

Classification canceled by authority of
OPNAVINST S5513.16 enclosure (2)
on 12 SEP 44 *John C. Jones* CDR
(Date) (Signature) (Rank)
NAVAL SEA SYSTEMS COMMAND
Department of the Navy

FINAL REPORT

U. S. S. SARATOGA (CV3)

TORPEDO DAMAGE

JANUARY 11, 1942

The Commander-in-Chief, United States Fleet and Chief of Naval Operations directs that this report be shown only to those persons to whom the report would be of value in the performance of their duties.

Steps shall be taken accordingly to insure that the report will be seen by those persons responsible for design, construction and repair of naval vessels, as well as for their operation, but by no others.

640225-0105

ON LOAN AND TO BE RETURNED TO BUSHIPS
CODE 423 ON OR BEFORE 1 MAY 1964

15 November, 1942

Bureau of Ships
Navy Department

WAR DAMAGE REPORT No. 19

Encl (1) to BuShips ltr
Ser 423-011 (1944)

Printed By U. S. Hydrographic Office

Dupe
6
NAS-2079

OFFICIAL PHOTOGRAPH,
BE RELEASED FOR PUBLICATION

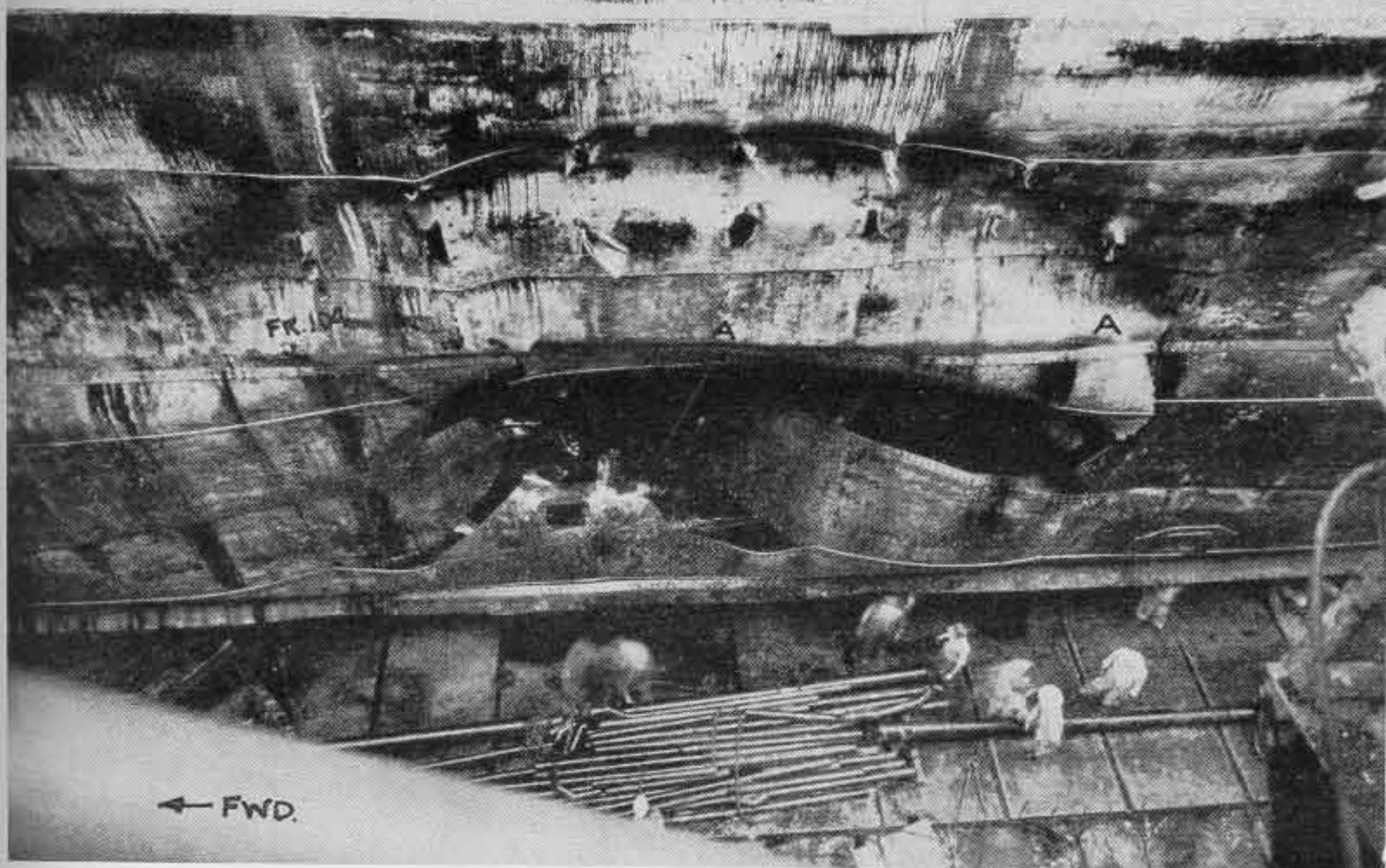


Photo 1: View from side of dock. Ridge A-A is at the junction of the upper and lower blisters where the inaccessible outboard corner is filled with cement.

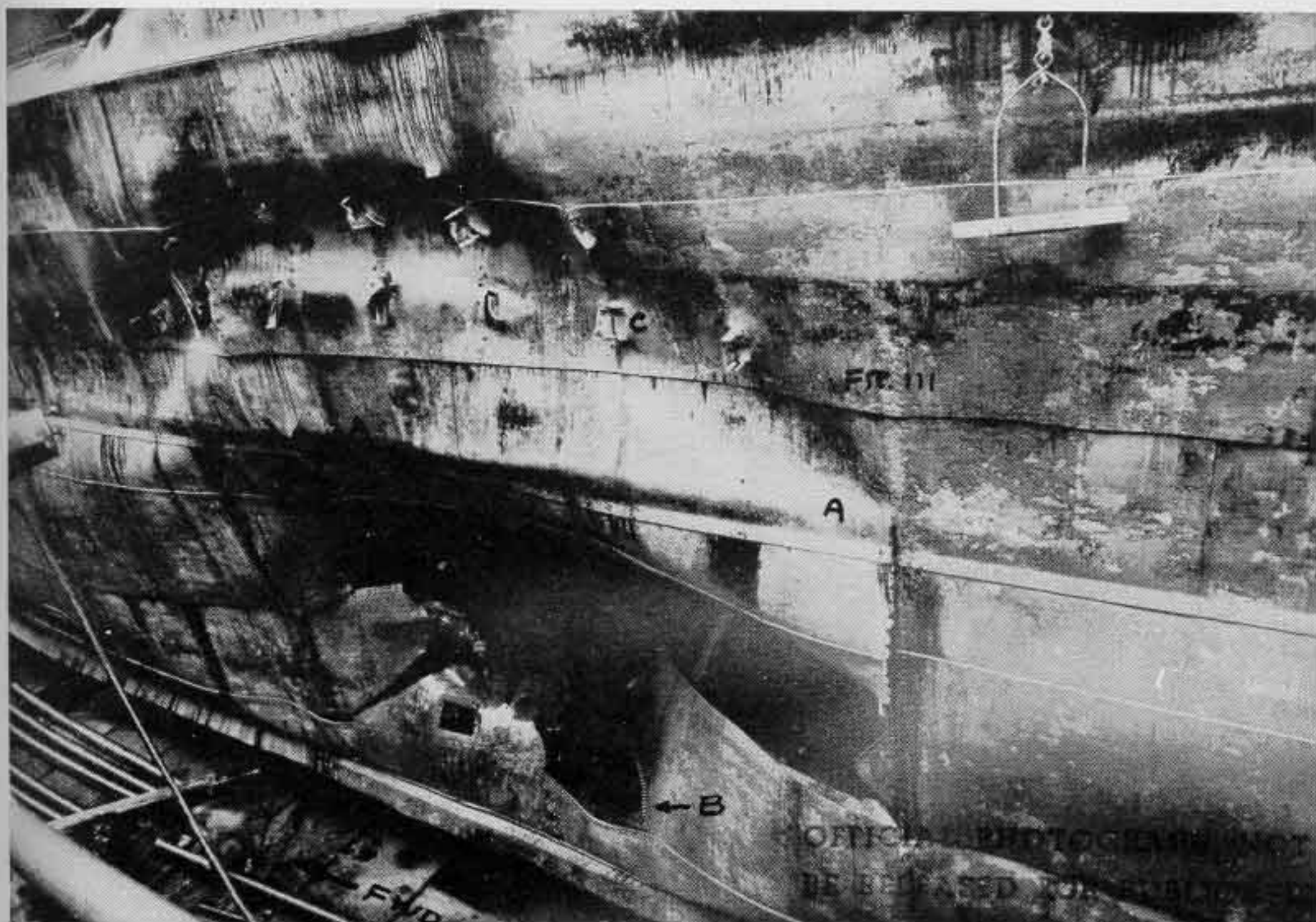


Photo 2: View from half-way down the dock, looking forward. Countersunk rivets pulled out at B. Channel struts in upper blister pierced the plating as at C.

