioactivity, personnel on topside would probably have suffered 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.

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.

The location of this vessel in the target array was

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USS BLADEN (APA63)

outside the effective range of the bomb to cause any material damage.

V. Recommendations.

None.

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DETAILED DESCRIPTION OF ELECTRICAL DAMAGE

A. General Description of Electrical Damage.

(a) Overall condition.

The overall condition of the electrical equipment remained unchanged.

(b) Areas of major damage.

None.

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

No damage.

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

1. Ship 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.

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7. Lighting.

No effect, operated satisfactorily.

(e) Types of equipment most affected.

None.

B. Electric Propulsion Rotating Equipment.

No damage.

C. Electric Propulsion Control Equipment.

No damage.

D. Generators - Ships Service.

No damage.

E. Generators - Emergency.

No damage.

F. Switchboards, Distribution and Transfer Panels.

No damage.

G. Wiring, Wiring Equipment and Wireways.

No damage.

H. Transformers.

No damage.

I. Submarine Propelling Batteries.

Not Applicable.

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J. Portable Batteries.

No damage.

K. Motors, Motor Generator Sets and Motor Controllers.

No damage.

L. Lighting Equipment.

No damage.

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.

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T. Indicating Systems.

No damage.

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

No damage.

V. F.C. Switchboard.

No damage.

W. Miscellaneous.

No comment.

