

UNCLASSIFIED

AD NUMBER

AD367493

CLASSIFICATION CHANGES

TO: unclassified

FROM: confidential

LIMITATION CHANGES

TO:

Approved for public release, distribution unlimited

FROM:

Distribution: USGO: others to Director, Defense Atomic Support Agency, Washington, D. C. 20301.

AUTHORITY

DSWA ltr., 18 Apr 1997; DSWA ltr., 18 Apr 1997

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XRD  
142

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**BUREAU OF SHIPS GROUP  
TECHNICAL INSPECTION REPORT**

Classification (Cancelled) (Changed to Security Information)  
By Authority of JOINT CHIEFS OF STAFF JCS 1795/36 DATED 15 APRIL 1949  
By John H. Bayette Date 22 SEP 1953

367493

⑥ OPERATION CROSSROADS  
U.S.S. LCI's 327, 329, 332, 549.  
TEST BAKER [U]

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Washington, D. C. 20301

- ⑪ 1947,
- ⑫ 82p.
- ⑭ XRD-142 OPERATION CROSSROADS

DIRECTOR OF SHIP MATERIAL  
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TECHNICAL INSPECTION REPORT

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APPROVED:

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

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TECHNICAL INSPECTION REPORT

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USS LCI 327

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U.S.S. LCI 327

SHIP CHARACTERISTICS

Building Yard: Brown Shipbuilding Co., Houston, Texas.

Commissioned: 31 October 1942.

HULL

Length Overall: 158 feet 6 inches.

Length on Waterline: 153 feet 0 inches.

Beam (extreme): 23 feet 8 inches.

Drafts at time of test: Fwd. 4 feet 6 inches.

Aft. 5 feet 6 inches.

Limiting displacement: 387 tons.

Displacement at time of test: 333 tons.

MAIN PROPULSION PLANT

Main Engines: Two General Motors Diesels, 6051, series 71. One per main shaft.

Reduction Gears: General Motors - Single reduction. One per shaft.

Propellers: Two are installed in ship.

Main Shafts: Two are installed in ship.

Ships Service Generators: Two diesel - 20 KW.-120 volts - D.C. units are installed.

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TECHNICAL INSPECTION REPORT

OVERALL SUMMARY

I. Target Condition After Test.

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

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

- (b) Structural damage.

No damage.

- (c) Other damage.

No damage.

II. Forces evidenced and effects noted.

- (a) Heat.

None.

- (b) Fires and explosions.

None.

- (c) Shock.

None.

- (d) Pressure.

None

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(e) Effects peculiar to the atomic bomb.

None.

### III. Results of Test on Target.

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

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after test B.

There was no electrical damage to affect ship control.

This vessel does not have electric propulsion.

(b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

None.

(e) Effect on fighting efficiency.

None.

### IV. General Summary.

This vessel was beyond the effective range of physical damage from the explosion in test B.

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V. Recommendations.

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.

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

- (b) Structural damage.

No damage.

- (c) Other damage.

Not observed.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

None.

- (b) Fires and explosions.

None.

- (c) Shock.

None.

- (d) Pressure.

None.

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(e) Effects peculiar to the Atomic Bomb.

None.

III. Results of Test on Target.

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

Not observed.

(b) Effect on gunnery and fire control.

Not observed.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

None.

(e) Effect on fighting efficiency.

None.

IV. General Summary.

No comment.

V. Recommendations.

None.

VI. Instructions for Loading the Vessel Specified the Following:

ITEM	LOADING
Diesel oil	95%
Ammunition	0

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ITEM	LOADING
Potable and reserve feed water	95%
Salt water ballast	0%

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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DETAILED DESCRIPTION OF HULL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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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.

No damage to machinery is apparent from visual inspection.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

No evidence.

- (b) Fires and explosions.

No evidence.

- (c) Shock.

No evidence.

- (d) Pressure.

No evidence.

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(e) Any effects apparently peculiar to the Atom Bomb.

None.

### III. Effects of Damage.

(a) Effect on machinery and ship control.

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after Test "B".

(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 of Observer's Impressions and Conclusions.

This vessel was beyond the effective range of physical damage from the explosion in Test "B".

### V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

None.

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DETAILED DESCRIPTION OF MACHINERY DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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TECHNICAL INSPECTION REPORT

SECTION III - ELECTRICAL

GENERAL SUMMARY OF ELECTRICAL DAMAGE

I. Target Condition After Test.

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

The drafts and the lists were not observed. There was no flooding.

- (b) Structural damage.

Not observed.

- (c) Other damage.

There was no damage to electrical equipment found by inspection.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

There was no evidence of heat.