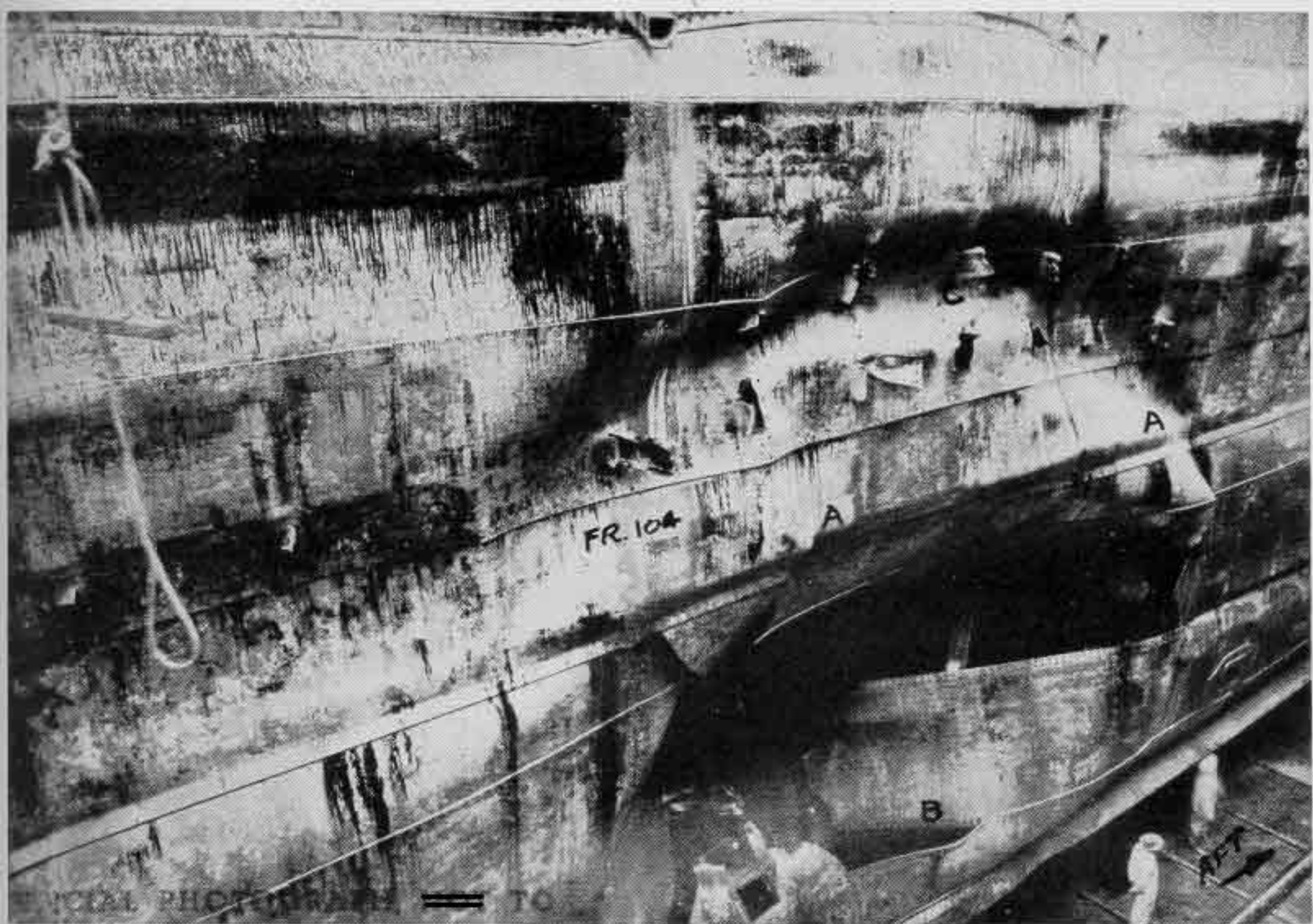


Photo 3: View from half-way down the dock looking aft.

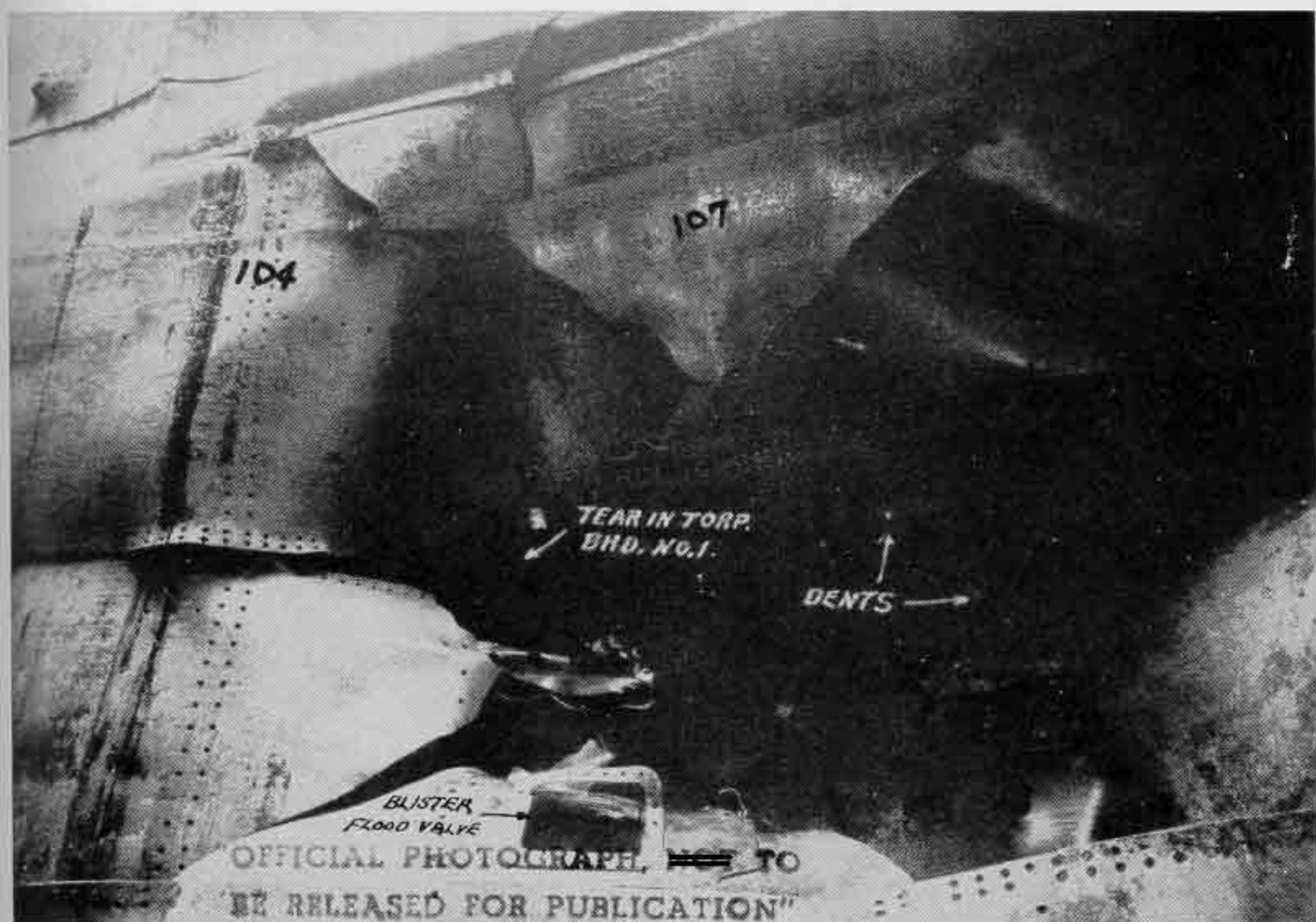
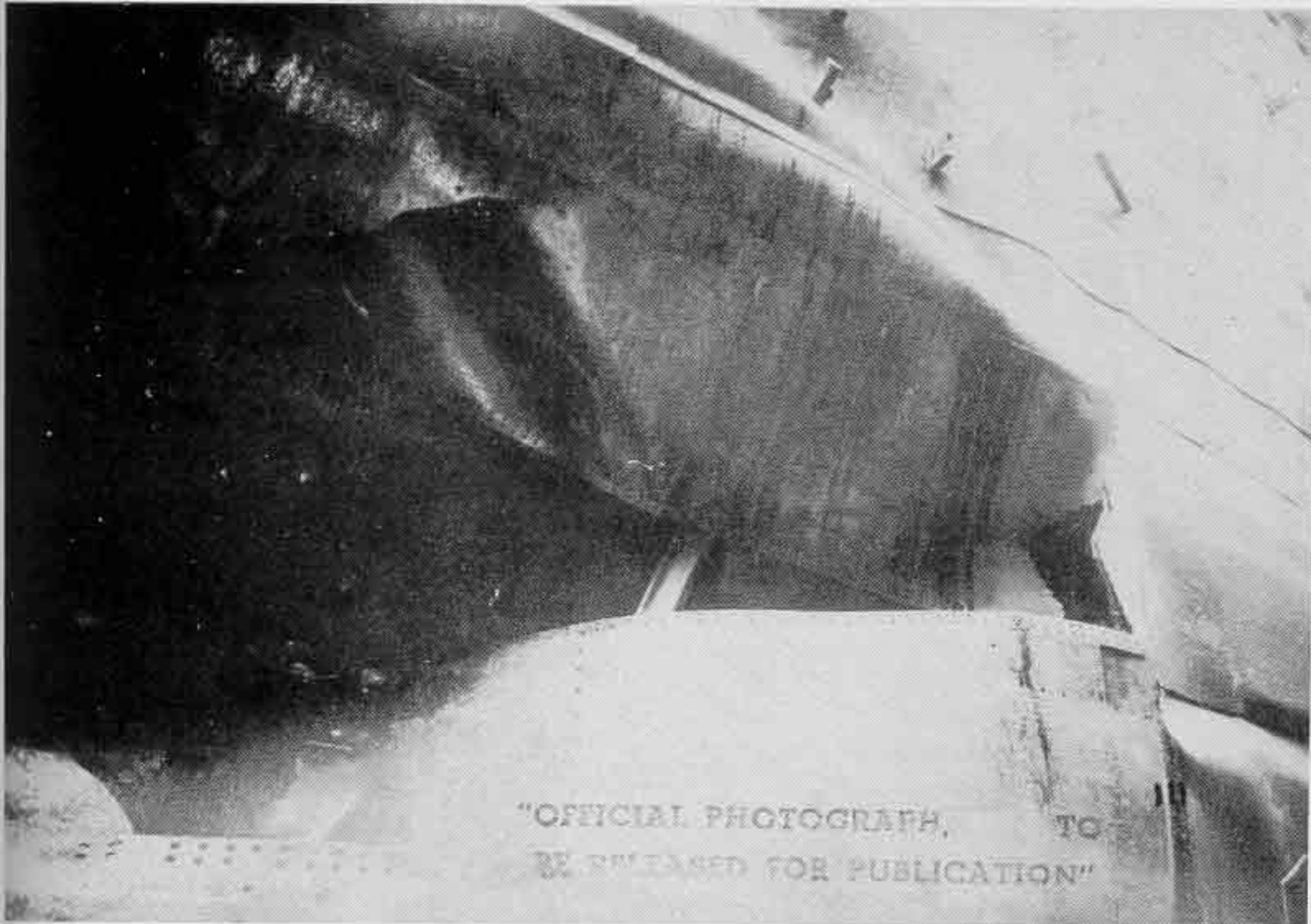