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SECTION IV

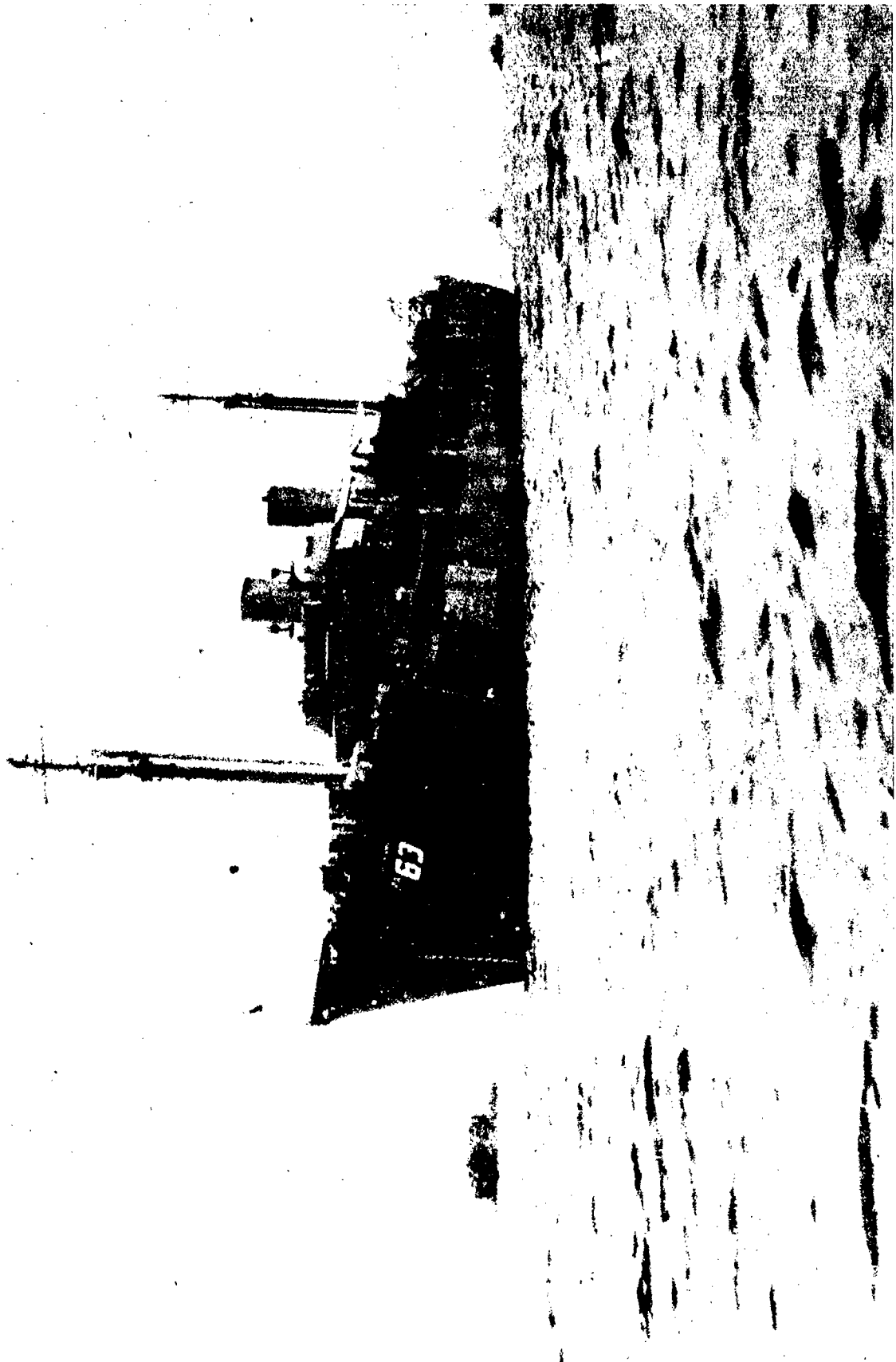
PHOTOGRAPHS

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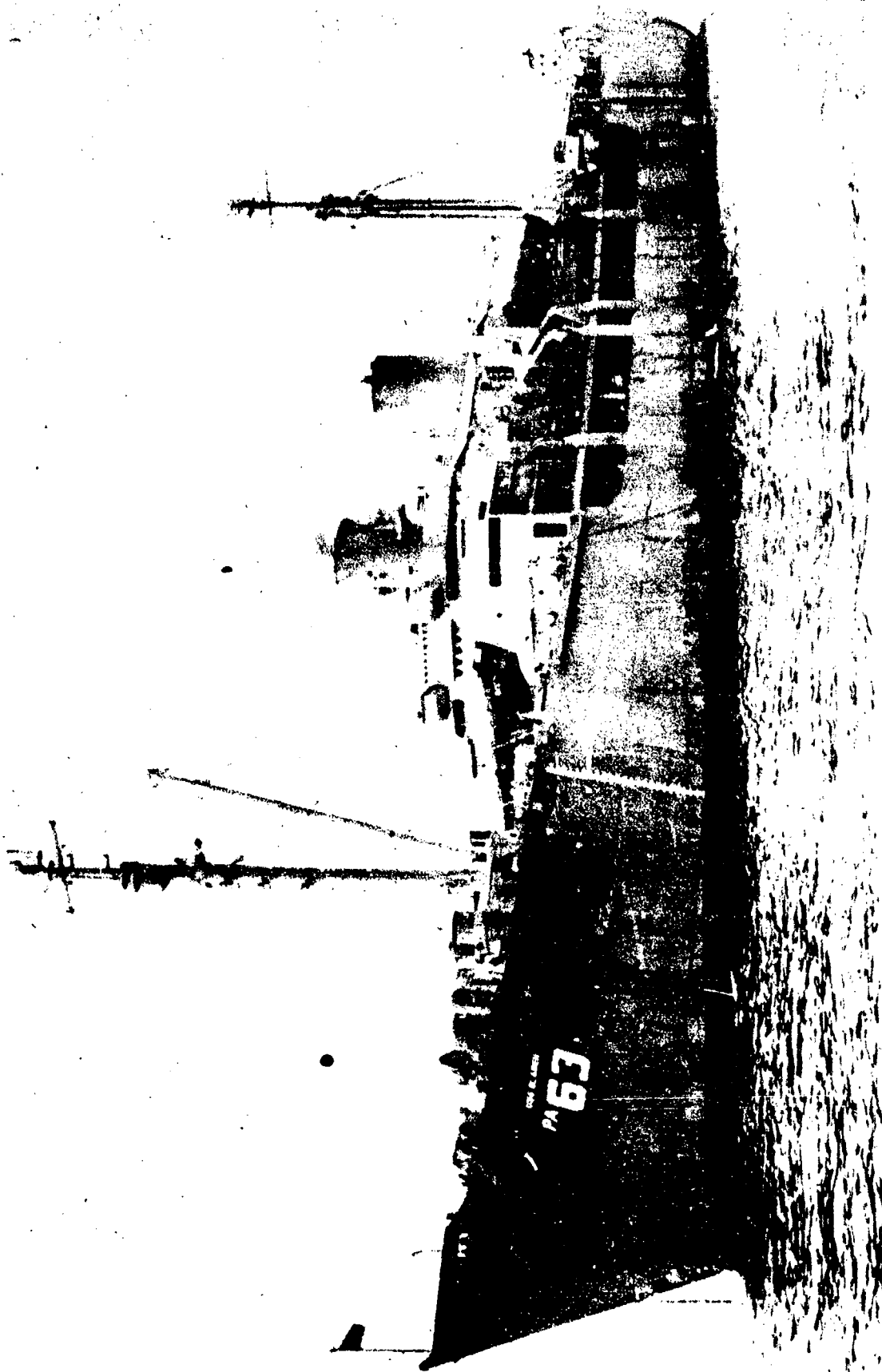
BB-CR-227-501-93. View off the port bow before Test B.

