

THE EXPLOSION OF THE
U S S MOUNT HOOD
Seeadler Harbor, Manus Is
10 November 1944

CLASSIFICATION CHANGED TO UNCLASSIFIED
BY AUTHORITY OF: OPNAVINST 5500.40
DATE: 25 J 1950 OPNAVINST 5510.1B
BY: [Redacted] [Signature] USN
Office of JAG, Navy Dept.

Summary and Analysis
of
Navy Board of Investigation Official Report
(File SC-A-17-25/AE11, Document No. 185994)

by
[Redacted] b-6
Armed Services Explosives Safety Board
6 June 1951

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Reg. No. *OM 50302*
R.S. No. *2 1650*

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(Note: Exhibits under separate cover)

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AL7-25

UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
Headquarters of the Commander in Chief

Serial 05546

22 FEB 1945
c/o Fleet Post Office,
San Francisco, California.

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All redactions, not otherwise labeled,
are B-6

The Commander in Chief, U. S. Pacific Fleet does not agree with the recommendation of the board of investigation that

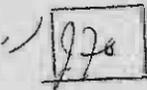
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however, it is the opinion of the Commander in Chief, U. S. Pacific Fleet that the question of negligence is not involved but rather that the technical mistakes made by the above named officers were errors in judgment resulting from a keen desire to meet necessary military commitments and move on with the progress of the war. The exigencies of war will always require the acceptance of certain operational hazards.

Directives will be issued to implement, in so far as practicable, recommendations (a), (b), and (c) of the endorsement of Commander, THIRD Fleet.

It is noted that the provisions of section 728 (c), Naval Courts and Boards, were not complied with by the convening authority, in that the membership of the board included two officers who were junior in rank to one of the defendants. Since Captain _____ U. S. Navy, who was designated a defendant did not object to the above deviation, it is considered that this error was not prejudicial to his interest.

Subject to the foregoing remarks, the proceedings, findings, opinion, and recommendation of the board of investigation in the attached case, and the action of the convening and preceding reviewing authorities thereon, are approved.

CLASSIFICATION CHANGED TO UNCLASSIFIED	
BY AUTHORITY OF:	OPNAVINST 5500.40
DATE: 25 JUN 1959	OPNAVINST 5510.1B
BY: _____	
Office of JAG, Navy Dept.	SN

Fleet Admiral, U. S. Navy,
Commander in Chief,
United States Pacific Fleet
and Pacific Ocean Areas.

To: Judge Advocate General.
Via: Commander in Chief, United States Fleet.

Re: Board of Investigation to inquire into and report upon the circumstances surrounding the explosion aboard and subsequent loss of the U.S.S. MOUNT HOOD, and damage to ships and boats that occurred at about 9:00 a.m. on 10 November 1944, in Seeadler Harbor.

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THE UNITED STATES PACIFIC FLEET
THIRD FLEET

AL7-25/(01)

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The proceedings are approved. The findings are approved in part; findings 11 and 14 appear to be opinions rather than findings and may or may not be predicated on full consideration of all such service exigencies as are set forth in findings 6,7,8,9, and 10; finding 26 was derived from negative testimony only and, while acceptable to this command, cannot be legally accepted as fact; finding 28, while reasonable, is predicated on negative testimony only and should be regarded as an expression of opinion rather than established fact.

If legal points and peacetime considerations were the sole factors on which to base estimates of responsibility, culpability, and merit, Opinion #1 should be approved; and the Board, acting within its assigned and proper scope, correctly arrived at Opinion #1. However, the inexorable demands of vital war-time ship movements continually force upon responsible seniors the necessity for accepting recognized and calculated risks in order that the coordinated time-tables of the senior operating commands may be integrated into the timed pattern of the governing Operation Plan. An officer who cavils at risks, and thereby upsets the general plan, has no place in the scheme of things in the combat zone. Findings 6,7,8,9, and 10 spot-light difficulties that had to be overcome by compromises with 100% safety; and had compromises not been accepted and initiated, the usefulness of the U.S.S. MOUNT HOOD to the ships of the Fleet, and to higher command, would have been adversely affected. Commander THIRD Fleet therefore concedes the technical responsibility of Captain B-6 and Lieutenant Commander B-6 for the proximity of certain ships to the U.S.S. MOUNT HOOD, but disapproves the opinion that "serious blame" attaches to those officers in connection with the damage and casualties sustained in nearby ships.