Photo 4: View from directly opposite the damage showing torpedo bulkhead No. 1 and the forward edge of the hole.



"OFFICIAL PHOTOGRAPH, TO
BE RELEASED FOR PUBLICATION"

Photo 5: After edge of the hole.

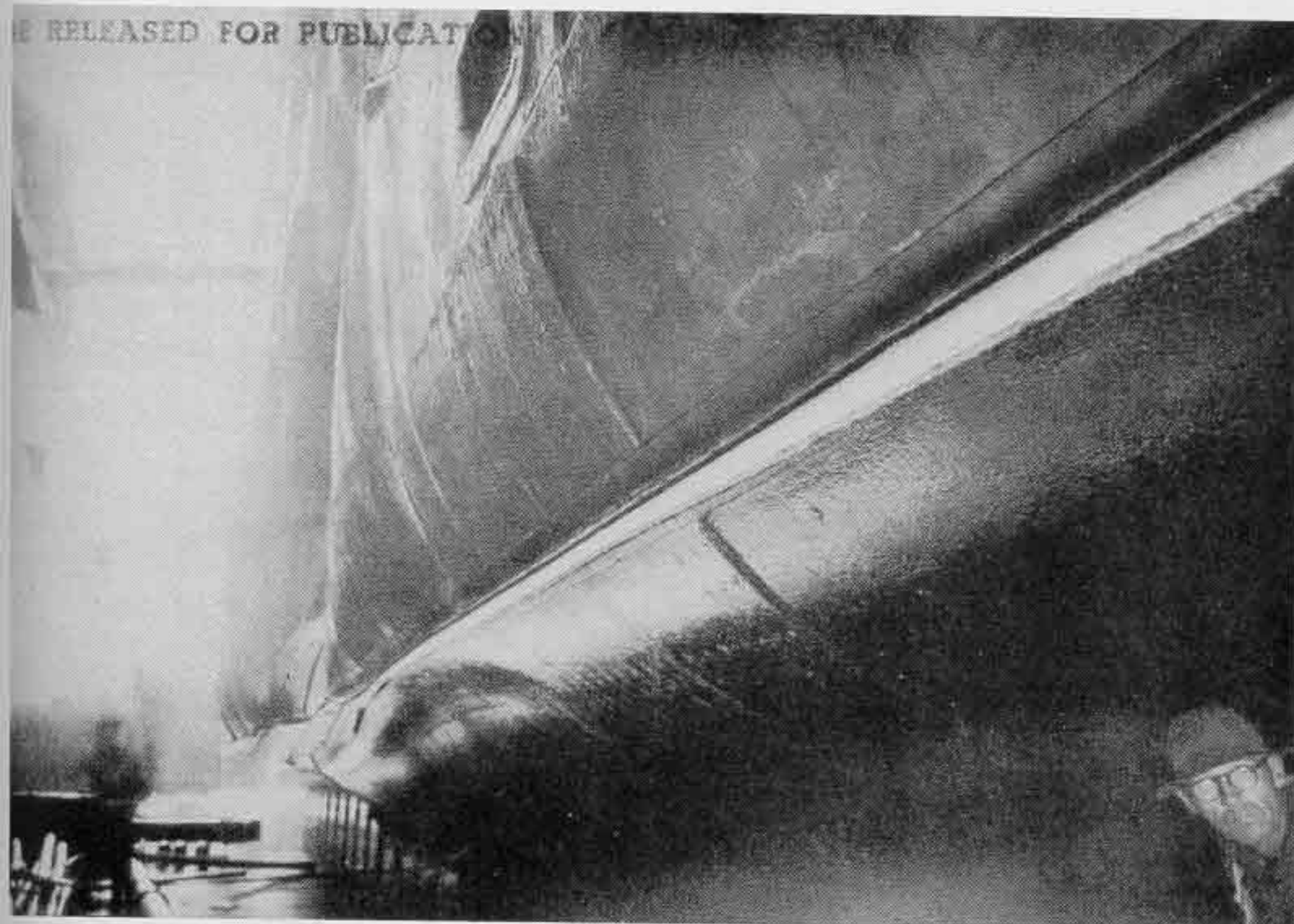


Photo 6: View looking forward along the port bilge keel. Note how the bottom plating inboard of the bilge keel was blown down by the explosion.



Photo 7: View forward along the outer row of keel blocks. Note that the docking keel is bowed up (D). The maximum lift is about 6 inches.

