

# UNCLASSIFIED

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1

BUREAU OF SHIPS GROUP  
TECHNICAL INSPECTION REPORT.

Classification (Cancelled) (Changed to  
By Authority JOINT CHIEFS OF STAFF JCS 1795/36 DATED 15 APRIL 1949  
By John H. Deyelle Date \_\_\_\_\_

366758

6 OPERATION CROSSROADS.  
U.S.S. LST 661

TEST ABLE [U].

U. S. GOVERNMENT OFFICIALS ~~NOT TO BE DISSEMINATED OUTSIDE THE DEFENSE ESTABLISHMENT~~ REPORT DIRECTLY  
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Defense Atomic Support Agency  
Washington, D. C. 20301

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~~OPERATION CROSSROADS.~~

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~~JOINT TASK FORCE ONE~~

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GROUP 3 | 1 JAN 1965  
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TECHNICAL INSPECTION REPORT

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APPROVED:

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

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USS LST 661

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USS LST 661

U.S.S. LST 661

### SHIP CHARACTERISTICS

Building Yard: American Bridge Co., Ambridge, Penna.

Commissioned: 28 April 1944.

### HULL

Length Overall: 328 feet 0 inches.

Length on Waterline: 316 feet 0 inches.

Beam (extreme): 50 feet 0 inches.

Drafts at time of test: Fwd. 4 feet 10 inches.

Aft. 11 feet 6 inches.

Limiting displacement: 4,080 tons.

Displacement at time of test: 2,883 tons.

### MAIN PROPULSION PLANT

Main Engines: Two General Motors Diesels, type:

12 - 567 A. One per main shaft.

Reduction Gears: "Falk" - Single reduction. One per engine.

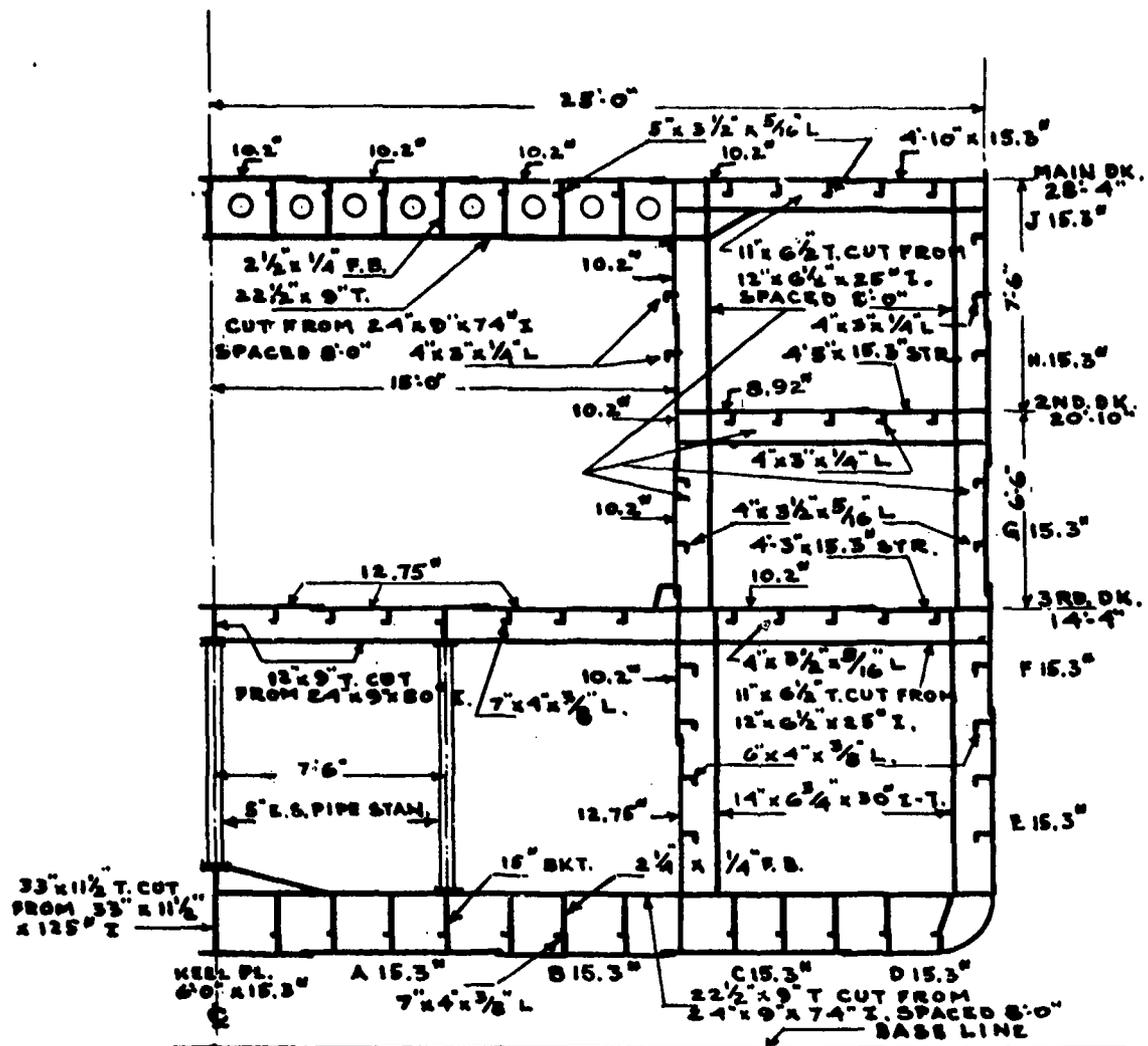
Propellers: Two are installed in ship.