Opinion #2 is concurred in.

For the reasons set forth in paragraph 2, above, the Recommendation of the Board is not concurred in, and Commander THIRD Fleet recommends that

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The quotation from Commander Service Force, SEVENTH Fleet's endorsement to the effect that "safety precautions are explicit and allow no recourse except positive compliance" cannot be accepted at face value in a combat zone where time and coordination are of the essence, and as a Tactical Fleet Commander, concerned with a rapid succession of offensive operations, the Commander THIRD Fleet attaches no more importance to that quotation than to habitually require such prudence as may be consistent with getting the job done on time.

The Commander THIRD Fleet deeply regrets the deaths and the injuries of the splendid young Americans who made their sacrifices in the line of their sacred duty, but for the benefit of those in responsible positions who must feel the sad burden of their responsibility, it is re-iterated that time, distances, transportation, communications, and improvised facilities always demand that those in command assume the responsibility for the risks which must be taken for the ultimate common good.

THE UNITED STATES PACIFIC FLEET
THIRD FLEET

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For future guidance it is recommended that:

- (a) Whenever practicable, ammunition ships be not berthed nearer than 1100 yards from adjacent shipping and facilities;
- (b) Effort be made to maintain internal organization and administration of ammunition ships at standards higher than those which apparently existed in the U.S.S. MOUNT HOOD; B-6
- (c) That Port Regulations require appropriate inspection and supervision of ammunition ships in port in order to minimize explosion hazard.

The thoroughness of this difficult Investigation and the high quality of administrative effort evident in the record of proceedings should not pass unnoticed.

The record is forwarded to the Commander in Chief, U.S. Pacific Fleet as the Immediate Superior In Command. The Commander THIRD Fleet will take no further action of any sort other than that necessary to implement the recommendations of paragraph 7 above, within his proper jurisdiction.

B-6
Admiral, U.S. Navy,
Commander THIRD Fleet.

To: Judge Advocate General,
Navy Department, Washington, D.C.

Via : Commander in Chief, U.S. Pacific Fleet.

(Subject: Board of Investigation to inquire into and report upon the circumstances surrounding the explosion aboard and subsequent loss of the U.S.S. MOUNT HOOD, and damage to ships and boats that occurred at or about 9:00 A.M., on 10 November 1944, in Seeadler Harbor.)

File A17-25(2)

COMMANDER SERVICE FORCE,
SEVENTH FLEET

08/hh

Serial (001301)

27-DEC-1944

The proceedings, findings, opinion, and recommendation of the board of investigation in the attached case and the action of the convening authority thereon are approved.

As stated in the Bureau of Ordnance Manual, the safety precautions for the handling and stowage of ammunition and explosives, as set forth in Article 927, Navy Regulations, "are explicit and allow no recourse except positive compliance." Any failure to comply with safety regulations may cause the death and maiming of countless innocent victims and a serious impairment of the war effort. Such appears to have been the present case. There is, unfortunately, no possible means of positive knowledge as to the cause of the explosion.

It is noted that there were no material damage to ships and no personnel casualties outside a radius of 2200 yards from the center of berth 380, where the U.S.S. MOUNT HOOD was berthed (finding 5), and that the most severe material damage and heaviest personnel casualties were suffered on ships anchored within a radius of 800 yards of the U.S.S. MOUNT HOOD (finding 13).

In view of paragraph one of the opinion and the recommendation of the board of investigation, it is recommended that the record be routed to the Judge Advocate General via the Commander THIRD FLEET.

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Rear Admiral, U.S. Navy,
Commander Service Force,
Seventh Fleet.

Naval Base, Navy 3205,
c/o Fleet Post Office,
San Francisco, California.
December 14, 1944.

The proceedings, findings, and opinion, of the board of investigation in the attached case are approved.

From the evidence appearing in the record the most likely cause of the explosion was careless handling of ammunition aboard the U.S.S. MOUNT HOOD. Definite responsibility for the explosion has not been fixed and is probably impossible of ascertainment.

The damage to other ships and additional loss of life was the result of the close proximity of those ships to the U.S.S. MOUNT HOOD. The responsibility for the close proximity of the damaged ships rested in Captain ^{B-6} U.S.Navy, and his staff. Censure of the responsible parties must be tempered by consideration of the situation existing in Seeadler Harbor at the time of the explosion.