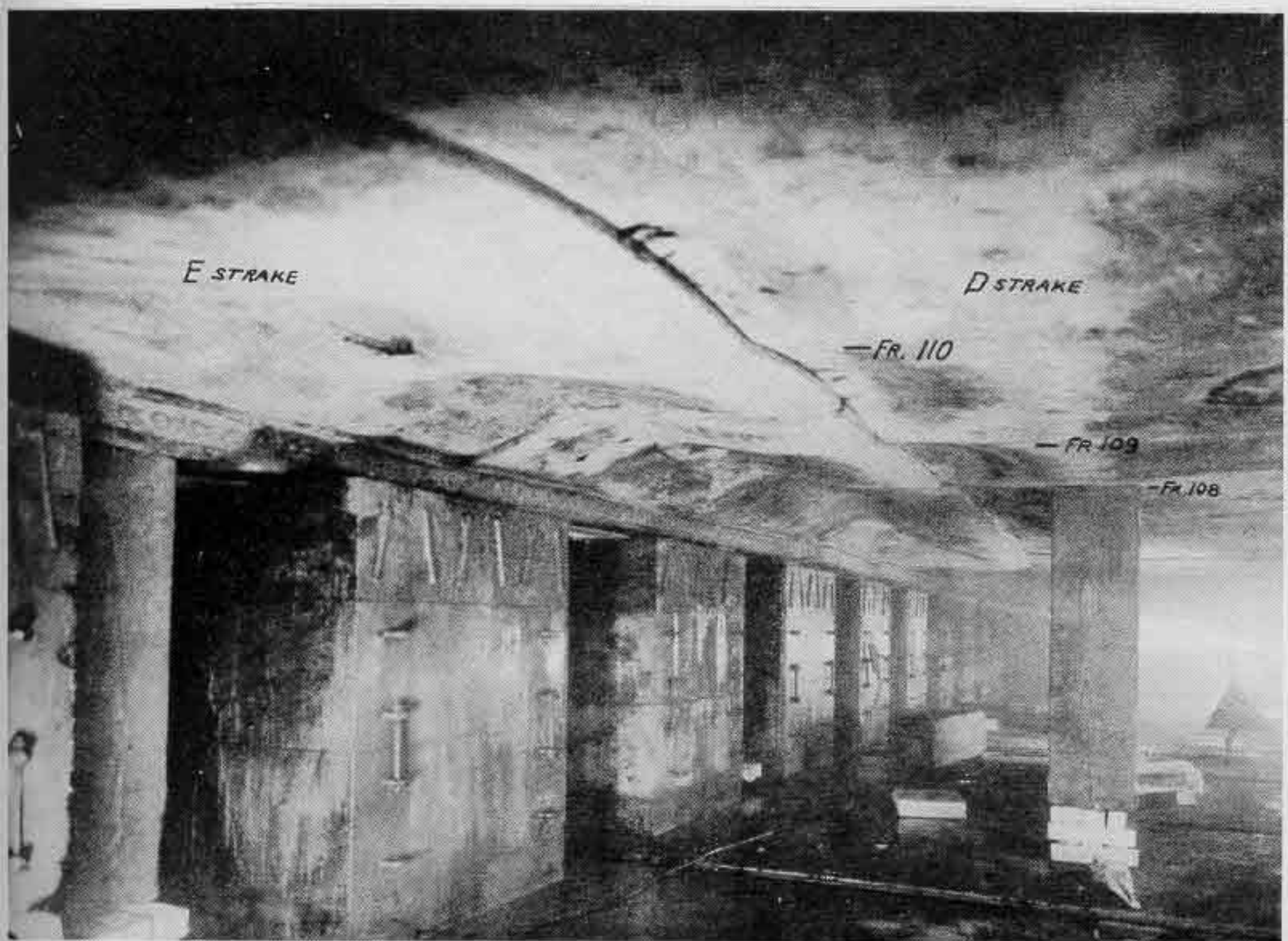


Photo 8: View inboard of the outboard docking keel looking forward and showing shell indentations. (See plate III).

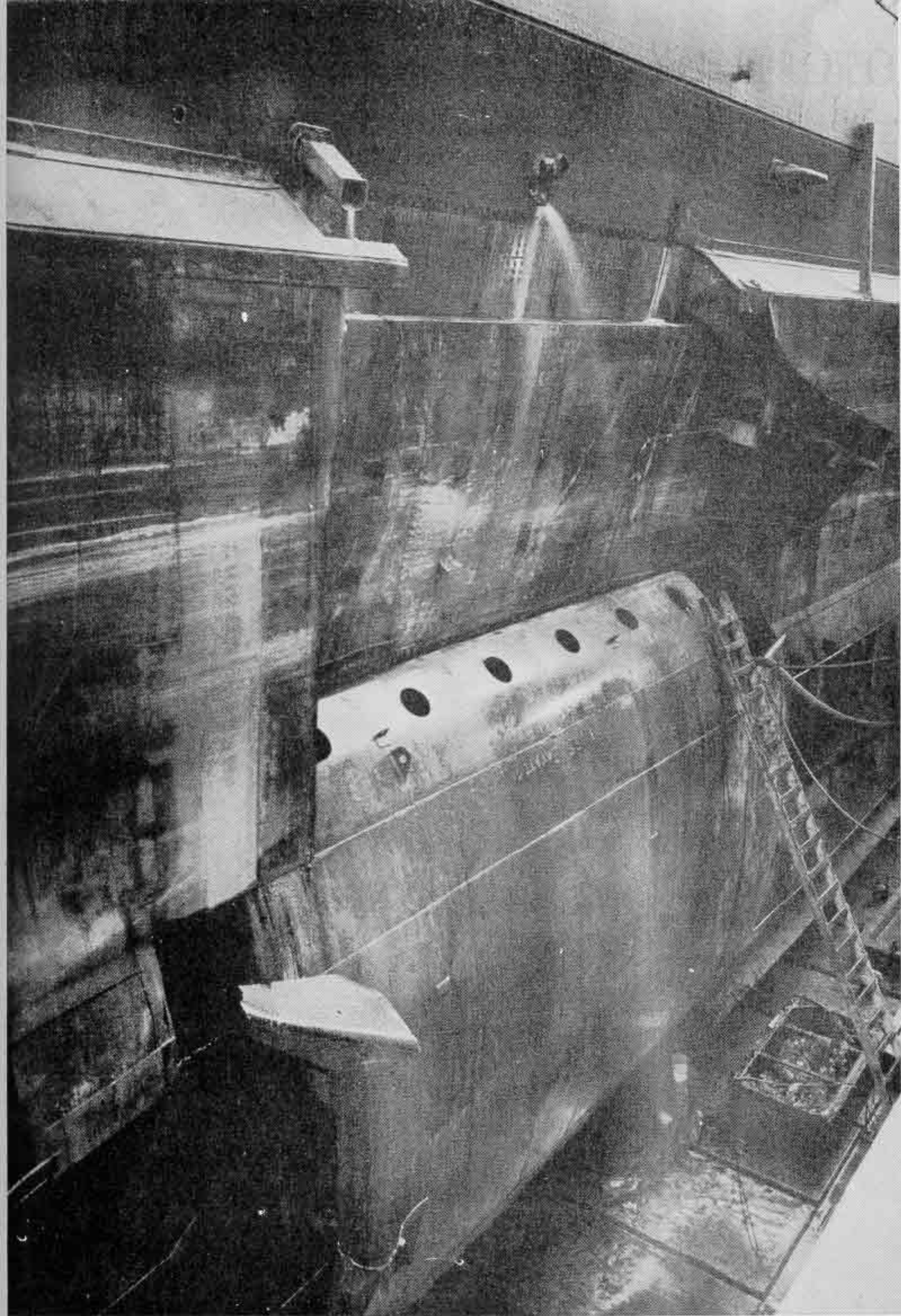
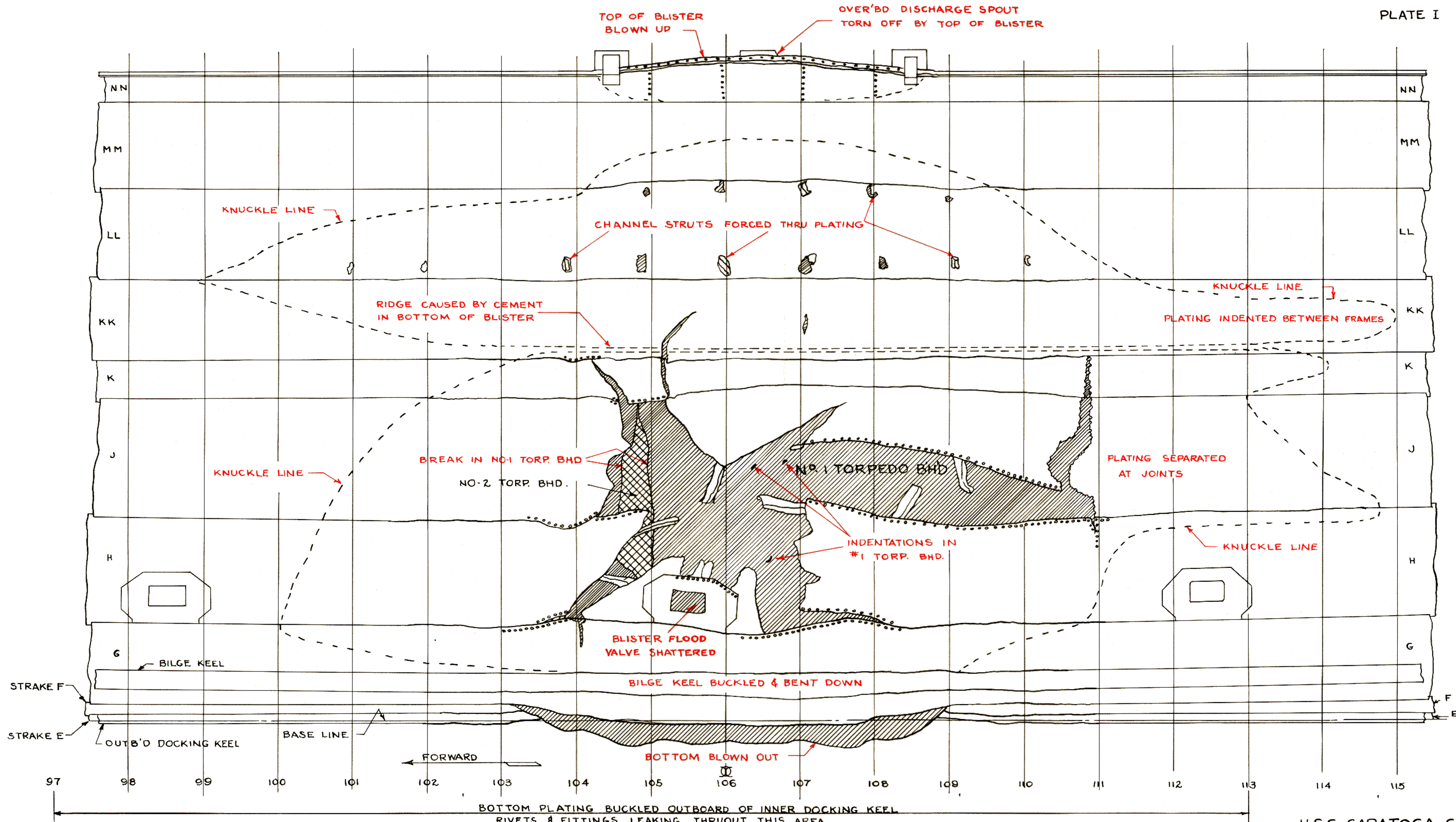