- (b) Fires and explosions.

There were no fires and no explosions on the vessel.

- (c) Shock.

There was no indication of shock found in any electrical equipment.

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(d) Pressure.

There was no indication of pressure found in any electrical equipment.

(e) Any effects apparently peculiar to the Atom Bomb.

No effect peculiar to the Atom Bomb was found.

III. Effects of Damage.

(a) Effect on electric propulsion and ship control.

There was no electrical damage to affect ship control. The vessel does not have electric propulsion.

(b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

(c) Effect on watertight integrity and stability.

There were no failures of electrical equipment and therefore no effect on watertight integrity nor on stability.

(d) Effect on personnel and habitability.

There were no failures of electrical equipment, and therefore no effect on personnel nor on habitability.

(e) Total effect on fighting efficiency.

There were no electrical failures to cause any effect on the fighting efficiency of the vessel.

IV. General Summary of Observer's Impressions and Conclusions.

No evidence was found in any electrical equipment that indicated that the vessel had suffered a bomb blast. The equipment was

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inspected, but due to conditions of the inspection, no operation was possible.

V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

As there was no damage, no recommendations are made.

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DETAILED DESCRIPTION OF ELECTRICAL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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SECTION IV

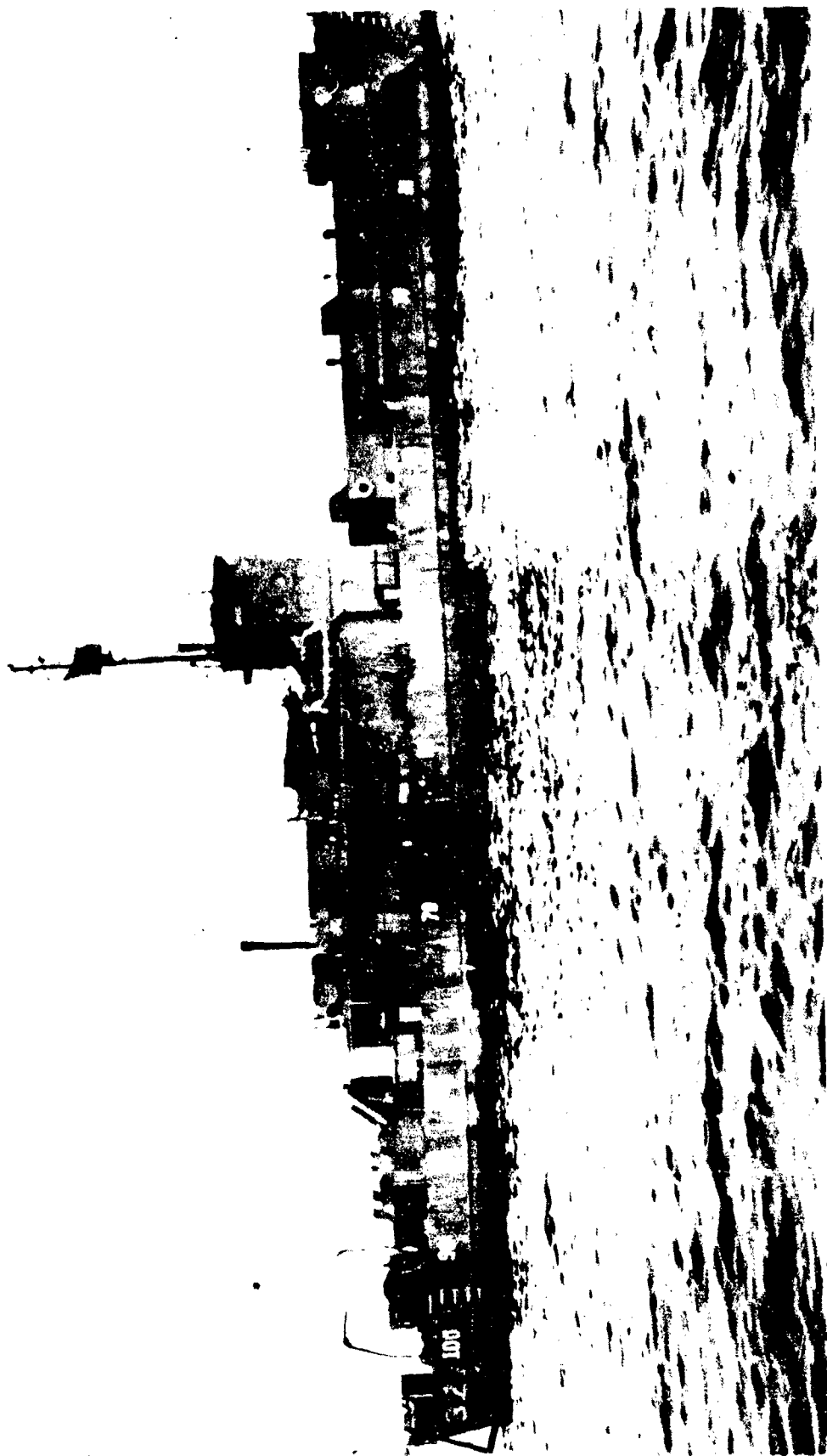
PHOTOGRAPHS

TEST BAKER

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AB-CR-227-290-74. View from starboard beam after Test B.

