

Classified by authority of

OPNAN 154 x 15 enclosure

[illegible]

(Date)	(Signature)	(Rank)
--------	-------------	--------

NAVAL AIR SYSTEMS COMMAND

Department of the Navy

PRELIMINARY REPORT
U.S.S. SARATOGA
TORPEDO DAMAGE
JANUARY 11, 1942.

DAMAGE CONTROL AND CHEMICAL DEFENSE

Duke

710205-4050

Feb. 14, 1942

Bureau of Ships
Navy Department

WDR #3

Dupe
1-2002

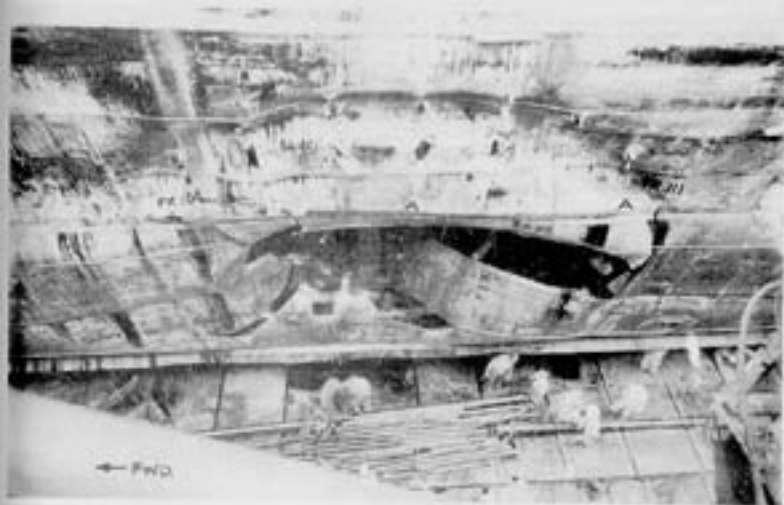


Photo No. 1: View from side of dock. Ridge A-A is at junction of upper and lower blisters, where the inaccessible outboard corner is filled with cement.



Photo No. 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.

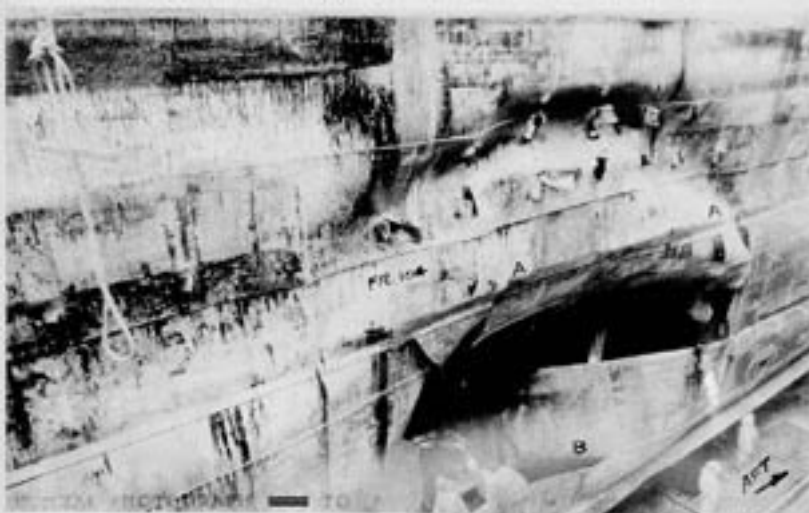


Photo No. 3: View from same level as No. 2, looking aft.

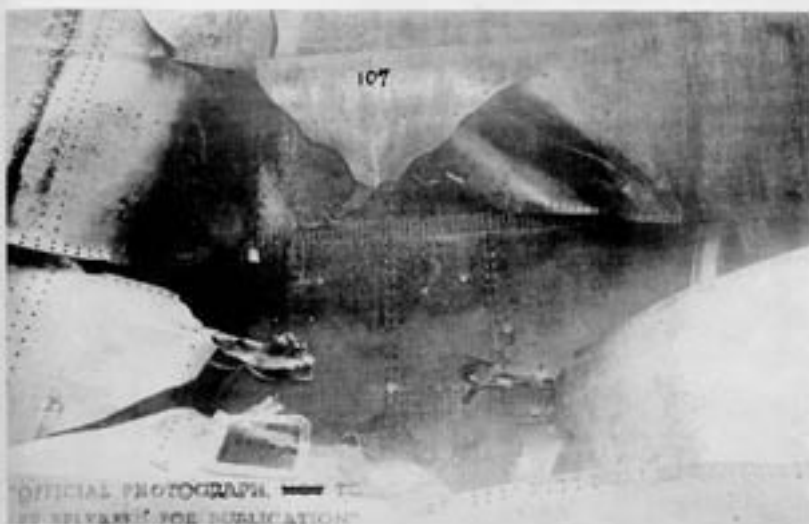


Photo No. 4: View from directly opposite damage, showing torpedo bulkhead No. 1.