Subject to the foregoing remarks, the recommendation of the board of investigation is approved. No further action is contemplated by the convening authority.

^{B-6}
Commodore, U.S.Navy
Commander Naval Base, Navy 3205

RECORD OF PROCEEDINGS

of a

BOARD OF INVESTIGATION

Convened on Board the

U.S.S. SIERRA (AD-18)

By Order of the

THE COMMANDER NAVAL BASE, NAVY 3205

1945 FEB 28 14 48

COMMUNICATIONS CHIEF
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To Inquire into and report upon the circumstances surrounding the explosion aboard and subsequent loss of the U.S.S. MOUNT HOOD, and damage to other ships and boats that occurred at or about 9:00 a.m. on November 10, 1944, at Seeadler Harbor.

The U.S.S. PIEDMONT (AD-17) was on November 10, 1944, and had been for a period of about 26 days anchored in berth C-23, a 500 yard berth the center of which was 1,550 yards southeast of the center of berth 380. On November 10, 1944, the following ships and other craft were moored within a radius of 2,200 yards from the center of berth 380.

U.S.S. MOUNT HOOD (AE-11) - Berth 380
U.S.S. ABAREDA (IX-131) - Berth 377
U.S.S. TALBOT (APD-7) - Berth 378
U.S.S. MINDANAO (ARG-3), in Berth 381, with U.S.S. YMS-286-243-242-340-49-341-238-349-293 and self propelled water barge - moored alongside.
U.S.S. CEBU (ARG-6) - in Berth 382, with U.S.S. YMS-319-73-39-140-71-1-81-335 and U.S.S. PRESERVER (AR-58) - moored alongside.
U.S.S. W. C. WANN (DE-412) - Berth 384
U.S.S. CLEMSON (APD-31) - Berth C-24
U.S.S. PIEDMONT (AD-17), in Berth C-23, with U.S.S. TRATHEN (DD-530), U.S.S. McCORD (DD-534) - moored alongside.
U.S.S. OBERRENDER (DE-344) - Berth C-22
U.S.S. ALHENA (AKA-9) - Berth C-21
U.S.S. CACAPON (AO-52) - Berth C-20
U.S.S. TWIGGS (DD-591) - Berth E-5
U.S.S. HALLIGAN (DD-584) - Berth E-6
U.S.S. YOUNG (DD-580) - Berth E-7
U.S.S. SAGINAW BAY (CVE-82) - Berth E-8
U.S.S. SILVER CLOUD (IX-143) - Berth 344
U.S.S. HARADEN (DD-583) - Berth 343
U.S.S. YO-164 - Berth 341
U.S.S. MANLEY (APD-1) - Berth 340
U.S.S. LYMAN (DE-302) and U.S.S. KYNE (DE-744) - Berth 219
U.S.S. ARGONNE (AG-31), in berth 14, with YO-77, YF-681, and YF-787 - moored alongside.
U.S.S. ARIES (AK-51) - Berth C-14
U.S.S. GEORGE CLYMER (APA-27) - Berth 18
U.S.S. POTAWATOMI (ATF-109) - in southeast portion of Berth 14
U.S.S. YMS-52 - lying astern U.S.S. MOUNT HOOD 600 yards distant
U.S.S. YMS-342 - anchored about 2,000 yards from U.S.S. MOUNT HOOD and 700 to 800 yards astern U.S.S. ARGONNE.
U.S.S. YMS-314 - anchored 3/4 mile to northwestward of U.S.S. MOUNT HOOD, U.S.S. ARGONNE 700 to 800 yards off port bow.
U.S.S. YTL-205 - underway rounding the stern of U.S.S. ARGONNE.
U.S.S. NICKEL (DE-587), U.S.S. JOY (DE-585) and U.S.S. KIMMEL (DE-584) - Berth 16

There were fourteen berths vacant within a radius of 2,200 yards from the center of berth 380. There were no material damage and no personnel casualties outside of a radius of 2,200 yards from the center of berth 380.

6. The U.S.S. MOUNT HOOD was placed in the central portion of the harbor for the following reasons: (1) To lessen boating distances in the transfer of ammunition. (2) To secure for her the advantage of the smoothest water possible. (3) To facilitate the placing of cruisers alongside, when such was deemed advisable in ammunition issue; and (4) to facilitate communication and personal contact with the staff of Commander Service Squadron TEN, Representative "A", aboard the U.S.S. ARGONNE.