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APPENDIX

COMMANDING OFFICERS REPORT

TEST BAKER

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USS LCI 327

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REPORT # 5

COMMANDING OFFICERS REPORT

SECTION I

The only damage sustained by this vessel as a result of the second atomic bomb test was the bending of frames on the port side from frame 38 to frame 47 and on the starboard side from frame 42 to frame 46 immediately below the main deck. Aside from this there was no other damage.

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TECHNICAL INSPECTION REPORT

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USS LCI 329

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U.S.S. LCI 329

### SHIP CHARACTERISTICS

Building Yard: Brown Shipbuilding Co., Houston Texas.

Commissioned: 8 November 1942.

### HULL

Length Overall: 158 feet 6 inches.

Length on Waterline: 153 feet 0 inches.

Beam (extreme): 23 feet 8 inches.

Drafts at time of test: Fwd. 4 feet 3 inches.

Aft. 5 feet 6 inches.

Limiting displacement: 387 tons.

Displacement at time of test: 323 tons.

### MAIN PROPULSION PLANT

Main Engines: Two General Motors Diesels, 6051, series 71. One per main shaft.

Reduction Gears: General Motors - Single reduction. One per shaft.

Propellers: Two are installed in ship

Main Shafts: Two are installed in ship.

Ships Service Generators: Two diesel - 20 KW.-  
D.C. units are installed.

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USS LCI 329

TECHNICAL INSPECTION REPORT

OVERALL SUMMARY

I. Target Condition After Test.

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

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

- (b) Structural Damage.

No damage.

- (c) Other damage.

No damage.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

None.

- (b) Fires and explosions.

None.

- (c) Shock.

None.

- (d) Pressure.

None.

- (e) Effects peculiar to the Atomic Bomb.

None.

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III. Results of Test on Target.

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

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after test B.

There was no electrical damage to affect ship control. The ship does not have electric propulsion.

(b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

None.

(e) Effect on fighting efficiency.

None.

IV. General Summary.

This vessel was beyond the effective range of physical damage from the explosion in test B.

V. Recommendations.

None.

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U.S.S. LCI 329

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 is no flooding, hence no change in drafts or list.

- (b) Structural damage.

No damage.

- (c) Other damage.

Not observed.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

None.

- (b) Fires and explosions.

None.

- (c) Shock.

None.

- (d) Pressure.

None.

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(e) Effects peculiar to the Atomic Bomb.

None.

III. Results of Test on Target.

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

Not observed.

(b) Effect on gunnery and fire control.

Not observed.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

None.

(e) Effect on fighting efficiency.

None.

IV. General Summary.

No comments.

V. Recommendation.

None.

VI. Instructions for Loading the Vessel Specified the Following:

ITEM	LOADING
Diesel oil	50%
Potable and reserve feed water	95%

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U. S. S. LCI (L) 329

ITEM

LOADING

Salt water ballast (side tanks frs. 27-57) 95%

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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## DETAILED DESCRIPTION OF HULL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

### E. Weather Deck.

No movement was recorded by any of the five scratch gages installed to measure relative movement between the main and second decks.

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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.

No damage to machinery is apparent from visual inspection.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

No evidence.

- (b) Fires and explosions.

No evidence.

- (c) Shock.

No evidence.

- (d) Pressure.

No evidence.

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(e) Any effects apparently peculiar to the Atom Bomb.

None.

### III. Effects of Damage.

(a) Effect on machinery and ship control.

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after Test "B".

(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 of Observer's Impressions and Conclusions.

This vessel was beyond the effective range of physical damage from the explosion in Test "B".

### V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

None.

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DETAILED DESCRIPTION OF MACHINERY DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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TECHNICAL INSPECTION REPORT

SECTION III - ELECTRICAL

GENERAL SUMMARY OF ELECTRICAL DAMAGE

I. Target Condition After Test.

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

The drafts and lists were not observed. There was no flooding.

- (b) Structural damage.

Not observed.

- (c) Other damage.

There was no damage to electrical equipment.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

There was no evidence of heat.