Photo 9: General view of temporary patch on arrival at Puget Sound looking aft and showing plating peeled back by action of the sea.



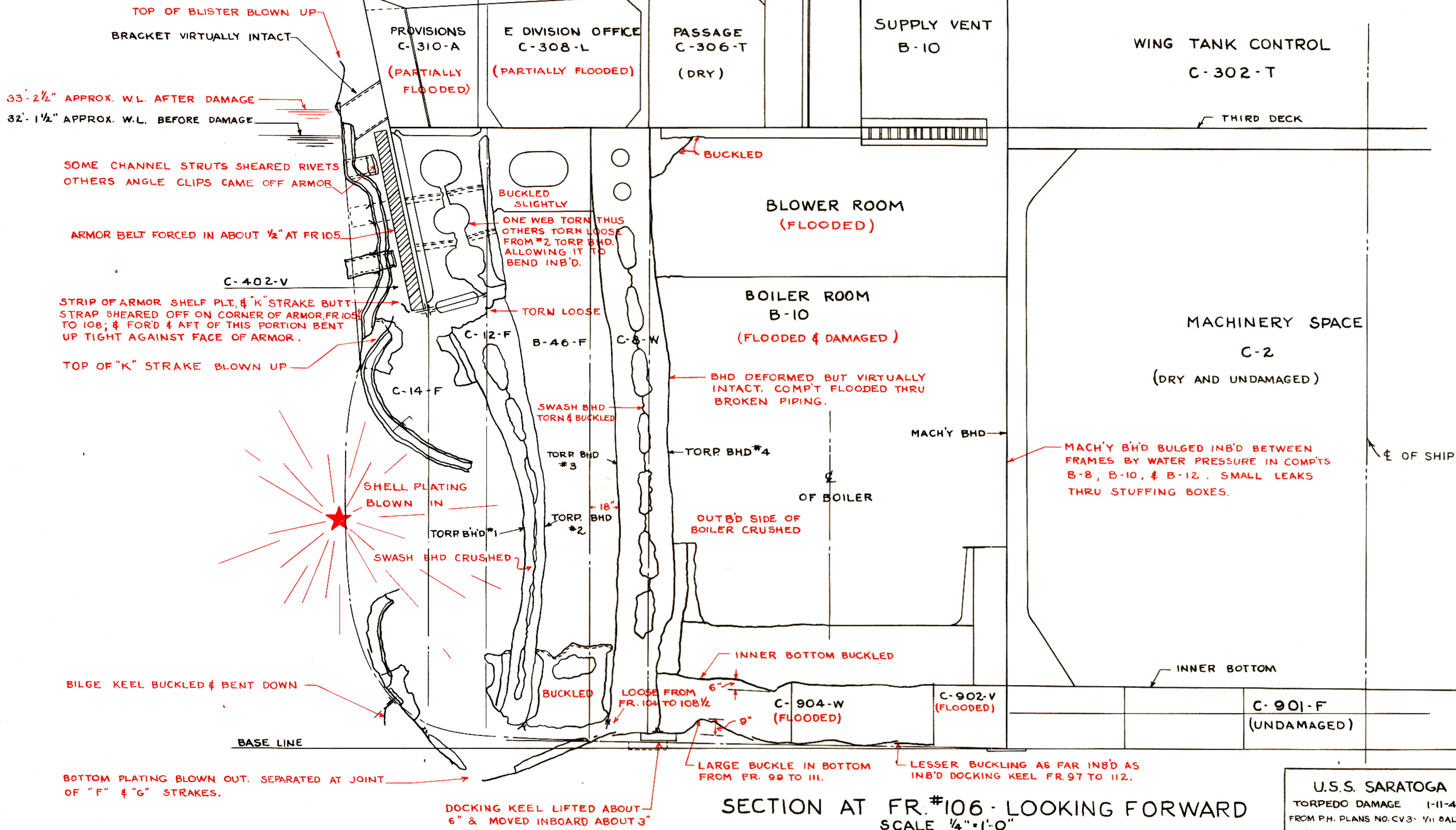
BOTTOM PLATING BUCKLED OUTBOARD OF INNER DOCKING KEEL
RIVETS & FITTINGS LEAKING THRUOUT THIS AREA

ELEVATION OF TORPEDO DAMAGE - PORT SIDE

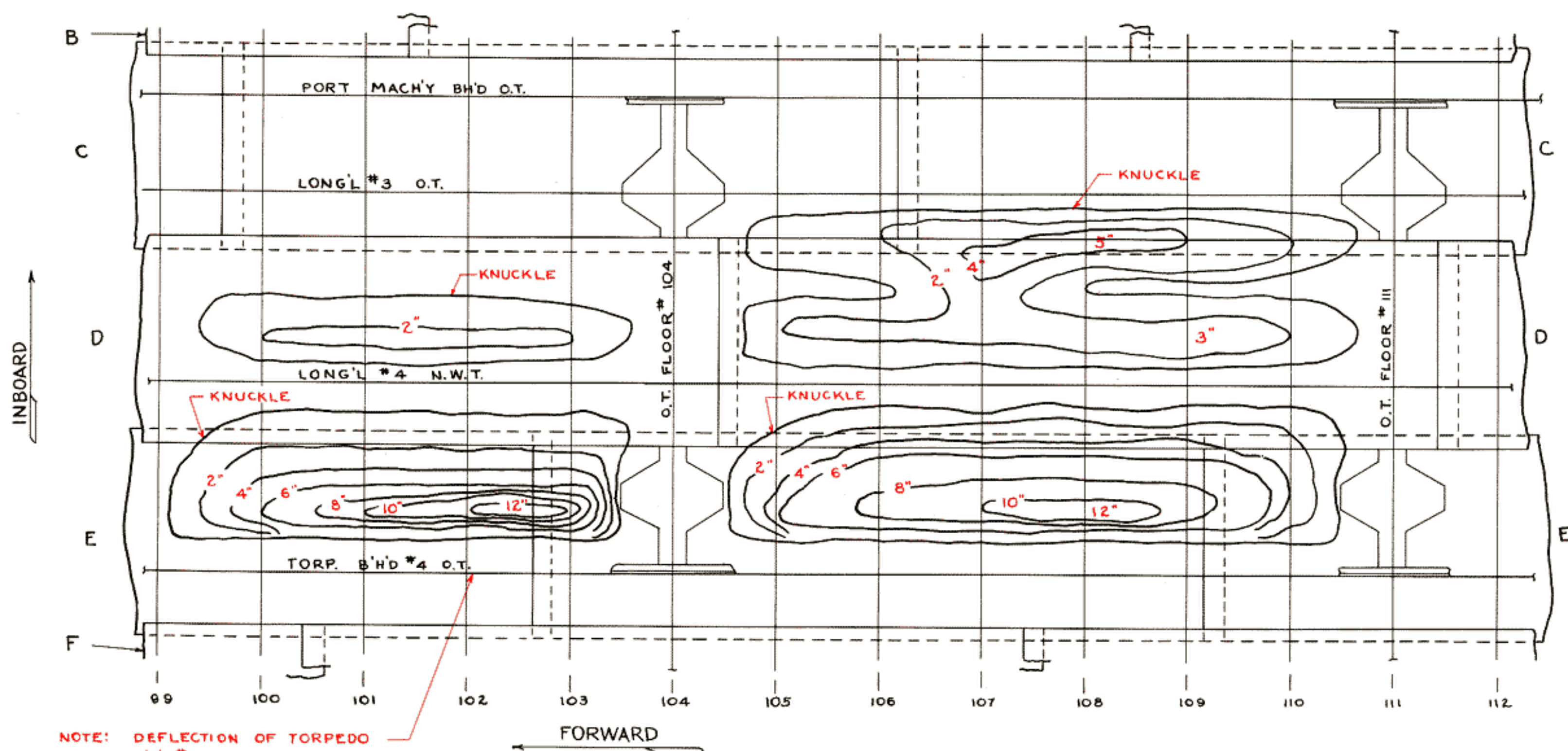
SCALE 1/4" = 1'-0"