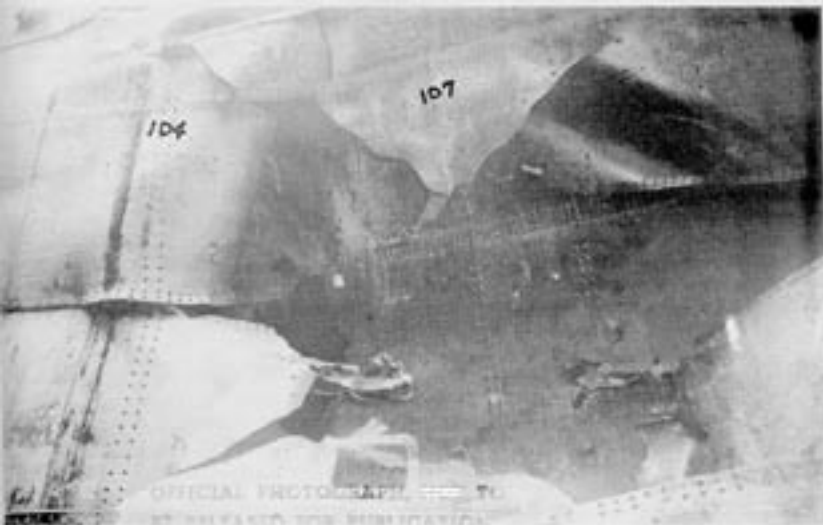


Photo No. 5: Forward edge of hole.