Main Shafts: Two are installed in ship.

Ships Service Generators: Three - 100 KW. 230 volts, D.C. units are installed.

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MIDSHIP SECTION

TEST A

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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

None.

MACHINERY

No comment.

ELECTRICAL

There was no structural damage in way of electrical equipment.

(c) Other Damage.

HULL

Not observed.

MACHINERY

None.

ELECTRICAL

No damage occurred to electrical equipment due to

Test A.

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II. Forces Evidenced and Effects Noted.

(a) Heat.

HULL

Heat caused some scorching of paint on the starboard side. Two fires were ignited.

MACHINERY

No evidence.

ELECTRICAL

There was no evidence of damage to electrical equipment due to heat.

(b) Fires and Explosions.

HULL

One fire burned two life rafts, main deck, frame 20, port. A second fire started in a cane fender resting on the main deck cargo hatch cover. It burned part of the fireproofed canvas tarpaulin and part of the wood hatch boards. Embers from this fire fell to the tank deck. They ignited wood boxes and canvas tarpaulins stowed there. The gear on the tank deck is nearly completely burned. Paint on adjacent surfaces is burned and blackened.

MACHINERY

No evidence.

ELECTRICAL

There was no damage to electrical equipment due to fires or explosions.

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(c) Shock.

HULL

The only evidences of shock are that a porcelain wash basin was jarred loose and some of the cover boards of the cargo hatch are displaced.

MACHINERY

No evidence.

ELECTRICAL

There was no evidence of shock in way of electrical equipment.

(d) Pressure.

HULL

The only observed effect of pressure are the slight dishing of a 40MM ready service locker on the fantail and the tearing loose of about 1/4 of the rigged awnings.

MACHINERY

No evidence.

ELECTRICAL

There was no evidence of pressure in way of electrical equipment.

(e) Effects peculiar to the Atomic Bomb.

HULL

Radioactivity and intense heat are the only effects noted which are peculiar to the Atom Bomb.

MACHINERY

None.

ELECTRICAL

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There was no effect peculiar to the Atom Bomb noted in way of electrical equipment.

III. Results of Test on Target.

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

HULL

Not observed.

MACHINERY

None. The ship operated at full power after Test A. All machinery functioned normally.

ELECTRICAL

No damage occurred to electrical machinery or ship control.

(b) Effect on gunnery and fire control.

HULL

Not observed.

MACHINERY

No comment.

ELECTRICAL

There was no damage affecting gunnery or fire control.

(c) Effect on watertight integrity and stability.

HULL

None.

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MACHINERY

No comment.

ELECTRICAL

There was no electrical damage affecting watertight integrity or stability.

(d) Effect on personnel and habitability.

HULL

Exposed personnel would have been affected by the heat and radioactivity. Habitability is not affected.

MACHINERY

None.

ELECTRICAL

No electrical damage affected personnel or habitability.

(e) Effect on fighting efficiency.

HULL

Fighting efficiency would have been affected only by the possible injury of personnel.

MACHINERY

None.

ELECTRICAL

No electrical damage affected the fighting efficiency

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IV. Summary of Observers' Impressions and Conclusions.

HULL

No comment.

MACHINERY

LST 661 was outside the effective range of the explosion during Test A.

ELECTRICAL

No damage was apparent to any electrical equipment on this vessel due to test A. It appears that present designs of electrical equipment are sufficiently rugged to withstand conditions existing on this vessel at the time of the blast.

V. Preliminary Recommendations.

HULL

None.

MACHINERY

None.

ELECTRICAL

None

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.

None.

(c) Other damage.

Not observed.

II. Forces Evidenced and Effects Noted.

(a) Heat.

Heat caused some scorching of paint on the starboard side. Two fires were ignited.

(b) Fires and explosions.

One fire burned two life rafts, main deck, frame 20, port. A second fire started in a cane fender resting on the main deck cargo hatch cover. It burned part of the fireproofed canvas tarpaulin and part of the wood hatch boards. Embers from this fire fell to the tank deck. They ignited wood boxes and canvas tarpaulins stowed there. The gear on the tank deck is nearly completely burned. Paint on adjacent surfaces is burned and blackened.

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(c) Shock.

The only evidences of shock are that a porcelain wash basin was jarred loose and some of the cover boards of the cargo hatch are displaced.

(d) Pressure.

The only observed effect of pressure are the slight dishing of a 40mm ready service locker on the fantail and the tearing loose of about 1/4 of the rigged awnings.