U.S.S. SARATOGA CV-3
TORPEDO DAMAGE 1-11-42
FROM PH. PLAN NO. CV3-11/1-8 ALT 1.
NAVY DEPT. BU. SHIPS

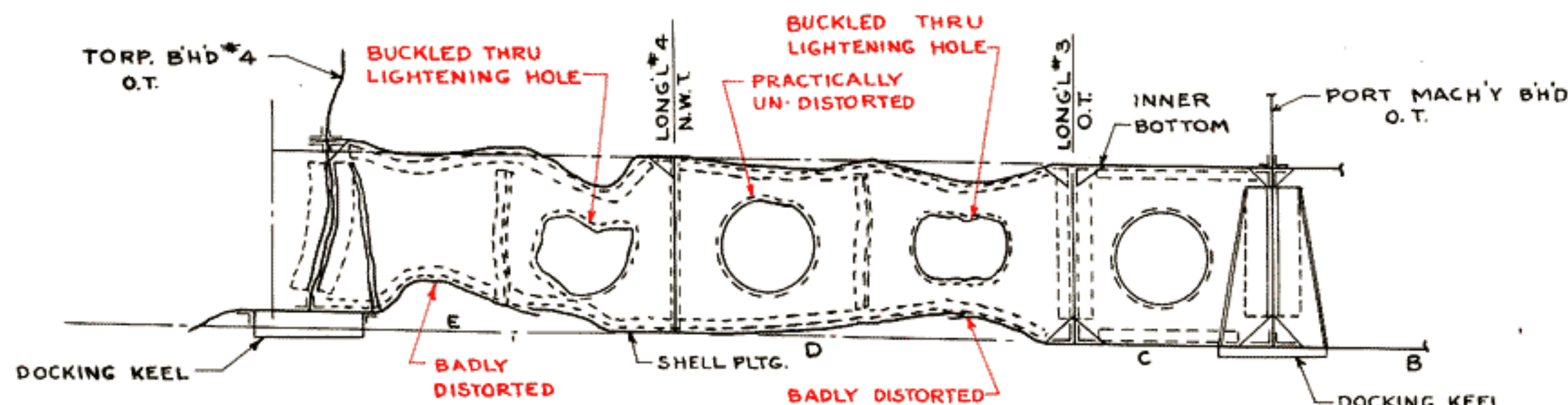
WM F.E. Haeberle



U.S.S. SARATOGA
TORPEDO DAMAGE 1-11-42
FROM P.H. PLANS NO. CV 3- VII BALT. I
NAVY DEPT. BUREAU OF SHIPS
Wm. F. Haerberle



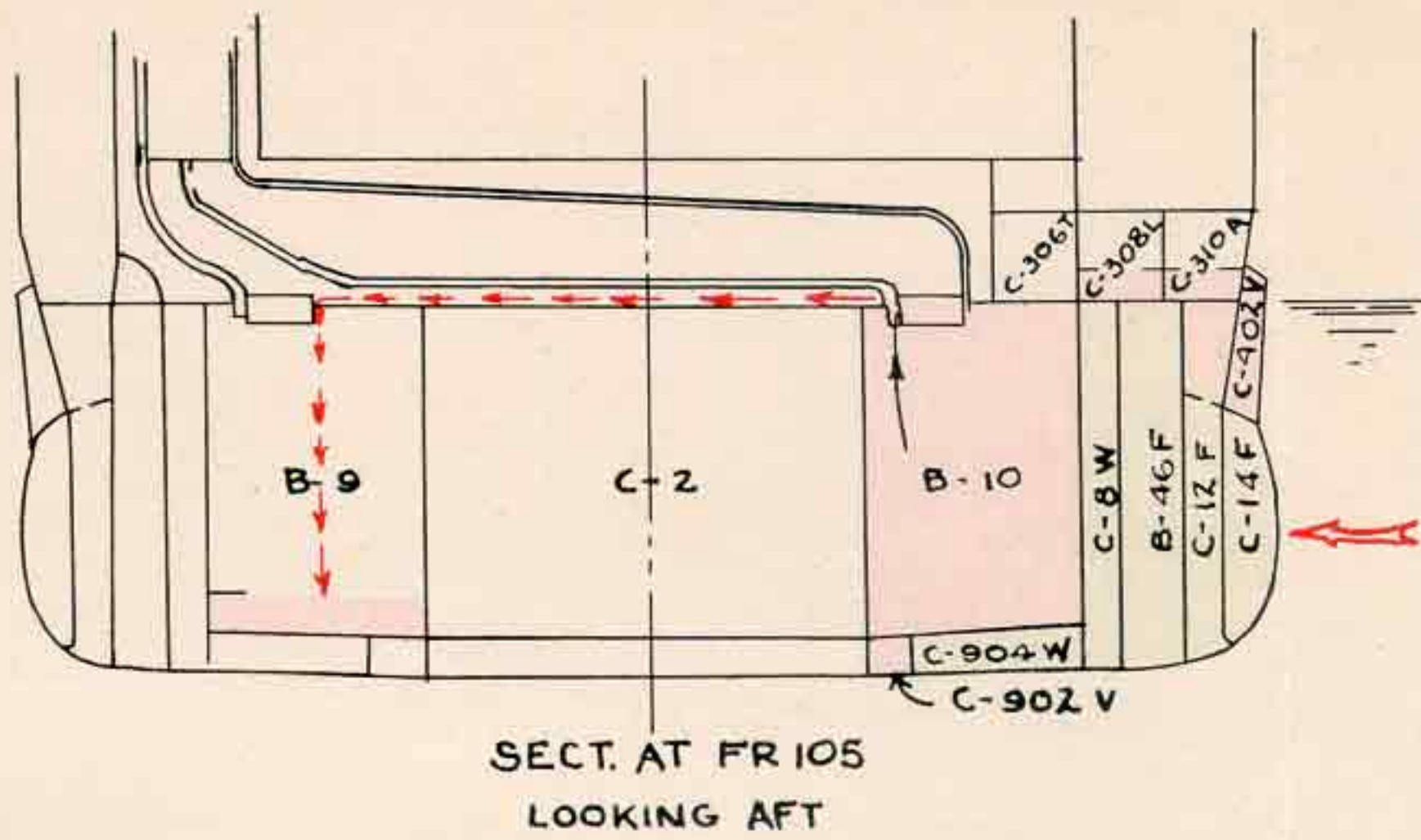
PLAN OF BOTTOM SHELL PLATING
SHOWING CONTOUR OF INDENTATIONS
SCALE: $\frac{1}{4}" = 1'-0"$