- (b) Fires and explosions.

There were no fires and no explosions on the vessel.

- (c) Shock.

There was no indication of shock found in any electrical equipment.

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U. S. S. LCI 329

(d) Pressure.

There was no indication of pressure found in any electrical equipment.

(e) Any effects apparently peculiar to the Atom Bomb.

No effect peculiar to the Atom Bomb was found.

III. Effects of Damage.

(a) Effect on electric propulsion and ship control.

There was no electrical damage to effect ship control. The vessel does not have electric propulsion.

(b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

(c) Effect on watertight integrity and stability.

There were no failures of electrical equipment and therefore no effect on watertight integrity nor on stability.

(d) Effect on personnel and habitability.

There were no failures of electrical equipment and therefore no effect on personnel nor on habitability.

(e) Total effect on fighting efficiency.

There were no electrical failures to cause any effect on the fighting efficiency of the vessel.

IV. General Summary of Observer's Impressions and Conclusions.

No evidence was found in any electrical equipment that indicated that the vessel had suffered a bomb blast.

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V. Any Preliminary General or Specific Recommendations of the Inspection Group.

As there was no damage, no recommendations are made.

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DETAILED DESCRIPTION OF ELECTRICAL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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SECTION IV

PHOTOGRAPHS

TEST BAKER

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USS LCI 329



AB-CR-227-290-70. View from port beam after Test B.

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APPENDIX

COMMANING OFFICERS REPORT

TEST BAKER

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REPORT # 5

COMMANDING OFFICERS' REPORT

SECTION I

Inspection of this ship after reboarding showed no major damage had been done as a result of test BAKER. Only damage found was broken light bulb and fixture in troop compartment #3, but are unable to ascertain if done from blast or from inspection parties aboard before us.

Since there was no major damage done to equipment, machinery, or structure which can be laid to the test, it is therefore my opinion that no special examination by your technical staff is warranted.

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TECHNICAL INSPECTION REPORT

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U.S.S. LCI 332

SHIP CHARACTERISTICS

Building Yard: Brown Shipbuilding Co., Houston, Texas.

Commissioned: 17 November 1942.

HULL

Length Overall: 158 feet 6 inches.

Length on Waterline: 153 feet 0 inches.

Beam (extreme): 23 feet 8 inches.

Drafts at time of test: Fwd. 4 feet 0 inches.

Aft. 5 feet 6 inches.

Limiting Displacement: 387 tons.

Displacement at time of test: 313 tons.

MAIN PROPULSION PLANT

Main Engines: Two General Motors Diesels. 6051, series 71. One per main shaft.

Reduction Gears: General Motors - Single reduction. One per shaft.

Propellers: Two are installed in ship.

Main Shafts: Two are installed in ship.

Ships Service Generators: Two diesel - 20 KW.-120 volts - D.C. units are installed.

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USS LCI 332

## TECHNICAL INSPECTION REPORT

### OVERALL SUMMARY

#### I. Target Condition After Test.

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

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

- (b) Structural damage.

Structural damage is light. The mast is collapsed and pipe stanchions supporting awnings are distorted. Ruptures are noted in the gun deck where the stanchions are damaged.

- (c) Other damage.

No damage to machinery or electrical equipment is apparent from visual inspection.

#### II. Forces Evidenced and Effects Noted.

- (a) Heat.

None.

- (b) Fires and explosions.

None.

- (c) Shock.

There is very little evidence of shock. A light reflector secured to the overhead, centerline at frame 37, jarred loose and fell on the bulb, causing it to shatter.

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U.S.S. LCI 332

(d) Pressure.

None.

(e) Effects peculiar to the Atomic Bomb.

None.

### III. Results of Test on Target.

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

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after Test B. There was no electrical damage to ship control. The vessel does not have electric propulsion.

(b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

None, except for radiological contamination.

(e) Effect on fighting efficiency.

None.

### IV. General Comment.

This vessel was beyond the effective range of physical damage from the explosion in Test B.

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V. Recommendations.

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.

Structural damage is light. The mast is collapsed and pipe stanchions supporting awnings are distorted. Ruptures are noted in the gun deck where the stanchions are damaged.

- (c) Other damage.

Not observed.

#### II. Forces Evidenced and Effects Noted.

- (a) Heat.

None.

- (b) Fires and explosions.

None.

- (c) Shock.

There is very little evidence of shock. A light reflector secured to the overhead, centerline at frame 37, jarred loose and fell on the bulb causing it to shatter.

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U. S. S. LCI (L) 332

(d) Pressure.

None.

(e) Effects peculiar to the Atomic Bomb.

None.