(e) Effects peculiar to the atomic bomb.

Radioactivity and intense heat are the only effects noted which are peculiar to the atom bomb.

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.

Exposed personnel would have been affected by the heat and radioactivity. Habitability is not affected.

(e) Effect on fighting efficiency.

Fighting efficiency would have been affected only by the possible injury of personnel.

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IV. Summary of Observers' Impressions and Conclusions.

No comment.

V. Preliminary Recommendations.

None.

VI. Instructions for loading the vessel specified the following:

ITEM	LOADING
Fuel oil	
Diesel oil	50 tons
Ammunition	
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 Ships 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

### A. General Description of Hull Damage.

This ship has no significant damage. Exposed paint is somewhat scorched and two small fires were started. Some sections of the cover of the cargo hatch are displaced. General views of the ship are shown on pages 30 and 31.

### B. Superstructure.

Damage is limited to some scorching of paint and the slight dishing of the bulkhead of the after 40mm ready service stowage. The seams and pipe connections on the fuel tank of an LCVP leak.

### C. Turrets, Guns, and Directors.

No damage.

### D. Torpedo Mounts, Depth Charge Gear.

Not applicable.

### E. Weather Deck.

A fire burned two rafts at frame 11, port (photograph 1663-12, page 32 ). A second fire started in a cane fender on top of the cargo hatch cover. This fire burned the tarpaulin and part of the wood hatch boards of the cover (photographs 1664-2, page 33 and 2047-6, page 34 ). Part of the boards of the hatch cover were displaced (photograph 1664-1, page 35 ). Seams were loosened in the smoke generator fuel tank, located on the fantail. There is no damage.

### F. Exterior Hull.

No damage.

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

Embers from the fire in the cargo hatch cover ignited some boxes and tarpaulins stowed on the tank deck, frame 27. These

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USS LST 661

are almost entirely burned. Paint on nearby areas is burned and blackened.

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. Dirt was loosened from the inside of ventilation ducts.

N. Ship Control.

No damage.

O. Fire Control.

No damage.

P. Ammunition Behavior.

No damage.

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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.

None.

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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USS LST 861

(e) Effects apparently peculiar to the atom bomb.

None.

III. Effects of Damage.

(a) Effect on machinery and ship control.

None. The ship operated at full power after Test A. All machinery functioned normally.

(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.

LST 661 was outside the effective range of the explosion during Test A.

V. Preliminary Recommendation.

None.

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USS LST 661

## DETAILED DESCRIPTION OF MACHINERY DAMAGE

### A. General Description of Machinery Damage.

#### (a) Overall condition.

The overall condition of the machinery was not changed by Test A.

#### (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 overall operation of the machinery plant. All machinery has been operated since the test. Performance is normal.

### B. Boilers.

The heating boiler and its appurtenances are undamaged.

### C. Blowers.

Included in B.

### D. Fuel Oil Equipment.

Included in B.

### E. Boiler Feedwater Equipment.

Included in B.

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USS LST 661

F. Main Propulsion Machinery.

Undamaged. The ship has been underway at full power since the test with all auxiliaries operating.

G. Reduction Gears.

Undamaged. The ship has been underway since the test, at full power, using reduction and reversing gears. Performance is normal.

H. Shafting and Bearings.

Undamaged. The shafting has been operated at full power since the test.

I. Lubrication System.

Undamaged. The lubrication system was checked while the ship was underway.

J. Condensers and Air Ejectors.

Not Applicable.

K. Pumps.

Undamaged. All pumps have been tested in operation at normal pressures since Test A.

L. Auxiliary Generators (Turbines and Gears).

Not Applicable.

M. Propellers.

Undamaged. The ship has been underway at full power since the test.

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N. Distilling Plant.

Undamaged. The distilling plant has been in operation with no change in capacity or salinity.

O. Refrigeration Plant.

Undamaged. The refrigerating plant was placed in operation immediately after Test A, and functioned normally.

P. Winches, Windlasses, and Capstans.

Undamaged. All units have been tested under normal load.

Q. Steering Engine.

Undamaged. All machinery has been tested under normal operating conditions.

R. Elevators, Ammunition Hoists, Etc..

Undamaged. The tank deck elevator has not been tested but all deck equipment gear has been inspected.

S. Ventilation (Machinery).

Undamaged. All ventilation machinery was operated after Test A, and functioned normally.

T. Compressed Air Plant.

Undamaged. The air compressors were operated after Test A, and functioned normally.

U. Diesels (Generators and Boats).

Undamaged. The diesel generators have been operated since the test under normal load.

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V. Piping Systems.

Undamaged. All piping has been tested at normal working pressures since Test A.

W. Miscellaneous.

Undamaged. Laundry, galley, and machine shop equipment has been operated since Test A, and functions normally.

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USS LST 661

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. Drafts and list were the same as before test A.
2. There was no flooding.

(b) Structural Damage.

There was no structural damage in way of electrical equipment.

(c) Damage.

No damage occurred to electrical equipment due to test A.

II. Forces Evident and Effects Noted.

(a) Heat.