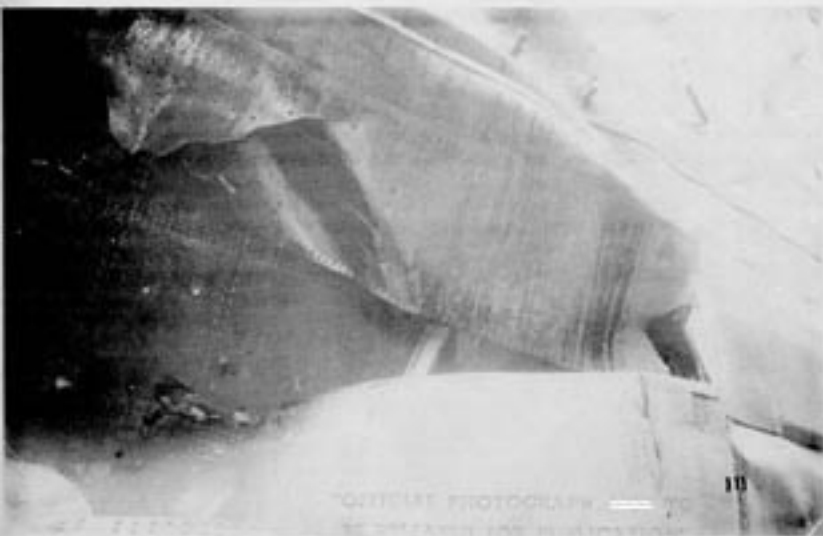


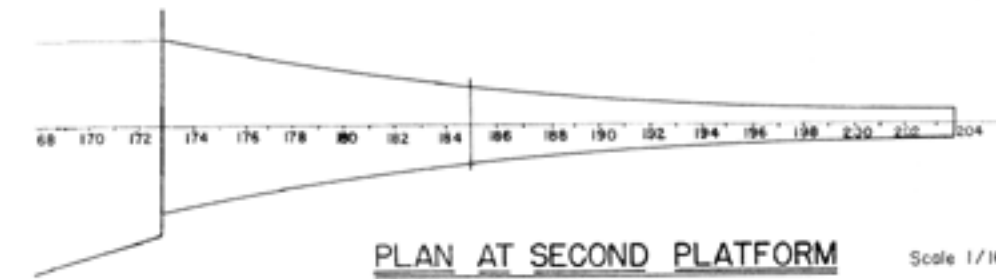
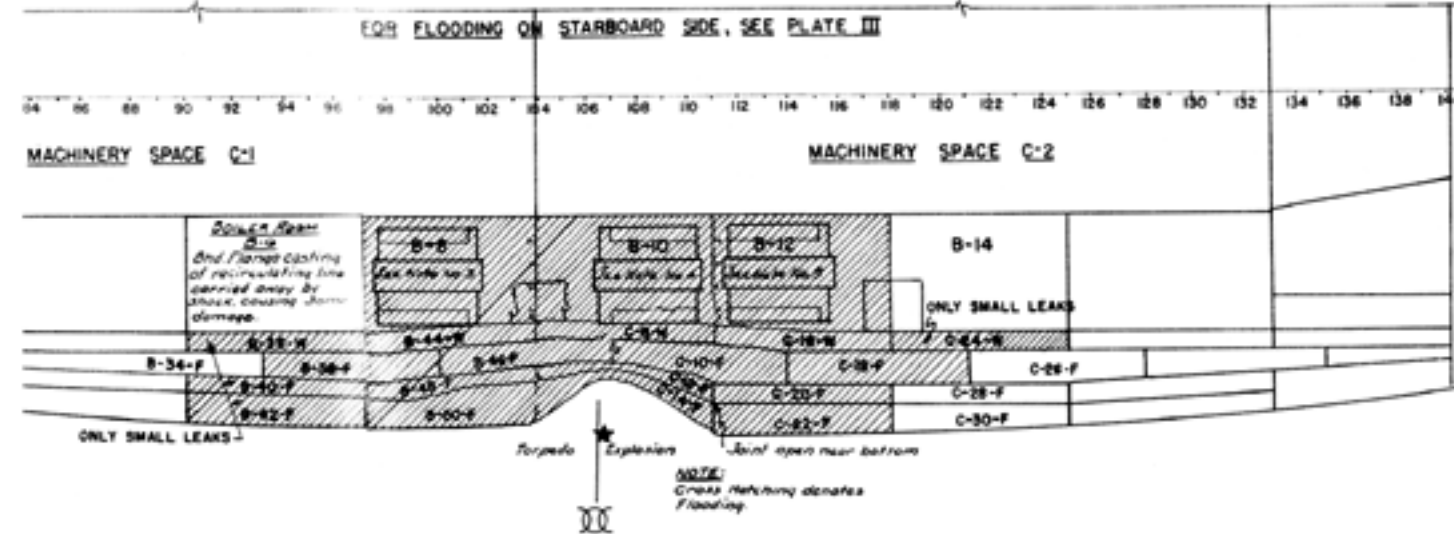
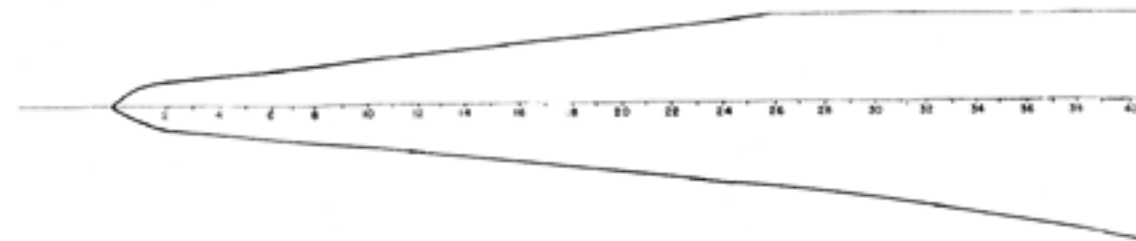
Photo No. 6: After edge of hole.



Photo No. 7: View looking forward along port bilge keel. Note how the bottom plating inboard of the bilge keel was blown down by the explosion.