### III. Results of Test on Target.

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

Not observed.

(b) Effect on gunnery and fire control.

Not observed.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

None, except for radiological contamination.

(e) Effect on fighting efficiency.

None.

### IV. General Summary.

No comment.

### V. Recommendations.

None.

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U. S. S. LCI (L) 332

VI. Instructions for Loading the Vessel Specified the Following:

ITEM	LOADING
Diesel oil	10%
Ammunition	10%
Potable and reserve feed water	95%
Salt water ballast	95%

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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U. S. S. LCI (L) 332

## DETAILED DESCRIPTION OF HULL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

### A. General Description of Hull Damage.

The mast is collapsed and pipe stanchions supporting awnings are distorted. The upper deck is ruptured in way of damaged stanchions. A fragment damaged a small search light.

### B. Superstructure.

The mast which had been badly cracked during the test collapsed a short time after test (Photo. 4182-12, page 63 ). Pipe awning stanchions on the main deck forward and on the upper deck aft were further distorted by falling water. The upper deck is ruptured in way of damaged stanchions. A fragment damaged a small search-light on the forward face of the bridge.

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U. S. S. LCI (L) 332

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.

No damage to machinery is apparent from visual inspection.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

No evidence.

- (b) Fires and explosions.

No evidence.

- (c) Shock.

No evidence.

- (d) Pressure.

No evidence.

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- (e) Any effects apparently peculiar to the Atom Bomb.

None.

### III. Effects of Damage.

- (a) Effect on machinery and ship control.

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after Test "B".

- (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 of Observer's Impressions and Conclusions.

This vessel was beyond the effective range of physical damage from the explosion in Test "B".

### V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

None.

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DETAILED DESCRIPTION OF MACHINERY DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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TECHNICAL INSPECTION REPORT

SECTION III - ELECTRICAL

GENERAL SUMMARY OF ELECTRICAL DAMAGE

I. Target Condition After Test.

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

The drafts and the lists were not observed. There was **no flooding.**

- (b) Structural damage.

Not observed.

- (c) Other damage.

There was almost no damage whatever to electrical **equipment.**

II. Forces Evidenced and Effects Noted.

- (a) Heat.

There was no evidence of heat.

- (b) Fires and explosions.

There were no fires and no explosions on the vessel.

- (c) Shock.

The only indication of shock was the jarring loose of one steel lamp reflector.

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(d) Pressure.

There was no indication of pressure found in any electrical equipment.

(e) Any effects apparently peculiar to the Atom Bomb.

No effect peculiar to the Atom Bomb was found.

III. Effects of Damage.

(a) Effect on electric propulsion and ship control.

There was no electrical damage to ship control. The vessel does not have electric propulsion.

(b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

(c) Effect on watertight integrity and stability.

Failure of electrical equipment had no effect on watertight integrity nor on stability.

(d) Effect on personnel and habitability.

Failure of electrical equipment would have had no effect whatever on personnel nor on habitability.

(e) Total effect on fighting efficiency.

There were no electrical failures to cause any effect on the fighting efficiency of the vessel.

IV. General Summary of Observer's Impressions and Conclusions.

The only evidence found in any electrical equipment that indicated that the vessel had suffered a bomb blast, was the pierc-

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ing of a cargo light by a fragment and the breaking of one lamp.

V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

As there was almost no damage, and the little damage did not indicate any particular weakness, no recommendations are made.

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## DETAILED DESCRIPTION OF ELECTRICAL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

### A. General Description of Electrical Damage.

#### (a) Overall condition.

The condition of the electrical system was only slightly changed.

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

None.

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

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

1. Ship's service generator plant: No change.
2. Engine auxiliaries: No change.
3. Electrical propulsion: None aboard.
4. Communications: Unchanged.
5. Fire control circuits: None aboard
6. Ventilation: No change.
7. Lighting: Cargo light on front of bridge pierced by fragment; one lamp broken by falling reflector.

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(e) Types of equipment most affected.

Pierced cargo light and one broken lamp was only electrical damage.

L. Lighting Equipment.

One lamp was broken by a falling reflector which was jarred loose by the blast.

M. Searchlights.

A cargo light on the forward face of the bridge was pierced by a fragment.