7. The primary method of transporting ammunition in Seadler Harbor

FINDING OF FACTS

1. During the period between the arrival of the U.S.S. MOUNT HOOD on September 22, 1944, and her explosion, Seeadler Harbor was utilized as a major site of repair and logistic support for ships participating in the Philippine invasion, and those operating in the South Pacific area. There was at all times a large number of ships in the harbor, this number varying from approximately 200 to approximately 600. During the period, Commander Service Squadron TEN, Representative "A", directed logistic support for Third Fleet vessels, and was also duly designated Administrative Senior Officer Present Afloat. As such, he prescribed the berthing of ships attached to the Third Fleet, of which the U.S.S. MOUNT HOOD was a unit.

2. During her entire stay in Seeadler Harbor, the U.S.S. MOUNT HOOD was utilized as the primary source of the issue of all types of ammunition to ships attached to the Third Fleet. Critical ammunition was also loaded aboard her from ships returning to the United States during the first part of November. She was extremely active in her capacity as ammunition issue ship during her entire stay, except during the period of October 15, 1944, to October 27, 1944, when there was a comparative lull in her activity. She was frequently called upon to issue ammunition to combatant ships on short notice, and speed of transferring ammunition was ever of prime necessity. Ammunition was delivered from her to ships in all parts of the harbor.

3. Four anchorages in the western portion of the harbor had been designated by the Port Director Naval Base, Navy 3205, at the request of a member of the staff of Commander Service Squadron TEN, Representative "A", as explosive anchorages, for the purpose of anchoring ammunition ships when not transferring cargo. These anchorages were shown on a chart of the harbor available to the harbor master, staff of Commander Service Squadron TEN, Representative "A".

4. The anchorage to which the U.S.S. MOUNT HOOD was assigned, when she entered the harbor, berth 270, a 500 yard berth, was in the least congested part of the harbor and in the vicinity of the four designated explosive anchorages. Within twenty-four hours of her arrival, after discussion between the commanding officer of the U.S.S. MOUNT HOOD, the Ordnance Officer, staff of Commander Service Squadron TEN, Representative "A", and the harbor master, staff of Commander Service Squadron TEN, Representative "A", her berth was changed to berth C-22, a 500 yard berth in the central portion of the harbor within 4,000 yards of the harbor entrance. She anchored in such position as to foul both berth C-22 and berth 380. Her berth was again changed on October 4, 1944, to berth 380, a 400 yard berth, contiguous to and to the westward of berth C-22. She remained in berth 380 until the time of the explosion. Each of her anchorages was assigned her by the harbor master, staff of Commander Service Squadron TEN, Representative "A". Commander Service Squadron TEN, Representative "A", at all times had knowledge of her anchorage.

5. Berths C-22 and 380 were in the central portion of the harbor, that portion in which normally more ships were anchored than in any other. The U.S.S. MINDANAO (ARG-3), was anchored in berth 381, a 400 yard berth contiguous to and south of berth 380, and the U.S.S. CEBU (ARG-6), was anchored in berth 382, a 400 yard berth contiguous to and south of berth 381, at all times while the U.S.S. MOUNT HOOD occupied berth 380. The U.S.S. ARGONNE (AG-31), flagship of Commander Service Squadron TEN, Representative "A", was moored to a buoy at all times in berth 14, a 1,000 yard berth, the center of which was 1,100 yards southwest of the center of berth 380.

central portion of the harbor to have accommodated all ships which were actually within 800 yards of the U.S.S. MOUNT HOOD on that date. By placing the U.S.S. MOUNT HOOD in berth 18 October 28, 1944, when it became vacant she would have been centrally located. The center of this berth is at least 900 yards from the center of the nearest berths thereto.

17. The U.S.S. MOUNT HOOD had a relative^M inexperienced crew. There was lack of leadership among the officers, and lack of discipline among the crew. This condition was reflected in rough and careless handling of ammunition and lack of enforcing prohibition of smoking in boats alongside the U.S.S. MOUNT HOOD. The stowage condition of boosters, fuzes and detonators in number one hold was dangerous. In holds numbers two and three there were stowed broken rocket bodies from which some of the powder was spilled. 475

18. There was a general lack of posting safety regulations for handling ammunition, and instruction of the crew therein.

19. Pyrotechnics and napalm were stowed in an open temporary wood and tar paper hut on deck under hazardous conditions near the hatch to number four hold.