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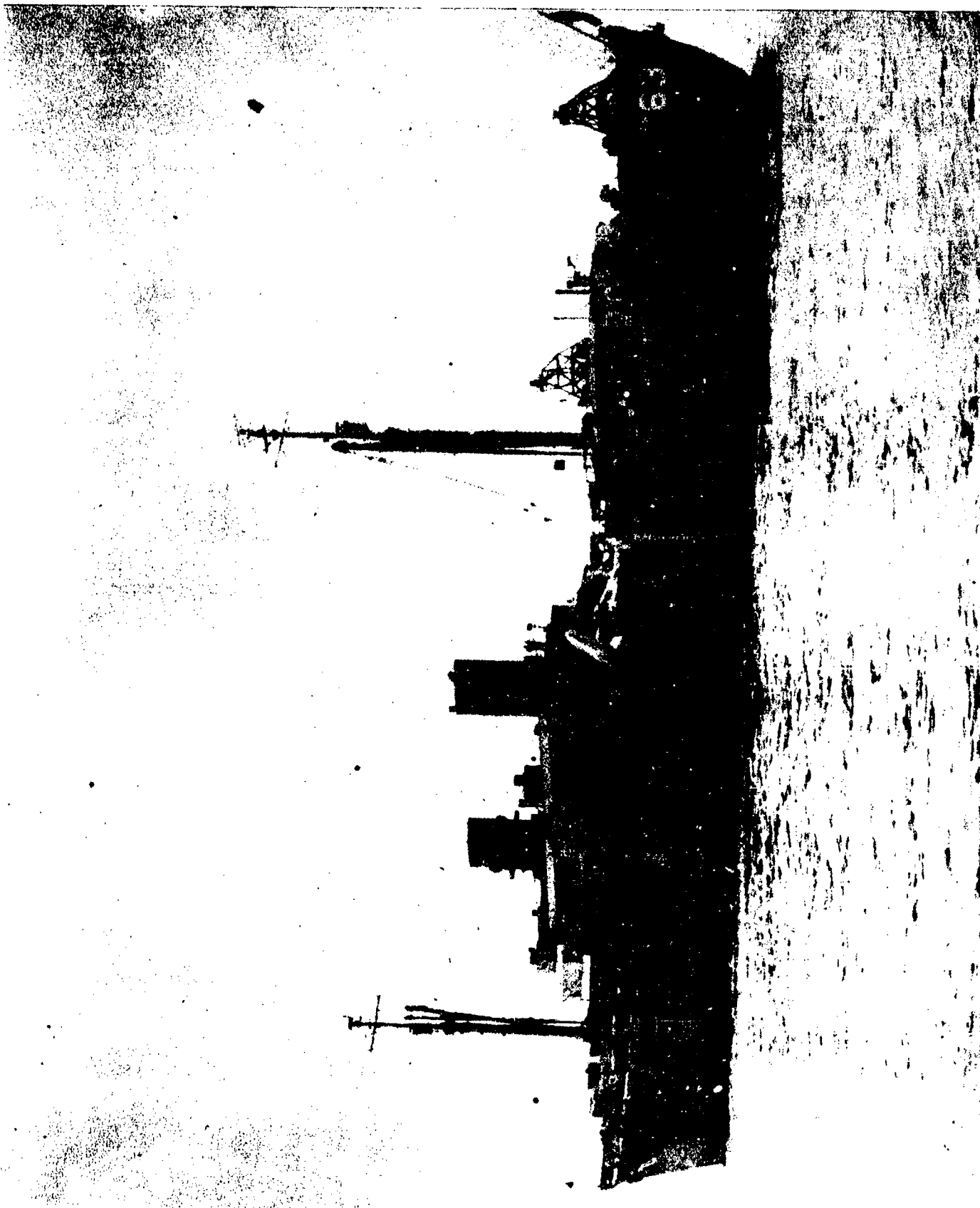
AB-CR-227-289-12. View off the port bow after Test B.