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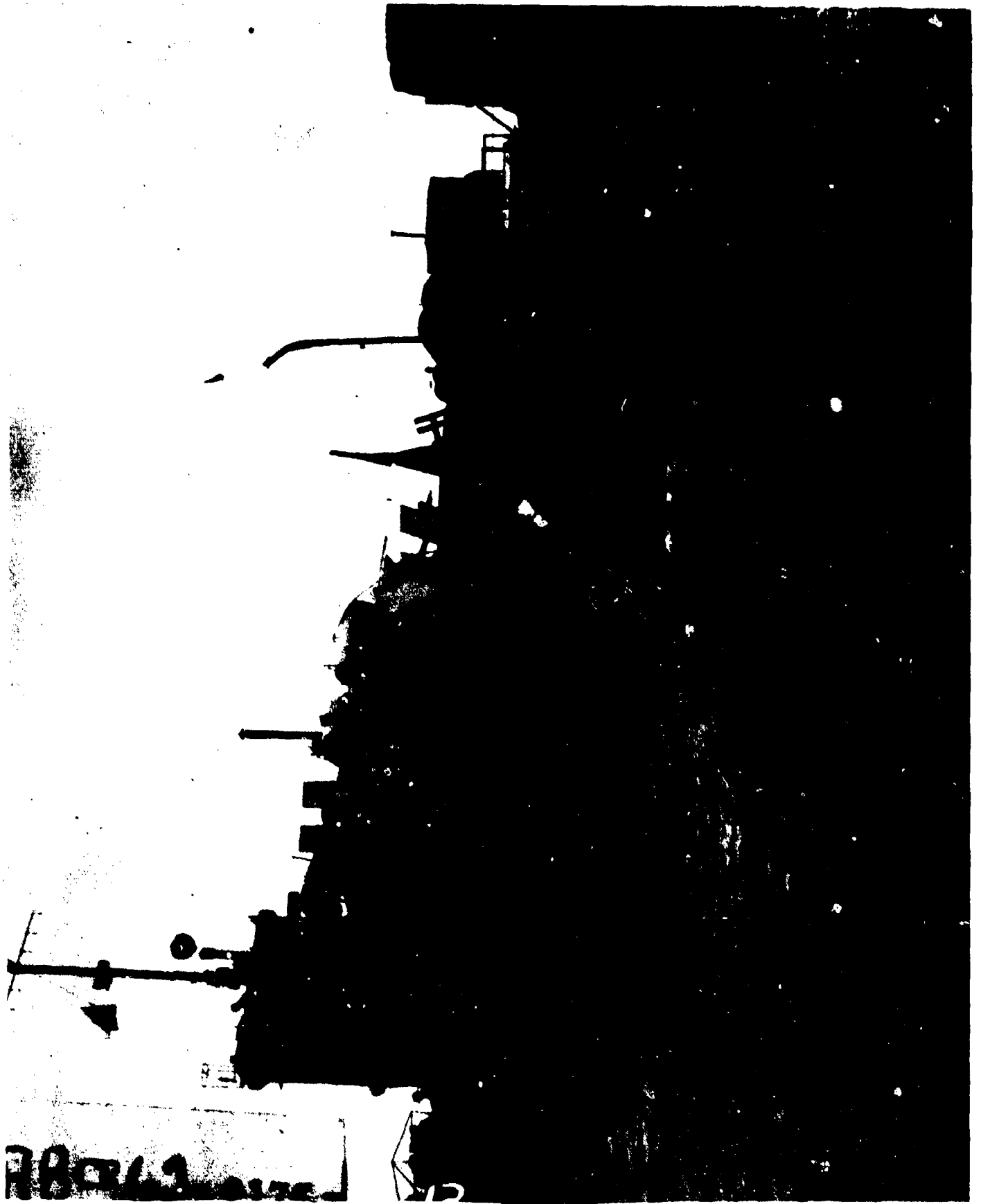
SECTION IV

PHOTOGRAPHS

TEST BAKER

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USS LCI 332



AB-CR-62-2175-12. View from port quarter after Test B.

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AB-CR-62-2176-1. View from starboard bow after Test B.

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AB-CR-90-4182-12. View from stern several days after Test B, showing mast collapsed.

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APPENDIX

COMMANDING OFFICERS REPORT

TEST BAKER

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REPORT # 5

COMMANDING OFFICERS REPORT

SECTION I

In an inspection of approximately one hour's duration on 12 August the following damage was noted. The mast was badly cracked and splintered and has since collapsed. Ruptures were noted in the gun deck where lifeline stanchions have been damaged.

No machinery was operated but is believed to be operable. Starting circuits are intact.

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BUREAU OF SHIPS GROUP  
TECHNICAL INSPECTION REPORT

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SHIP CHARACTERISTICS

Building Yard: New Jersey S.B. Corp., Barber, N.J.

Commissioned: 26 January 1944.

HULL

Length Overall: 159 feet 0 inches.

Length on Waterline: 153 feet 0 inches.

Beam (extreme): 23 feet 8 inches.

Drafts at time of test: Fwd. 4 feet 0 inches.