20. At the time of the explosion, the U.S.S. MOUNT HOOD had approximately 3,800 tons of ammunition aboard.

The various holds contained the following cargo:

#1 Hold-

250 lb. bombs, 100 lb. fragmentary bombs, 8" HC and AP projectiles, fuses, detonators, boosters, 6" 47 cal. powder, 6" 45 cal. powder, 14" 45 cal. powder and 50 cal. ammunition.

#2 Hold-

250 lb. bombs, 5" 38 AA Common projectiles, 20 millimeter ammunition, rockets, 6" 47 cal. projectiles and powder, aerial depth charges and 5" 38 cal. powder.

#3 Hold-

5" 38 cal. projectiles and powder, 14" 45 cal. projectiles, 5" 38 cal. AA common projectiles, 500 lb. bombs, bomb fins, 14" HC projectiles, 30 cal. and 50 cal. ammunition, Mk 138 nose fuses, 5" 25 cal. smokeless powder, rocket bodies, rocket motors, 8" 55 cal. powder, 20 millimeter ammunition.

#4 Hold-

500 lb. and 1000 lb. bombs, 50 cal. ammunition and 5" 38 cal. ammunition.

#5 Hold-

Parson's energizers for 5" special projectile, 100 lb. bombs, 5" 38 cal. AA common projectiles, 6" 47 cal. powder, rocket projectiles and rocket motors, boxed gas igniters.

On the weather deck near number 5 hold, there were two 1000 lb. bombs.

21. At the time of the explosion of the U.S.S. MOUNT HOOD, the following conditions existed:

Aerial depth charges were in one LCM alongside. 500 lb. bombs were being loaded into number 3 hold from another LCM alongside. 50 calibre boxed ammunition was on a pontoon lighter alongside. Seven other LCMs, contents unknown, were alongside. The hatches of all five holds were open for working. The vessel was scheduled to receive from, and discharge to, the LCMs

The wind was from Southeast, and of a force of 5 knots. The depth of water beneath the U.S.S. MOUNT HOOD was about 19 fathoms.

23. At 8:55 a.m., November 10, 1944, an explosion, evidenced by flame and smoke, shot up from amidships near number three or four hold to more than masthead height. Within a few seconds at the most, the bulk of the ammunition aboard the U.S.S. MOUNT HOOD was set off, and a terrific explosion occurred, smoke obscuring the ship and the surrounding vicinity for a radius of approximately 500 yards on all sides. The smoke mushroomed to a height of approximately 7000 feet. When it had lifted from the waters, a few minutes later, only small pieces of debris were to be seen. The ship had disappeared.

24. The force of the explosion fashioned a trough in the ocean floor more than 100 yards long, 50 feet wide, and varying in depth from 30 to 40 feet directly below the position of the U.S.S. MOUNT HOOD, its longitudinal axis in the direction in which she was heading. No fragments could be found on the ocean floor in this vicinity larger than pieces of metal 16' x 10'.

25. The force of the explosion hurled pieces of metal and projectiles in all directions. Some fragments landed more than 2000 yards from where the U.S.S. MOUNT HOOD had been anchored.

26. At the time of the explosion, there were numerous friendly planes in or around the vicinity. No enemy planes were in the area. Nothing was dropped from any plane to cause the explosion.

27. It was possible for an enemy submarine to have been in Seeadler Harbor. No trace, however, was found indicating the presence of an enemy submarine.

28. The explosion was caused by a force or agency within the U.S.S. MOUNT HOOD itself. The most likely force to have caused the explosion was a load of ammunition set off by dropping into, or by striking the hatch of, number three or number four hold.

29. Ten ships sustained severe damage as a direct result of the MOUNT HOOD explosion, principally by being struck by flying fragments. These ships, together with (A) the nature of the damage sustained, (B) the extent of material and man hours involved in effecting repairs, (C) the time involved in effecting complete repairs, and (D) the place where such repairs can be effected, are as follows:

U.S.S. MINDANAO (ARG-3)

(A) Damage to hull, pierced by flying missiles, leaving 33 holes above the water line, and causing extensive damage to the ship and installations. (An itemized list of such damage appears in Exhibits 34A and 34B).