There was no evidence of damage to electrical equipment due to heat.

(b) Fires and explosions.

There was no damage to electrical equipment due to fires or explosions.

(c) Shock.

There was no evidence of shock in way of electrical equipment.

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(d) Pressure.

There was no evidence of pressure in way of electrical equipment.

(e) Effects peculiar to the Atom Bomb.

There was no effect peculiar to the Atom Bomb noted in way of electrical equipment.

III. Effects of Damage.

(a) Effect on electrical machinery and ship control.

No damage occurred to electrical machinery or ship control.

(b) Effect on gunnery and fire control.

There was no damage affecting gunnery or fire control.

(c) Effect on watertight integrity and stability.

There was no electrical damage affecting watertight integrity or stability.

(d) Effect on personnel and habitability.

No electrical damage affected personnel or habitability.

(e) Total effect on fighting efficiency.

No electrical damage affected the fighting efficiency of the vessel.

IV. General Summary of Observers Impressions and Conclusions.

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No damage was apparent to any electrical equipment on this vessel due to test A. It appears that present designs of electrical equipment are sufficiently rugged to withstand conditions existing on this vessel at the time of the blast.

V. Recommendations.

None.

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SECTION III

PART C - INSPECTION REPORT

SECTION C - ELECTRICAL

A. General Description of Electrical Damage.

(a) Overall condition.

The overall condition of the electric plant is the same as before the test.

(b) Areas of major damage.

None.

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

None.

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

1. Ship's service generator plant: No effect
2. Engine and boiler auxiliaries: No effect.
3. Electric propulsion: Not applicable.
4. Communications: No effect.
5. Fire control circuits: No effect.
6. Ventilation: No effect.
7. Lighting: No effect.

(e) Types of equipment most affected.

None.

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B. Electric Propulsion Rotating Equipment.

Not applicable.

C. Electric Propulsion Control Equipment.

Not applicable.

D. Ship's Service Generators.

No damage.

E. Emergency Generators.

Not applicable.

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.

J. Portable Batteries.

No damage.

K. Motors, Motor Generator Sets and Motor Controllers.

No damage.

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- 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. Ships Service Telephones.  
Not applicable.
- R. Announcing Systems.  
No damage.
- S. Telegraphs.  
No damage.
- T. Indicating Systems.  
No damage.
- U. I.C. and A.C.O. Switchboards.  
Not applicable.
- V. F. C. Switchboards.  
Not applicable.