Aft. 5 feet 6 inches.

Limiting displacement: 387 tons.

Displacement at time of test: 313 tons.

MAIN PROPULSION PLANT

Main Engines: Two General Motors Diesels, 6051, series 71. One per main shaft.

Reduction Gears: General Motors - Single reduction. One per shaft.

Propellers: Two are installed in ship.

Main Shafts: Two are installed in ship.

Ships Service Generators: Two diesels - 20 KW.-120 volts - D.C. units are installed.

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TECHNICAL INSPECTION REPORT

OVERALL SUMMARY

I. Target Condition After Test.

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

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

(b) Structural damage.

No damage.

(c) Other damage.

No damage to machinery is apparent from visual inspection.  
There was no damage whatever to electrical equipment.

II. Forces Evidenced and Effects Noted.

(a) Heat.

None.

(b) Fires and explosions.

None.

(c) Shock.

None.

(d) Pressure.

None.

(e) Effects peculiar to the Atomic Bomb.

None.

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### III. Results of Test on Target.

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after Test B. There was no electrical damage to affect ship control. The vessel does not have electric propulsion.

#### (b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

#### (c) Effect on watertight integrity and stability.

None.

#### (d) Effect on personnel and habitability.

None.

#### (e) Effect on fighting efficiency.

None.

### IV. General Summary.

This vessel was beyond the effective range of physical damage from the explosion in Test B.

### V. Recommendations.

None.

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U.S.S. LCI 549

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.

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

- (b) Structural damage.

No damage.

- (c) Other damage.

Not observed.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

None.

- (b) Fires and explosions.

None.

- (c) Shock.

None.

- (d) Pressure.

None.

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(e) Effects peculiar to the Atomic Bomb.

None.

III. Results of Test on Target.

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

Not observed.

(b) Effects on gunnery and fire control.

Not observed.

(c) Effect on watertight integrity and stability.

None.

(d) Effect on personnel and habitability.

None.

(e) Effect on fighting efficiency.

None.

IV. General Summary.

No comment.

V. Recommendations.

None.

VI. Instructions for Loading the Vessel Specified the Following:

ITEM	LOADING
Diesel oil	50%
Ammunition	0

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ITEM	LOADING
Potable and reserve feed water	95%
Salt water ballast (side tanks frs. 27-57)	95%

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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## DETAILED DESCRIPTION OF HULL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

### E. Weather Deck.

No movement was recorded by any of the five scratch gages installed to measure relative movement between the main and second decks.

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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.

No damage to machinery is apparent from visual inspection.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

No evidence.

- (b) Fires and explosions.

No evidence.

- (c) Shock.

No evidence.

- (d) Pressure.

No evidence.

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(e) Any effects apparently peculiar to the Atom Bomb.

None.

### III. Effects of Damage.

(a) Effect on machinery and ship control.

The test had no apparent effect on the machinery of this vessel, as far as could be determined by visual inspection. No machinery was operated after Test "B".

(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 of Observer's Impressions and Conclusions.

This vessel was beyond the effective range of physical damage from the explosion in Test "B".

### V. Any Preliminary General or Specific Recommendations of the Inspecting Group.

None.

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DETAILED DESCRIPTION OF MACHINERY DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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TECHNICAL INSPECTION REPORT

SECTION III - ELECTRICAL

GENERAL SUMMARY OF ELECTRICAL DAMAGE

I. Target Condition After Test.

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

The drafts and lists were not observed. There was no flooding.

- (b) Structural damage.

Not observed.

- (c) Other damage.

There was no damage whatever to electrical equipment.

II. Forces Evidenced and Effects Noted.

- (a) Heat.

There was no evidence of heat.

- (b) Fires and explosions.

There were no fires and no explosions on the vessel.

- (c) Shock.

There was no indication of shock found in any electrical equipment.

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(d) Pressure.

There was no indication of pressure found in any electrical equipment.

(e) Any effects apparently peculiar to the Atom Bomb.

No effect peculiar to the atom bomb was found.

III. Effects of Damage.

(a) Effect on electric propulsion and ship control.

There was no electrical damage to affect ship control. The vessel does not have electric propulsion.

(b) Effect on gunnery and fire control.

There was no damage to electrical equipment that would have had any effect on gunnery and fire control.

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

Failure of electrical equipment had no effect on water-tight integrity nor on stability.

(d) Effect on personnel and habitability.

Failures of electrical equipment would have had no effect whatever on personnel nor on habitability.

(e) Total effect on fighting efficiency.

There were no electrical failures to cause any effect on the fighting efficiency of the vessel.