(B) An extensive amount of steel plating, electrical wiring and equipment, radio and radar equipment, standing rigging, title "A", "B" and "C" equipment, ordnance installations, machine tool fittings and other repair shop equipment, and boiler refractory material. (An itemized list of such material needed appears in Exhibit 34C). Much of this material is critical and not available in this area at the present time. Approximately 48,000 man hours labor will be required to effect repairs. Dry docking will not be required to make repairs.

(C) Structural work and repairs to rigging is expected to be completed by 15 December 1944 provided that additional personnel requested are received and certain material is delivered. Minor work and completion of some electrical circuits will be accomplished at a later date.

(D) Repair can be completed by local repair forces in this harbor.

U.S.S. OBERRENDER (DE344)

(A) Damage to hull, pierced by flying missiles leaving 2 holes: one hole in ship's hull 11 feet long by 2 feet wide, another hole in ship's hull about 3 feet long by 4 feet wide. Punctures in hull extend from 4 foot below the water line to above the water line. Other flying missiles caused extensive damage to the ship and various installations, piping systems, electrical circuits and many articles of equipment. (An itemized list of such damage appears in Exhibit 8-D).

(B) An extensive amount of steel plating, electrical wiring, piping and pipe fittings, ordnance parts, and sonar gear will be required to effect repairs. The ship requires 48 hours in dry dock and will require 6200 man hours labor to complete repairs. (An itemized list of such materials appears in Exhibit 43).

(C) Repairs will be completed by 1 December provided that certain critical materials are delivered.

(D) Repairs can be completed by local repair forces.

AKA → U.S.S. ALHENA (ADA-9)

(A) Damage to main deck and other decks above the main deck, pierced by shrapnel and 5" shells, forces draft blower impeller housing damaged, various hull fittings damaged, various bulkheads buckled, radar masts reinforcements broken, various parts of rigging damaged, #10 deck winch damaged beyond repair and #5 winch damaged, various pieces of radio equipment and antenna damaged, various pieces of electrical machinery and wiring damaged, 10 ton boom damaged such that when repairs are effected its capacity will be reduced, various pieces of ordnance equipment damaged, extensive amount of title "A", "B" and "C" equipment damaged. (An itemized list of such damage appears in Exhibit 31).

(B) Steel plating of various sizes, electrical equipment and wiring, radio parts, an extensive lists of items to renew rigging, 12 items of ordnance parts, a new deck winch and a new 10 ton boom will be required to effect repairs. (An itemized list of materials needed appears in Exhibit 31). 3500 man hours labor will be required to effect repairs.

(C) Repairs of major hull items will be completed by 28 November 1944, but repairs to rigging and other items depend on delivery of materials. The completion date of the latter items is estimated to be about 21 December 1944.

(D) All damaged can be repaired by local repair forces except for replacement of the boom. Local repairs to the boom will result in reducing its capacity approximately 50% rendering it unfit for use in hoisting landing craft, LCV-P's.

U.S.S. YMS-293

(A) 20mm gun foundations damaged, overhead and beams of pilot house damaged, main mast and equipment thereon damaged, beams, bulkheads and generator in engine room damaged, the magnetic sweep reel and foundations were damaged, strength members throughout the ship weakened and near main deck pulled loose, beading on both sides of ship damaged, radio, fathometer and radio installations damaged, sonar equipment damaged, various installations throughout the ship damaged, electrical circuits and equipment damaged. (An itemized list of such damage appears on Exhibit 11).

various items of electrical wiring and equipment. (An itemized list of such material needed appears in Exhibit 11, 13A and 13B). Approximately 13,200 man hours labor will be required to effect repairs.

(C) Repairs are expected to be completed by 27 December 1944. Approximately 2 days in drydock will be required.

(D) Repairs will be completed by local repair forces.

U.S.S. YMS-238

(A) Stem destroyed to water line, twenty shell ribs broken and eight cracked, all main deck beams broken and deck buckled, deck house and radio shack demolished, flying bridge stripped, messing compartment overhead beams broken, various other damage to ship and heavy damage to installations, radar and radio installations badly damaged, and extensive electrical damage. (An itemized list of such damage appears in Exhibit 10).