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SECTION IV

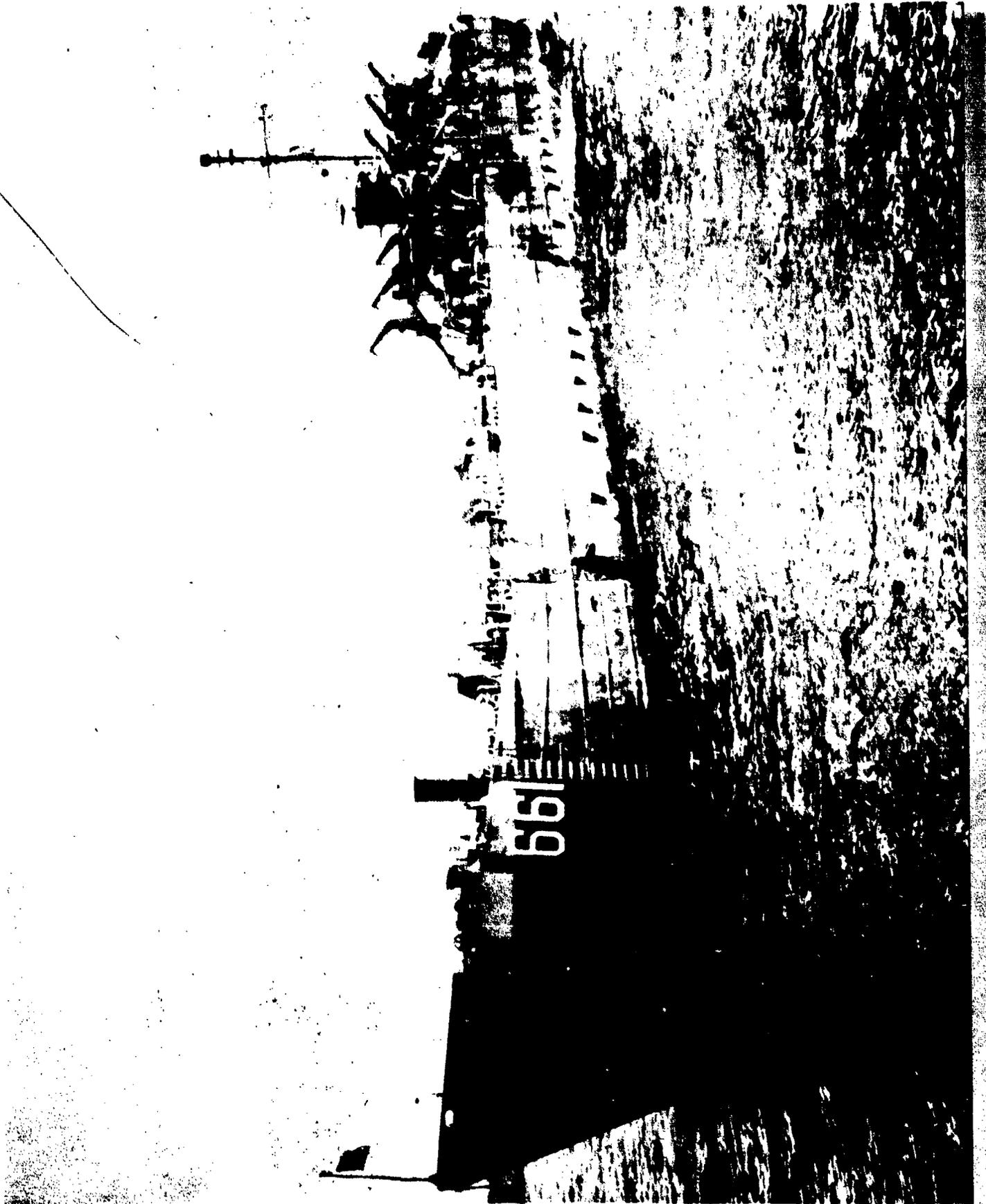
PHOTOGRAPHS

TEST ABLE

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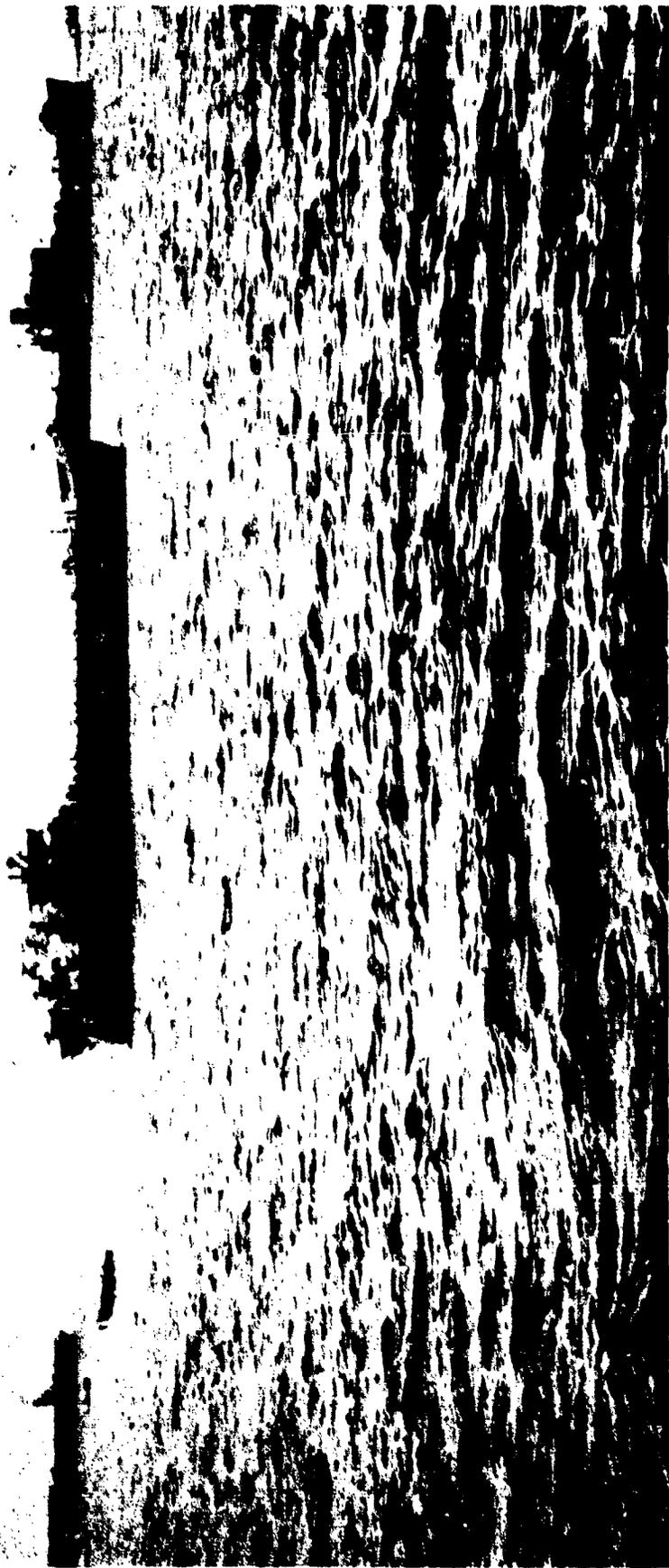
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AA-CR-227-87-92. View from off port bow after Test A.

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AA-CR-227-87-96- View from off starboard quarter after Test A.