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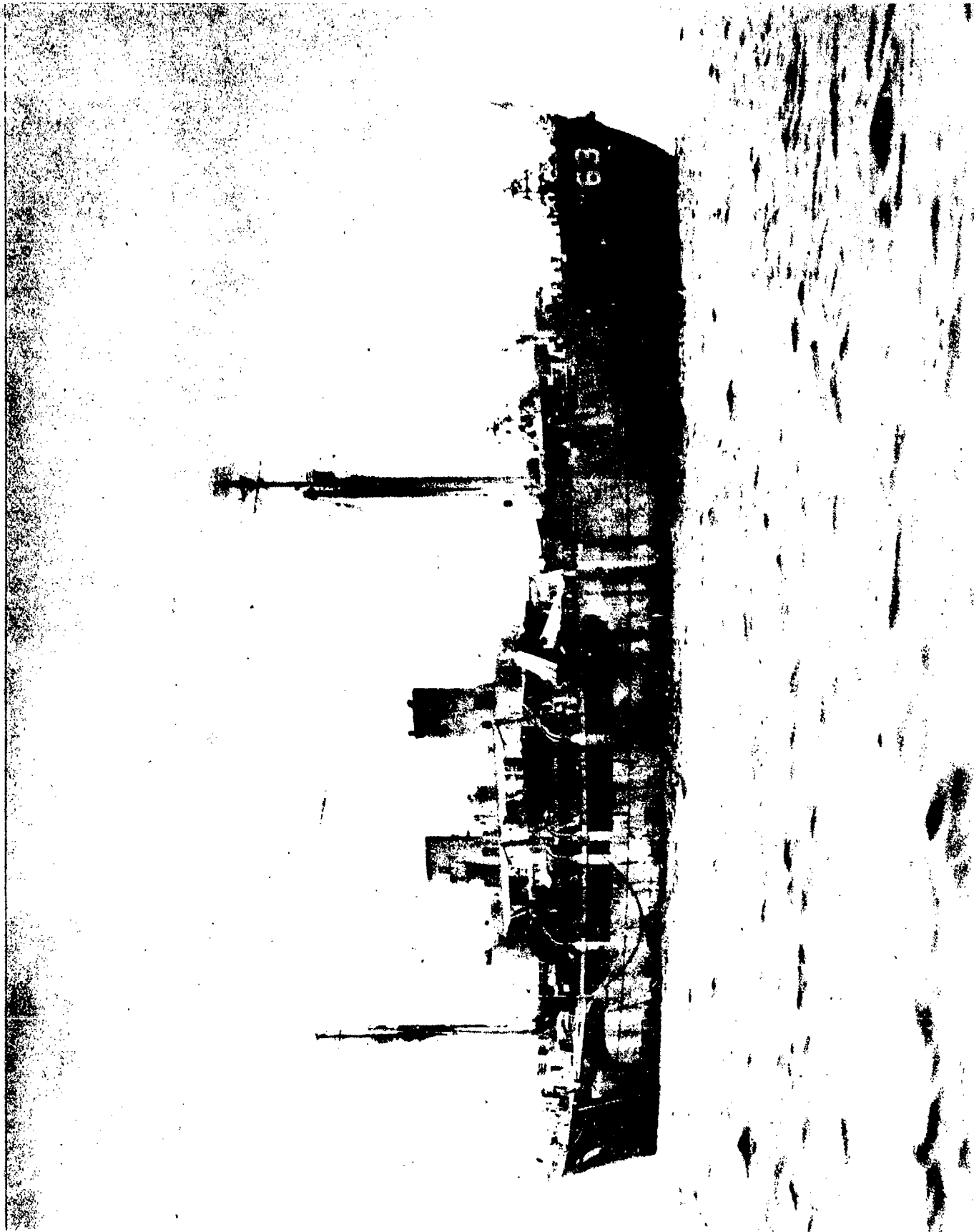
BB-CR-227-501-95. View off the port quarter before Test B.

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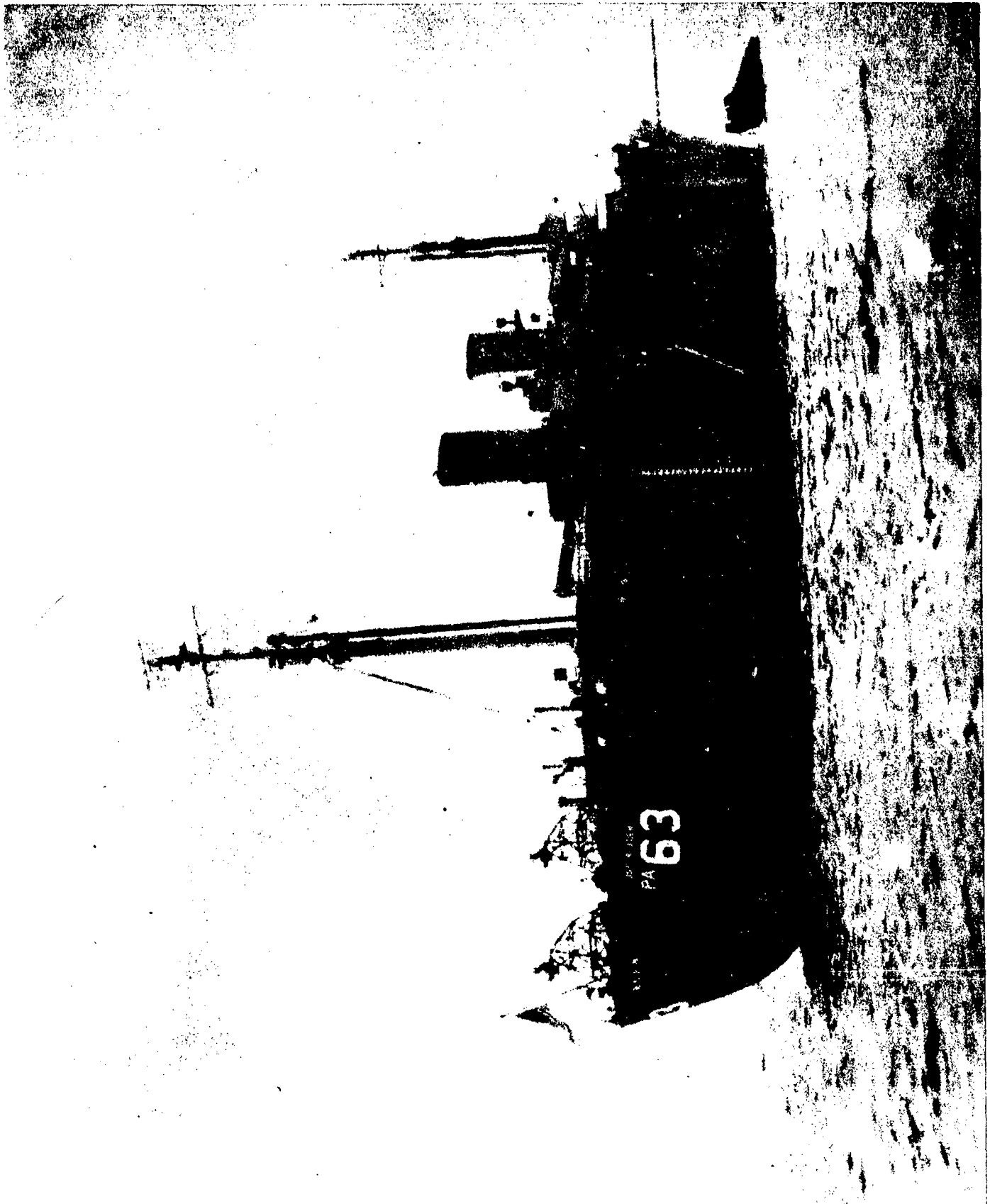
AB-CR-227-289-10. View off the port quarter after 'Test B.