TYPICAL BUCKLING OF FLOORS
FRAME #107 SHOWN-LOOKING F'W'D
SCALE $\frac{3}{8}" = 1'-0"$

U.S.S. SARATOGA
CV-3
TORPEDO DAMAGE 1-11-42
FROM PUGET SOUND PLAN NO. 101-103
NAVY DEPARTMENT BUREAU OF SHIPS

WMM J.E. Haehle



UPPER VOIDS	C-408 V	C-404 V	C-402 V	B-410 V	B-408 V	
BLISTER	C-30 F	C-22 F	C-14 F	B-50 F	B-42 F	
1ST LAYER	C-28 F	T C-20 F	C-12 F	T B-48 F	B-40 F	T
2ND LAYER	C-26 F	C-18 F	C-10 F	B-46 F	B-38 F	B-34 F
3RD LAYER	C-24 W	C-16 W	C-8 W	B-44 W	B-36 W	
BOILER RMS	B-14	B-12	B-10	B-8	B-6	
	125	118	111	104	97	90
MACHY SPACES			C-2	C-1		
			OF SHIP			

PLAN

	C-914 W	C-910 W	C-904 W	B-920 W	B-914 W	
	C-912 V	C-908 V	C-902 V	B-918 V	B-912 V	
	C-911 F	C-906 F	C-901 F	B-916 F	B-911 F	
	OF SHIP		104			