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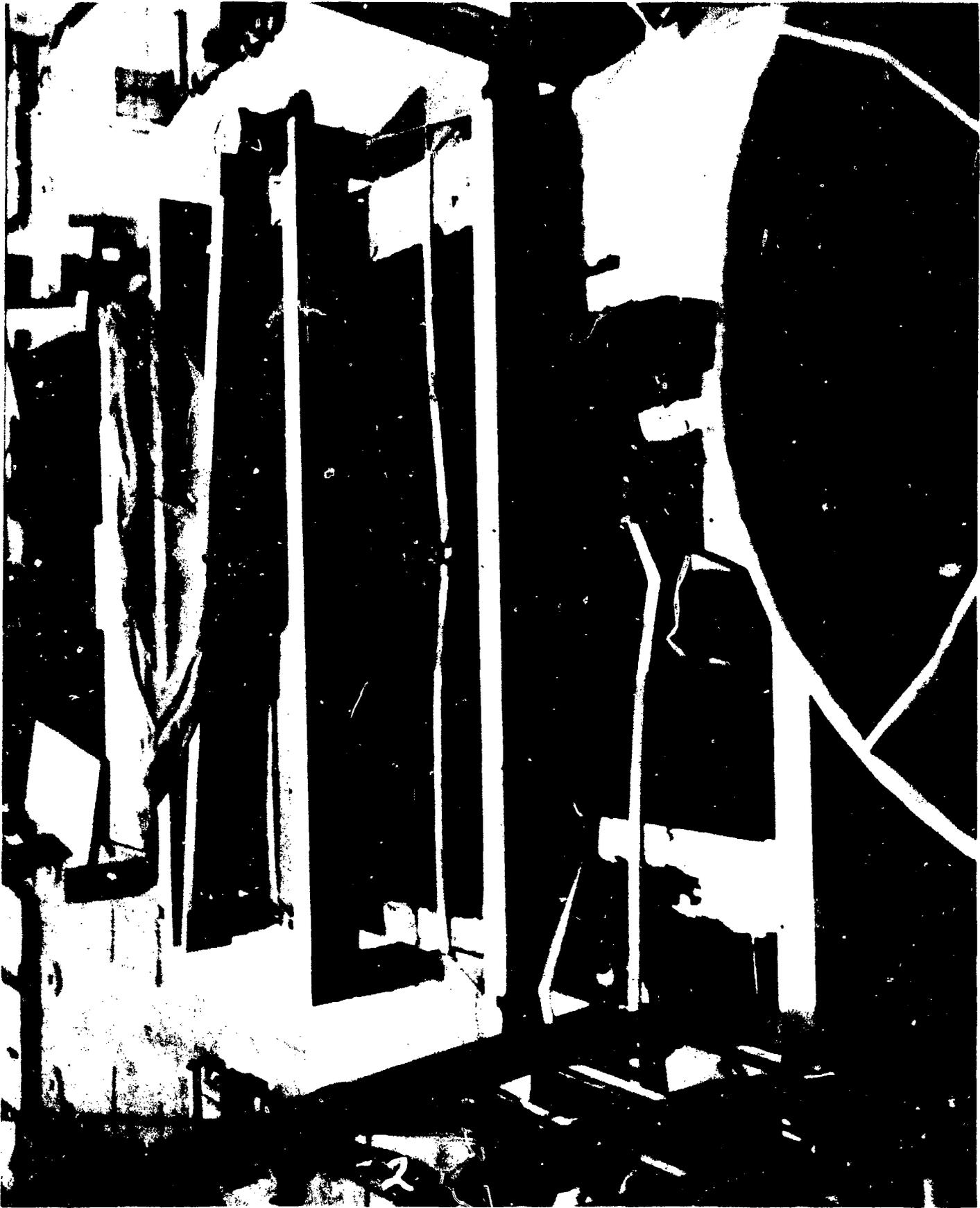
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AA-CR-81-1663-12. Remains of two life rafts on main deck, fr  
11, port.

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AA-CR-81-1664-2. Result of fire in cargo hatch cover.

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AA-CR-66-2047-6. Looking up at bottom of cargo hatch cover, showing fire damage.

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AA-CR-81-1664-1. Displaced boards and strongbacks of cargo hatch cover.

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APPENDIX

COMMANDING OFFICERS REPORT

TEST ABLE

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## SECTION III

### PART A - GENERAL SUMMARY

- I. Target Condition After Test.
  - (a) Drafts after test. No flooding occurred to change draft or list.
  - (b) Structural damage. Burned off cargo hatch frame 28-32.
  - (c) Operability: No mechanical failure was detected.
  - (d) Heat and fires: No heat damage. Fires on cargo hatch, on tank deck, three life rafts. No personnel casualties.
  
- II. Forces Evidenced.
  - (a) Heat: No discernable damages.
  - (b) Fires and explosions:
    - 1. Cargo hatch had a cane fender lying upon it. This apparently set fire to a canvas fireproofed hatch cover burning through the wooden cover.
    - 2. This fire fell down upon the tank deck and set fire to stowed tarpaulins and wooden boxes stowed there for test material topside.
    - 3. Life rafts frame 20. Two heavily painted life rafts were completely consumed. One life raft starboard fantail stowed upright facing blast was blistered.
    - 4. LCVP stowed starboard davits, painted surfaces facing blast were blistered. As well as exposed surfaces on boat in port davits. More blistering on wooden surfaces were noted than on steel backed surfaces.