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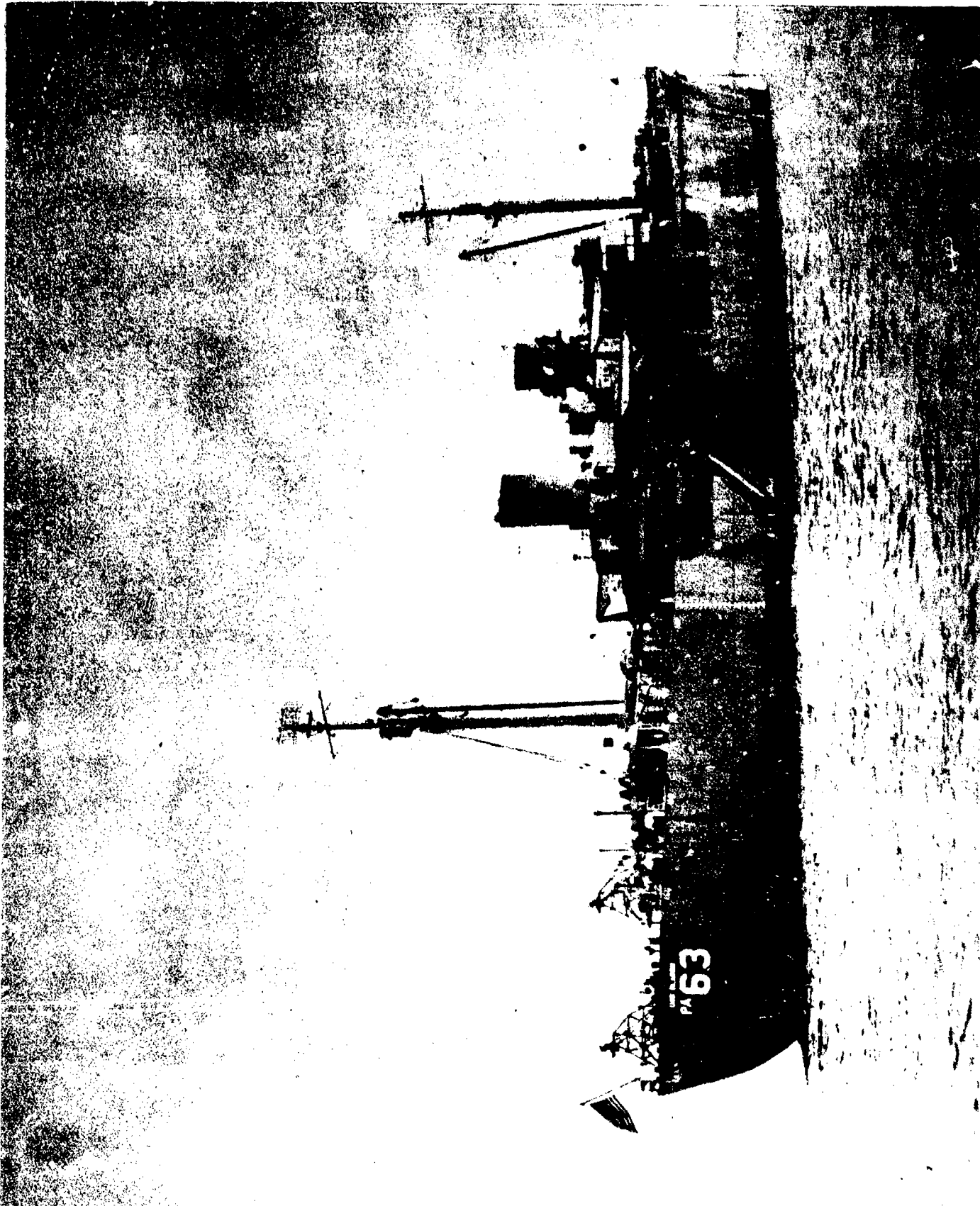
BB-CR-227-501-89. View off the starboard quarter before Test B.