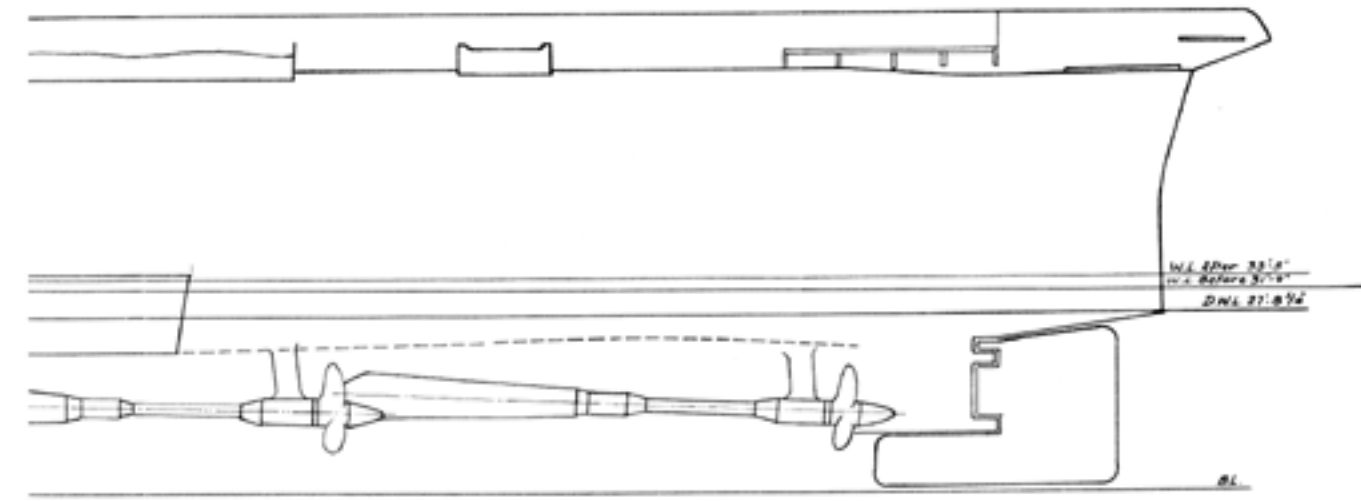
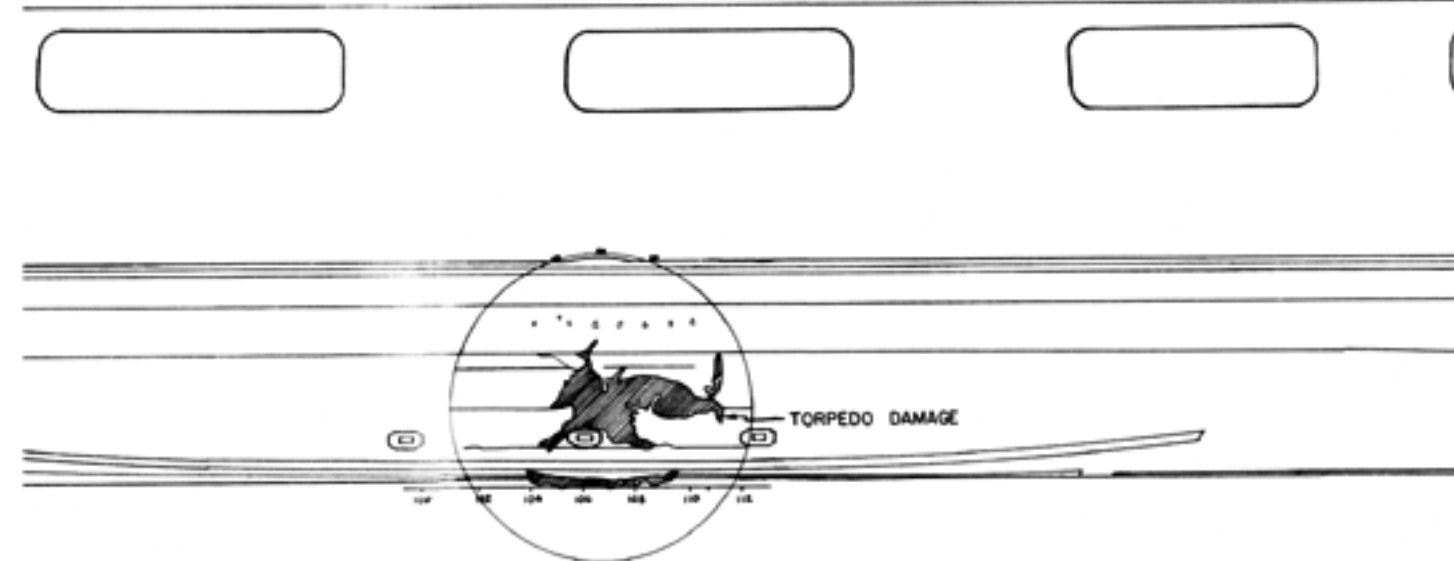
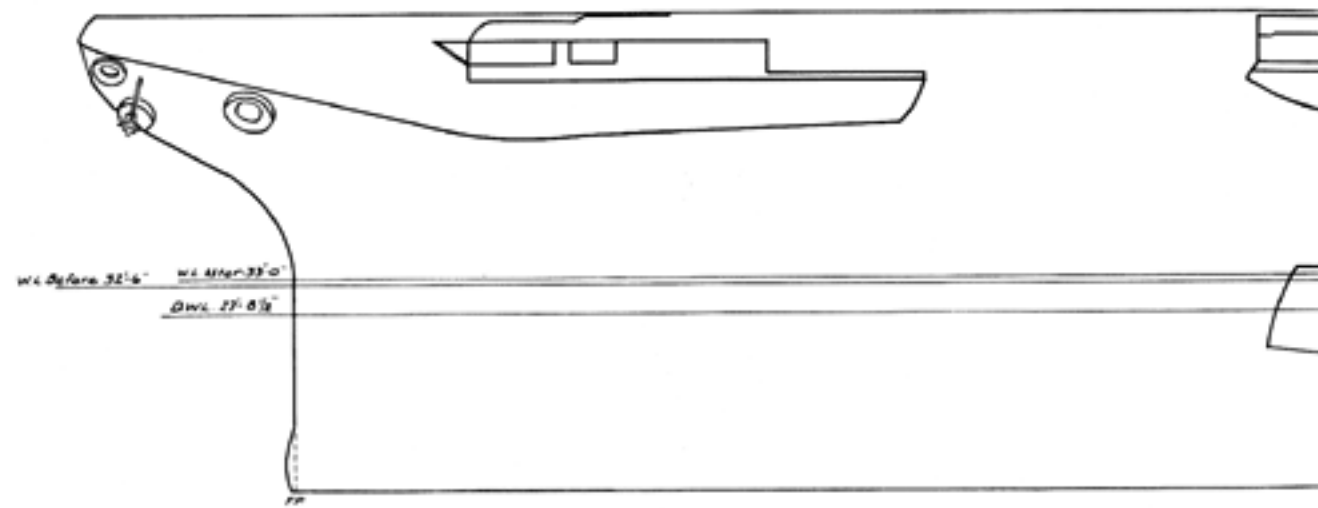