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5. The smoke generators port fantail. Fuel in storage tank was apparently exploded by the blast heat, and ran out on deck and was partially consumed. Fuel oil tanks in LCVP were also leaking due to explosion.

(c) Shock: Not detected.

(d) Pressure: On starboard fantail 40 MM ammunition magazine stowage, bulkhead facing blast was found to be diaphragmed but returned to its normal position.

III. Results of test on target.

(a) None.

(b) None.

(c) Loss of hatch cover by fire effecting watertight integrity.

(d) Unchanged.

(e) Unchanged.

IV. General Summary.

With the exception of radioactivity unknown on board. Target ship suffered little damage. No more than being near usual bombing. Personnel failures unmeasured.

V. None.

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SECTION III

PART C - INSPECTION REPORT

SECTION A - HULL

- A. General description of Hull Damage.
- (a) In general this vessel was unharmed except for cargo hatch 28-32 partially burned off. Paint alongside starboard side and hull lightly blistered with sooty exterior.
  - (b) No damage.
  - (c) No damage.
  - (d) No damage.
  - (e) Unchanged.
- B. Superstructure.
- (a) Bridge area.
  - (b) Area exposed to blast paint lightly blistered.
  - (c) Target distance 2500 yards. 090° relative bearing from us. Plating thickness seems sufficient.
  - (d) None.
- C. Turrets, Guns and Directors.
- (a) Not fitted.
  - (b) Unprotected mounts.
    - (1) General condition unchanged.
    - (2) Not fitted.

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- D. Not fitted.
- E. (a) Deck undamaged except for cargo hatch frame 28-32. burned off. Believed to have started from a cane fender lying upon it.
- (b) Deck usable.
- (c) Conditions of fitting and equipment.
- (1) Unchanged.
- (2) One LCVF hung in starboard davits which had it's exterior exposed to the blast. The paint was blistered. The fuel oil tank, seams and pipe connections leaked fuel due to expansion of fuel oil. Batteries ruined.  
Two liferafts were stowed frame 20 weather deck which were heavily painted were totally consumed. One life raft starboard fantail was blistered considerably but usable.
- (d) Smoke generators fuel stowage tanks. Seams were loosened due to explosion of the fuel.
- F. (a) General conduct of exterior hull unchanged except for light blistering and paint on side exposed to blast. Also blast exposed side there were evidences of sooty deposits. In order of fuel fire on water.
- G. Interior Hull, Tank Deck.
- (a) The fire from the cargo hatch alone from frame 29-32 fell into the tank deck and embers apparantly ignited stowed tarpaulins and boxes stowed frame 27. Consuming nearly all of stowed material. Fire was extinguished upon return of Able party. Some burned off paint resulted at the scene of fire and tank deck overhead was smoke blackened.

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- (b) No cable or pipe damage resulted from blast or fire.
  - (c) None.
- H. Not fitted.
- I. No damage.
- J. No damage detected.
- K. Tanks.
  - (a) No tank damage discovered.
  - (b) No contamination of liquids.
    - (1) Fresh water tanks was cleaned by Gieger team.
    - (2) No ill effects on ships operation.
- L. Flooding.
  - (a) None.
- M. Ventilation.
  - (a) Ducts had interior scale loosened due to shock.
  - (b) No change.
  - (c) Negative.
  - (d) Negative.
  - (e) Ventilation system should ventilate local areas only. Heating as well as air conditioning units combined.

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- N. Ship control.
- (a) No damage detected.
  - (b) None.
- O. Fire control.
- (a) Not fitted.
- P. Ammunition behavior.
- (a) No ammunition in magazines or ready service boxes was effected by blast and smokeless powder samples showed no change. Test samples of all types Army ordnance as well as chemical warfare exposed on deck in case lots as well as single rounds or containers, was practically undamaged.
- Q. Ammunition handling.
- (a) Not fitted.
- R. Strength.
- (a, Starboard 40 MM ammunition stowage plate or frame deflection due to insufficient construction.
- S. Miscellaneous.
- (a) The exterior surfaces of the vessel were very rusty and unpainted. Areas protected some blistering resulted. Greater blistering were noted on wooden surfaces than upon metal surfaces.

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SECTION III  
PART C - INSPECTION REPORT  
SECTION B - MACHINERY

- A. General Description.
  - (a) No damage has been found due to test Able. Plant in operating condition.
  - (b) No damage.
  - (c) No damage.
  - (d) No damage.
- B. Boilers.
  - (a) No damage as found by inspection.
- C. No damage.
- D. No damage.
- E. Not fitted.
- F. Main propelling engine.
  - (a) No damage detected or found on trial.
- G. Reduction gears.
  - (a) No damage detected or found on test.
- H. Shafting and bearings.
  - (a) No damage detected or was found after test.