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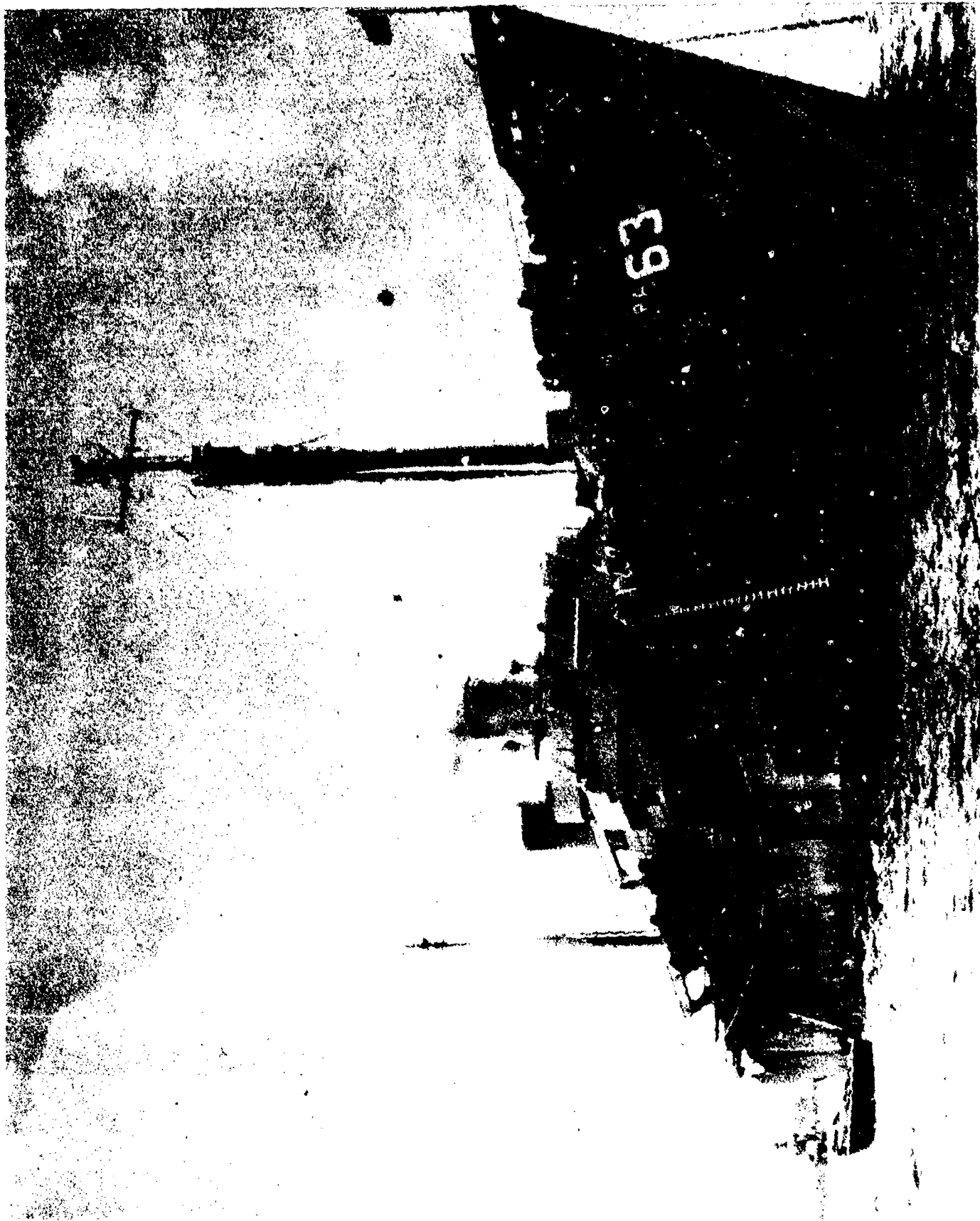
AB-CR-227-289-16. View off the starboard quarter after Test B.