Photo No. 8: View looking forward along outer row of keel blocks. Note that docking keel is bowed up (D): the maximum lift is about 6 inches.



PLAN AT SECOND PLATFORM

Scale 1/16"=1'-0"



OUTBOARD PROFILE - PORTSIDE

Scale 1/16"=1'-0"

PLATE-II

Top of blister blown up (Partially flooded)
Bracket virtually intact
Approx. W.L. after damage 31'-2 1/2"
Approx. W.L. prior to damage 32'-1 1/2"

Some channel struts sheared rivets
In others, angle clips came off armor
Armor belt and backing apparently intact

Strip of armor-shelf P.L.T. and "K" strake butt strap sheared off on corner of armor, Fr. 105 1/2 to 108; and for'd and aft of this portion, bent up tight against face of armor.

Top of "K" strake blown up

Torpedo evidently exploded at shell plating

Shell plating blown in

Seam bhd. crushed

Seam bhd. torn and buckled

Outb'd side of Boiler crushed

Bhd. deformed but virtually intact. Comp't. flooded thru broken piping

Inner bottom buckled up smoothly

Loose from Fr. 104 to 108 1/2

Buckled

Locking keel lifted ast. 6" and moved slightly inboard

Large buckle in bottom from Fr. 104 to 111

Lesser buckling as far inb'd. as inb'd. docking keel

Bottom plating blown out, separated at joint of "F" and "G" strakes

Bilge keel buckled and bent down

Turn loose

Slightly buckled

One web torn thus, others tore loose from No. 2 bhd. allowing it to bend in

Blower boom (Flooded)

Buckled

WING TANK CONTROL C-302-T

Damage to Boiler Rooms:
No. 8: Outboard bulkhead deflected about 22" at Fr. 104, causing a 15" wrinkle in Bulkhead 104, extending from the third deck to the inner bottom. Bulkhead 104 remained tight. Air lock crushed. Port side of boiler crushed; tubes bent.
No. 12: Outboard bulkhead deflected about 13" at Fr. 111, causing a 12" wrinkle in Bulkhead 111, extending from the third deck to the inner bottom. Bulkhead 111 remained tight.
All these boiler rooms flooded completely, chiefly through broken piping.

BOILER ROOM
B-10
(Flooded and Damaged)

Bulged between frames opposite B-8, B-10, B-12

MACHINERY SPACE
C-2
Dry and Undamaged

PROVISIONS C-310-A
E. DIVISION OFFICE C-308-L (Partially flooded)
PASSAGE C-306-T (Dry)
SUPPLY
VENT B-10
C-904-W
C-302-V

Third Deck

Scale: $\frac{1}{4}'' = 1'-0''$