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- I. Lubricating system.
  - (a) No damage.
- J. Condensers and air ejectors.
  - (a) Not fitted.
- K. Pumps.
  - (a) All pumps in operating condition.
- L. Auxiliary generators and diesel engines.
  - (a) No damages were found due to test Able.
- M. Propellers.
  - (a) No comment.
- N. Distilling plant.
  - (a) No comment.
- O. Refrigeration plant.
  - (a) No damages, leaks were detected. When turned on refrigeration machinery functioned normally.
- P. Winches, windlasses, capstans.
  - (a) No damage found.
- Q. Steering engine.
  - (a) Test and examination found nothing to be at fault.

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- R. Elevators, ammunition hoists.
- (a) No damage was detected in inspection and test of elevator ramp, weather deck or bow ramp or doors as fitted on an LST.
- S. Ventilation machinery.
- (a) All ventilation and heating equipment working prior to test continued to do so.
- T. Air compressors.
- (a) Normal operation of equipment after test.
- U. Diesel.
- (a) No damage due to blast was found to effect either boat. One boat hanging in davits exposed to blast. The fuel tank seams were found leaky as well as fuel pipe connections. Due to expansion of fuel in tank, due to heat. The batteries of the boat were also ruined.
- V. Piping.
- (a) Test of piping found no leaks as well as liquid tests.
- W. Smoke generators.
- (a) Fuel tank seams were found leaking due to expansion of fuel in fuel tank.

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SECTION III

PART C - INSPECTION REPORT

SECTION C - ELECTRICAL

- A. General Description of Electrical Damage.
- (a) No damage was found upon examination.
  - (b) None.
  - (c) None.
  - (d) Operability remained unchanged in operating condition.
- B. Electric Propulsion Rotating Equipment.
- Not applicable.
- C. Electric Propulsion Control Equipment.
- Not applicable.
- D. Ship's Service Generators.
- No damages were found. Generators functioning normally.
- E. Not fitted.
- F. Switchboards and Distribution Panels.
- No damages found by inspection.
- G. Wiring and Wireways.
- No damage found on visual inspection.
- H. Not fitted.
- I. Submarine Propelling Batteries.
- No comment.

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- J. Portable Batteries for Main and Auxiliary Engine Starting.
- (a) Communications supply, gyro batteries in boat nearest to blast ruined. No damage found by inspection.
- K. Motors, Motor-generators, Controllers.
- (a) No damage found which test Able was responsible for.
- L. Lighting Equipment.
- (a) Lamps - approximately 2% of lamps were found extinguished. Believed to incident of service.
  - (b) Reflector - reflector lens were found broken. Believed due to personnel failure upon installation.
  - (c) Fixture mounts - no damage.
  - (d) Pendant lamp holder - not fitted.
  - (e) Shock mounts - Not fitted.
  - (f) Lamp globes - none broken.
- M. Searchlight 12" incandescent. No damage found.
- N. Degaussing equipment. No damage found.
- O. Gyro Compass equipment- No damage found.
- P. Sound powered telephone. No damage was to be found to any pertaining equipment.
- Q. Not fitted.
- R. Announcing system. No damage was found upon trial.
- S. Telegraph. Mechanical type fitted.

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- T.        Indicating System. Operating condition satisfactory.
- U.        Not fitted.
- V.        Not fitted.

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SECTION III  
PART C - INSPECTION REPORT  
SECTION D - ELECTRONICS

- A. General Description of Electronic Damage.
- (a) Conditions same as before test.
  - (b) No damage.
  - (c) No damage.
  - (d) Unchanged.
    - 1. Radar in same working condition.
    - 2. Radios in same working condition.
    - 3. Sonar (none aboard).
    - 4. Loran (none aboard).
  - (e) No equipment shows signs of being affected.

  
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USS LST 661



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

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

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Subject: Declassification of Report

AD-376836L ✓	XRD-98 ✓
AD-376835L ✓	XRD-97 ✓
AD-376834L ✓	XRD-96 ✓
AD-376833L ✓	XRD-95 ✓
<del>X</del> AD-376832L ✓	XRD-94 ✓ <i>re-ingest</i>
✓✓ AD-367458 ✓	XRD-93 ✓
<del>AD-367457</del> ✓	XRD-92-Volume 2 ✓
<del>AD-367456</del> ✓	XRD-91-Volume 1 ✓
<del>AD-367455</del> ✓	XRD-90 ✓
<del>AD-367454</del> ✓	XRD-89 ✓
AD-367453 ✓	XRD-88 ✓
<del>AD-367452</del> ✓	XRD-87 ✓
AD-366764 ✓	XRD-86 ✓
AD-376837L ✓	XRD-99
AD-366758 ✓	XRD-78 ✓
AD-366734 ✓	XRD-44 ✓
AD-366763 ✓	XRD-85 ✓
AD-376829L ✓	XRD-77 ✓
✓✓ AD-367462 ✓	XRD-103 ✓
✓✓ AD-367463 ✓	XRD-104 ✓
✓ AD-367461 ✓	XRD-102 ✓
AD-367460 ✓	XRD-101 ✓

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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