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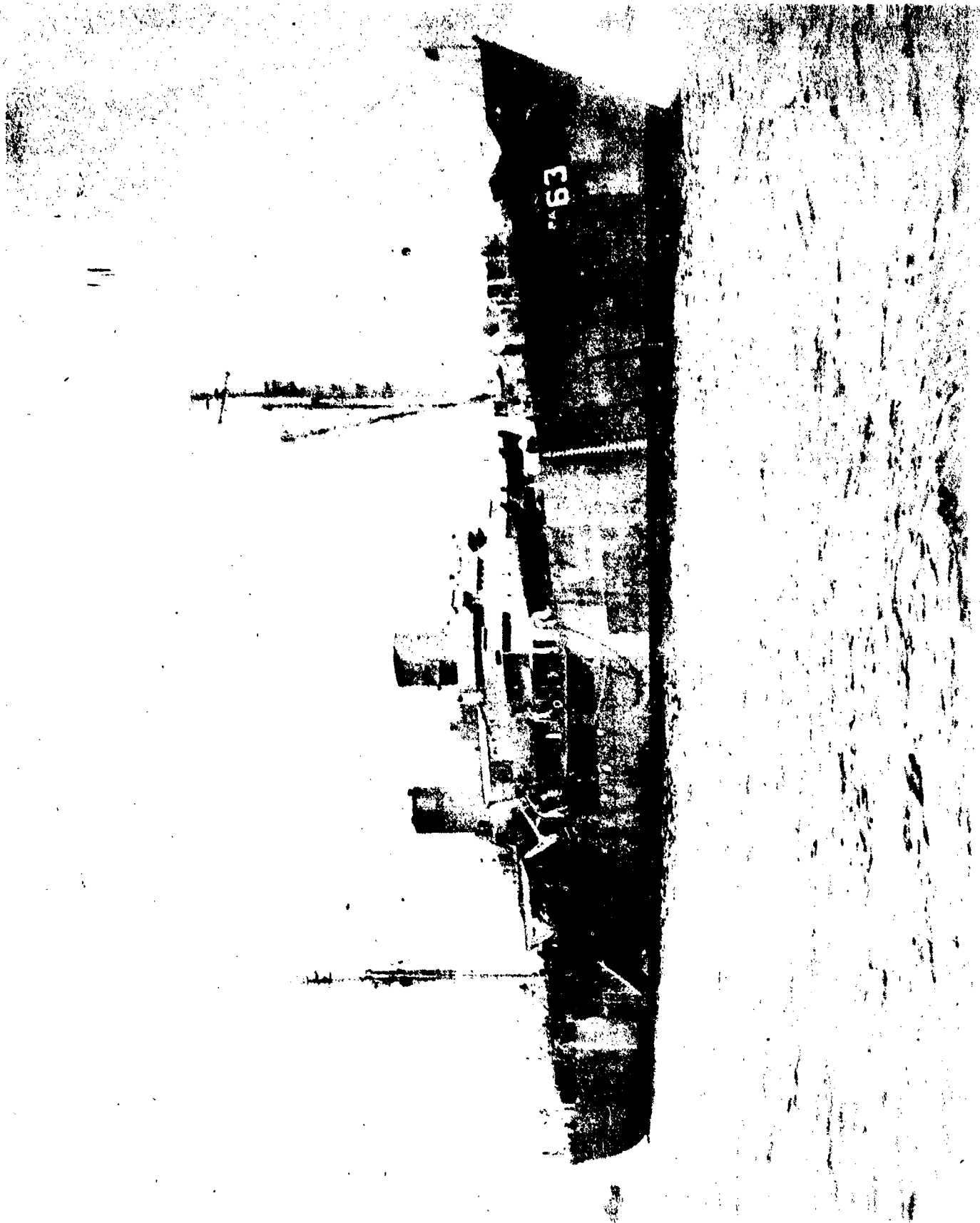
BB-CR-227-501-91. View off the starboard bow before Test B.

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AB-CR-227-289-14. View off the starboard bow after Test B.

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APPENDIX

COMMANDING OFFICERS REPORT

TEST BAKER

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COMMANDING OFFICERS REPORT

REPORT # 11

PART A - GENERAL SUMMARY

I. Target Condition after test.

- (a) Draft after test - 9'-6" fwd; 16'-9" aft.
List - None.
General areas of flooding - None.
- (b) Structural damage;
Superstructure - None; thwartships awning carried away.

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

Interior of hull - None.
- (c) Intact.
- (d) Fires - None.

II. Forces Evidenced and Effects Noted.

- (a) Heat - None.
- (b) Fires - None.
- (c) No comment.
- (d) No comment.
- (e) No comment.