IV. General Summary of Observer's Impressions and Conclusions.

No evidence was found in any electrical equipment that indicated that the vessel had suffered a bomb blast.

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V. Any Preliminary General or Specific Recommendations of the Inspection Group.

As there was no damage, no recommendations are made.

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U. S. S. LCI 549

DETAILED DESCRIPTION OF ELECTRICAL DAMAGE

NOTE: The only items discussed below are those where damage occurred. All items omitted either received no damage or are not applicable.

There was no damage.

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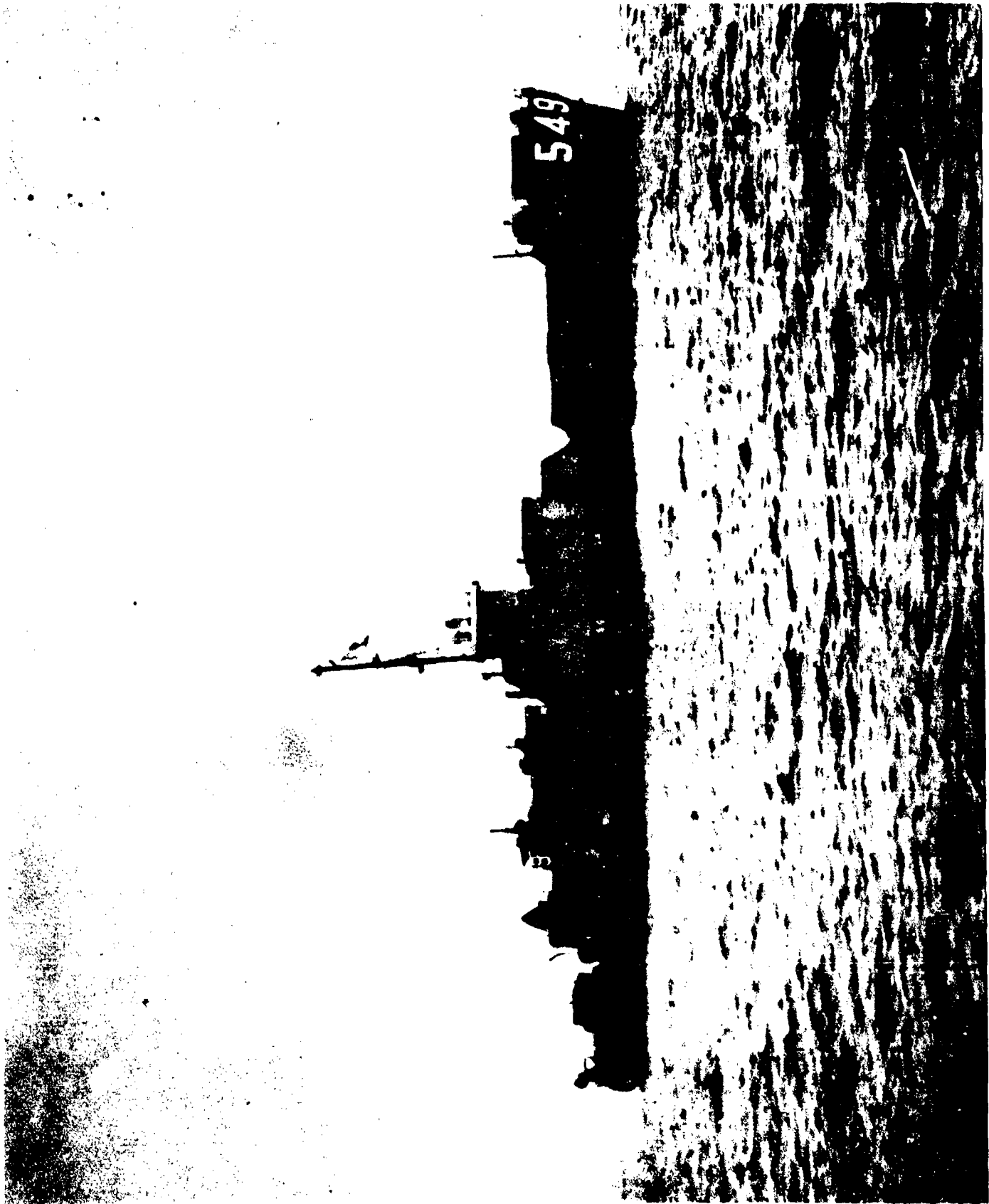
SECTION IV

PHOTOGRAPHS

TEST BAKER

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USS LCI 549



AB-CR-227-290-58. View from starboard beam after Test B.

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

TRC

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.**

*Ardith Jarrett*  
ARDITH JARRETT  
Chief, Technical Resource Center