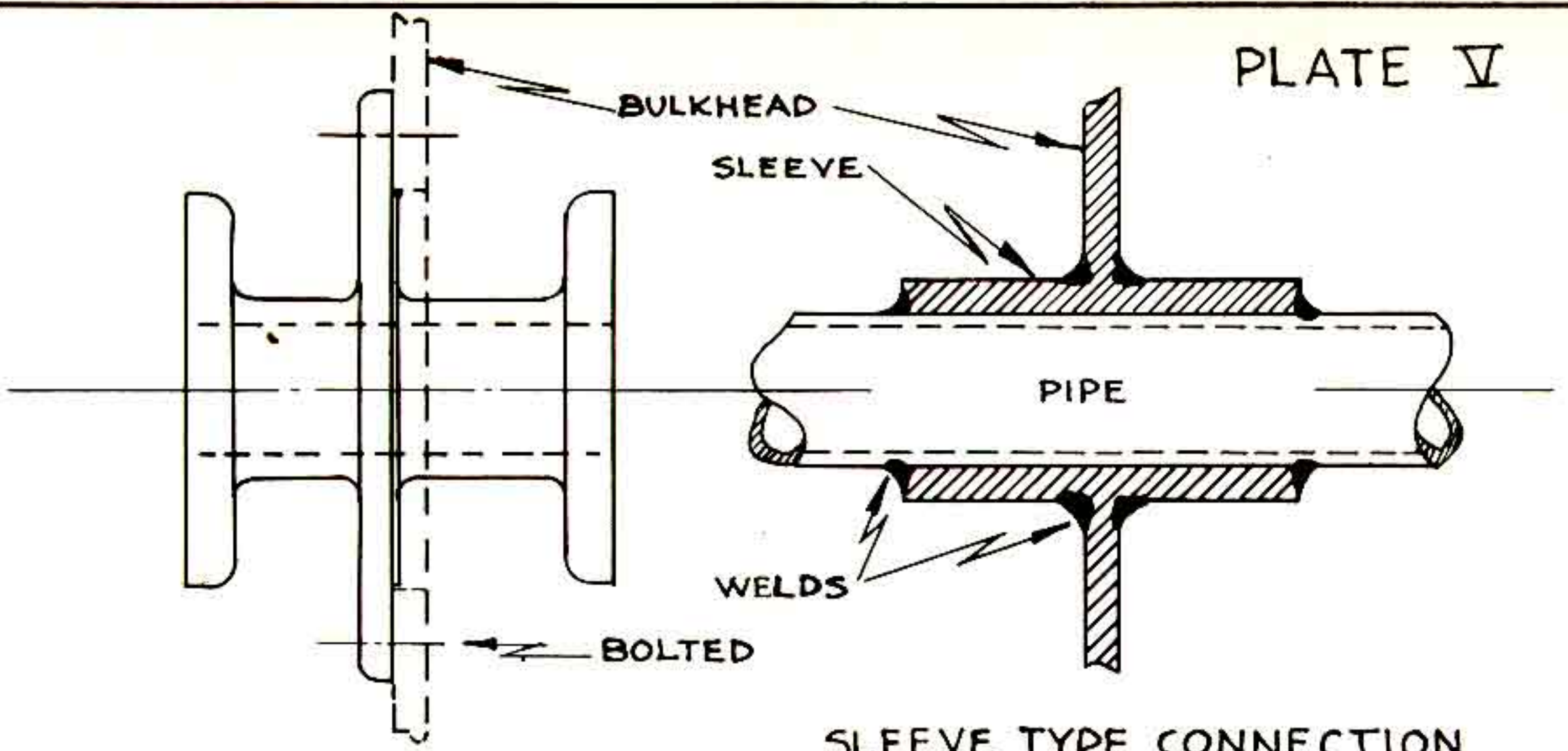
INNER BOTTOM

☐ FILLED BEFORE DAMAGE

☐ FLOODED BY DAMAGE

U. S. S. SARATOGA - CV3
FLOODING DIAGRAM
TORPEDO DAMAGE
11 JAN. 1942
NAVY DEPT. BUREAU OF SHIPS

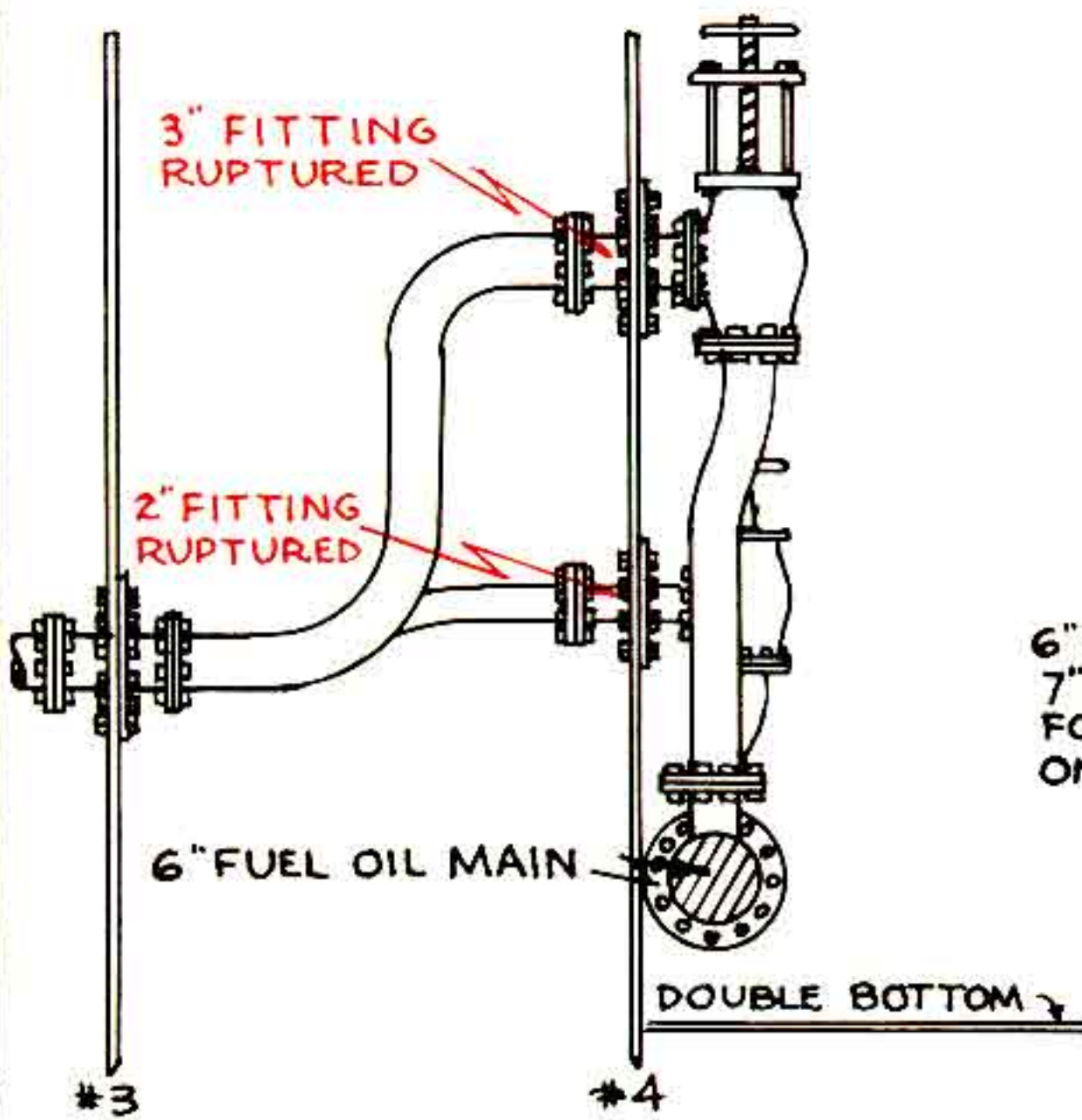
WMM *F.E. Staebler*



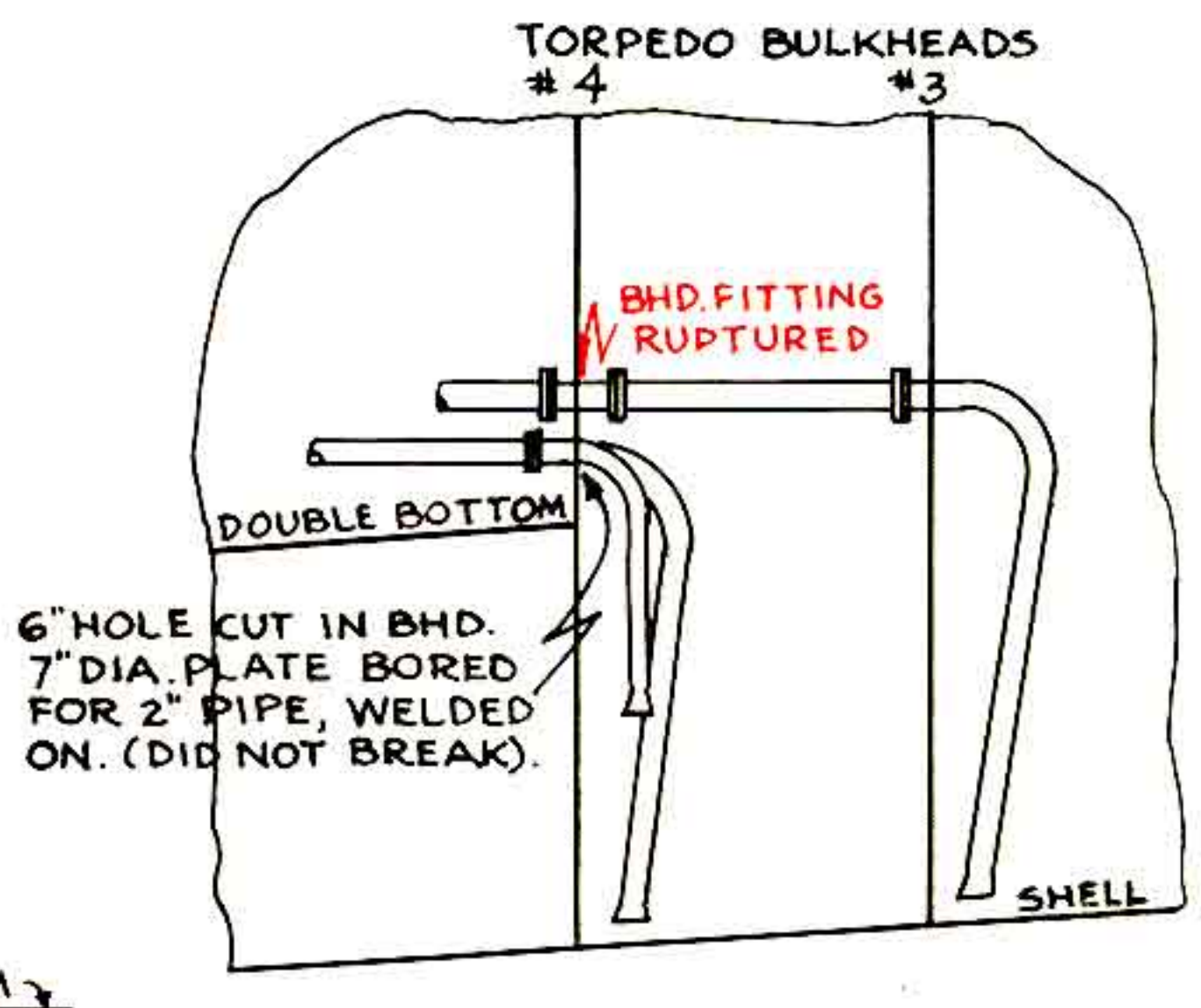
CAST BULKHEAD FITTING

USED ON CV3

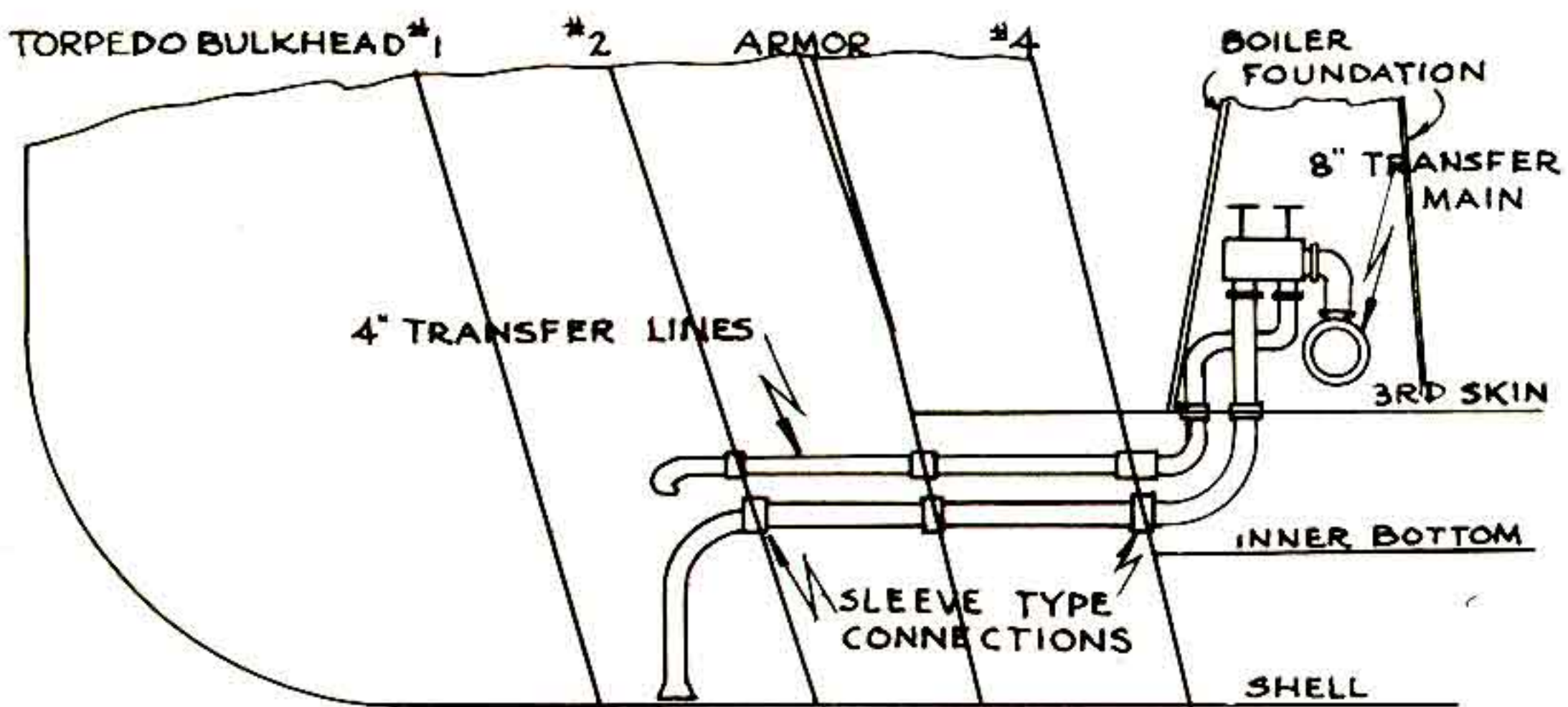
SLEEVE TYPE CONNECTION



FUEL OIL RECIRCULATING PIPING
CV-3



FUEL OIL TANK DRAIN SYSTEM
CV-3



ARRANGEMENT OF FUEL OIL TRANSFER PIPING
BB-57

(ARRANGEMENT OF 5" SERVICE
PIPING AND 2 1/2" DRAIN PIPING
GENERALLY SIMILAR.)

NAVY DEPARTMENT
BUREAU OF SHIPS

OCTOBER, 1942

F.E. Heberle