III. Results of Test on Target.

- (a) None.
- (b) None.

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(c) None.

(d) None.

(e) None.

IV. General Summary - Effect of bomb negligible.

V. None.

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PART - C
TECHNICAL INSPECTION REPORT
SECTION I - 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;

None.

C. Turrets, Guns, and Directors.

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

D. Not installed.

E. Not installed.

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- F. Intact.
- G. Intact.
- H. Armor Deck(s).
 - Not applicable.
- I. Interior Compartments (below w.l.)
 - Intact.
- J Underwater Hull.
 - Intact.
- K. Tanks.
 - Intact.
- L. Flooding.
 - None.
- M. Ventilation.
 - Intact.
- N. Ship Control.
 - Intact.
- O. Fire Control.
 - Not applicable.
- P. Ammunition Behavior.
 - (a) Ready service ammunition, location, protection, behavior under heat and blast.

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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.

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S. Miscellaneous.

(a) No evidence.

(b) No comment.

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PART - C
TECHNICAL INSPECTION REPORT
SECTION II - 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.

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- J. Condensers and air ejectors.
 Intact.
- K, Pumps.
 Intact.
- L. Auxilliary 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.

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T. Air Compressors.

Intact.

U. Diesels (Generators and Boats).

Intact.

V. Piping.

Intact.

W. Miscellaneous.

No comment.

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PART - C
TECHNICAL INSPECTION REPORT
SECTION III - ELECTRICAL

- A. Intact.
- B. Intact.
- C. Intact.
- D. Intact.
- E. Intact.
- F. Intact.
- G. Intact.
- H. Intact.
- I. Not applicable.
- J. Intact.
- K. Intact.
- L. Intact.
- M. Intact.
- N. Intact.
- O. Intact.
- P. Intact.

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- Q. Not applicable.
- R. Intact.
- S. Intact.
- T. Intact.
- U. Intact.
- V. Intact.

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PART - C
TECHNICAL INSPECTION REPORT
SECTION IV - ELECTRONICS

All Items "A" through "V" are Intact.

Classification (~~Cancelled~~) (Changed to **CONFIDENTIAL**)
By Authority of JOINT CHIEFS OF STAFF ACTION OF 15 APRIL 1949
By John Depp Capt Date 21 April 51
AFSWP

~~CONFIDENTIAL~~

CONFIDENTIAL

~~CONFIDENTIAL~~

USS BLADEN (APA-63)



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

TRC

18 April 1997

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

SUBJECT: Declassification of Reports

The Defense Special Weapons Agency has declassified the following reports:

✓AD-366588 4	XRD-203-Section 12✓
AD-366589 L	XRD-200-Section 9
AD-366590 L	XRD-204-Section 13
AD-366591 L	XRD-183
✓AD-366586 X	XRD-201-Section 10✓
✓AD-367487 X	XRD-131-Volume 2 L
✓AD-367516 4	XRD- 1 143✓
✓AD-367493 X	XRD-142✓
AD-801410L✓	XRD-138
AD-376831L✓	XRD-83
AD-366759 L	XRD-80
✓AD-376830L X	XRD-79✓
✓AD-376828L X	XRD-76✓
✓AD-367464 X	XRD-106✓
AD-801404L✓	XRD-105-Volume 1
✓AD-367459 X	XRD-100✓

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18 April 1997

Subject: Declassification of Reports

✓AD-367491 ✕	XRD-134-Volume 2 ✓
✓AD-367479 ✕	XRD-123 ✓
✓AD-367478 ✕	XRD-122 ✓
✓AD-367481 ✕	XRD-125 ✓
AD-367500 ✓	XRD-159-Volume 2 <i>reassigned</i>
✓AD-367499 ✕	XRD-160-Volume 3 ✓
✓AD-367498 ✕	XRD-161-Volume 4 ✓
AD-367512 ✓	XRD-147
AD-367511 ✓	XRD-148
✓AD-367465 ✕	XRD-107 ✓
AD-366733 ✓	XRD-43
✓AD-367477 ✕	XRD-121 ✓
AD-367476 ✕	XRD-120 ✓
AD-367467 ✕	XRD-109-Volume 1 ✓
AD-367475 ✕	XRD-119 ✓
AD-367474 ✕	XRD-118 ✓
AD-367473 ✕	XRD-117 ✓
AD-367472 ✕	XRD-116 ✓
AD-367471 ✕	XRD-115 ✓
AD-367466 ✕	XRD-108 ✓
AD-801405L ✓	XRD-113
AD-367470 ✕	XRD-112 ✓
AD-367469 ✕	XRD-111 ✓

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18 April 1997

Subject: Declassification of Reports

AD-801406L ✓ XRD-114.

In addition, all of the cited reports are now **approved for public release; distribution statement "A" now applies.**

Arduith Jarrett

ARDITH JARRETT
Chief, Technical Resource Center