(B) Lumber, piping and pipe fittings, ordnance parts, electrical cables and equipment, radar and radio antennae and equipment, 20mm gun. (An itemized list of such material appears in Exhibit 10). In excess of 10,000 man hours will be required to effect repairs.

(C) & (D) Approximately three and a half months will be required to effect repairs, of which one month will be in a drydock. However, to avoid interference with more urgent work, repairs will be undertaken on an indefinite basis by local repair forces.

U.S.S. YMS-49

(A) Approximately twenty-five holes in the forecastle and main decks, eight damaged deck beams over engine room, three damaged frames, damaged sea chest, shrapnel penetrations in Boatswain's Locker, deck beams cracked, deck pulled away from frames and overheads throughout, 3" gun platform damaged, other miscellaneous minor damage to ship throughout, port 20mm gun foundations damaged, flying bridge hull fittings and appurtenances damaged, yard arm and stacks damaged, platform used with acoustic hammer damaged, ordnance equipment damaged, radio antenna and various radio and radar installations damaged, mine sweep installation and various items of electrical equipment damaged, ventilation ducts and various items of joiner work damaged. (An itemized list of such damage appears in Exhibit 9).

(B) Lumber for renewal of beams and planking, miscellaneous light sheet steel plating, steam pipes and fittings, new ordnance parts, various items of radio and radar equipment and electrical cables. (An itemized list of material appears in Exhibits 9, 13A and 13B). 8700 man hours labor and 2 days in drydock to effect repairs.

(C) Repairs will be completed by December 1, 1944.

(D) Repairs can be made by local repair forces.

U.S.S. YMS-341

(A) Several perforations and other damage to main deck, transverse deck beams were damaged, foremast cracked, various holes in superstructure and other parts of the ship caused by shrapnel, reel well foundation sprung and cracked, reel damaged, various frames and longitudinals cracked, various strength members of the ship damaged, several damaged items of joiner work, various items of radar, radio, fathometer, sonar equipment damaged, various electrical circuits and other electrical equipment damaged, mine sweep generator and both ship's service generators grounded out. (An itemized list of such damage appears in Exhibit 12).

(B) Lumber, new mast, galvanized sheet iron, various items of radar,

Two days in drydock will be required.

(C) Repairs are expected to be completed by 27 December 1944.

(D) Repairs can be completed by local repair forces.

U.S.S. YMS-340

(A) Damage to various decks, superstructure, beams, doors, and minor damage to installations. (An itemized list of such damage appears in Exhibits 30A, 30B, and 30C).

(B) Steel plating, lumber, sheet metal, piping, and miscellaneous minor items. (An itemized list of such material appears in Exhibits 30A, 30B, and 30C). Approximately 1837 man hours will be required to effect repairs.

(C) Repairs will be completed by November 28, 1944. Drydocking is not required.

(D) Repairs will be completed by U.S.S. SIERRA repair force.

U.S.S. YMS-286

(A) Damage to beams, ribs, seams, decks, rigging, bulkheads, and overheads pierced by flying missiles. Damage to various installations. (An itemized list of such damage appears in Exhibits 29A, 29B and 29C).

(B) Sheet metal, lumber, piping, steel plating, miscellaneous items of electrical equipment, and replacement of SCR 610 radio receiver. (An itemized list of such material appears in Exhibits 29A, 29B, and 29C).

(C) Repairs will be completed by November 28, 1944. Drydocking not required.

(D) Repairs will be completed by U.S.S. SIERRA repair force.

U.S.S. YMS-243

(A) Damage to various decks, beams, doors, frames, bulkheads, vertical supports, rigging, and various installations pierced by flying missiles. (An itemized list of such damage appears on Exhibits 28A, 28B, and 28C).

(B) Lumber, sheet metal, steel plating, canvas, piping, replacement of TCP-1 radio transmitter, and various minor items. (An itemized list of such damage material appears on Exhibits 28A, 28B, and 28C). Approximately 1424 man hours will be required to effect repairs.

(C) Repairs will be completed by November 28, 1944. Drydocking is not required.

(D) Repairs will be completed by the U.S.S. SIERRA repair force.

30. Twenty-six other ships sustained damage as a direct result of the U.S.S. MOUNT HOOD explosion. Most of this damage was inflicted by fragments hurled through the air from the direction of the explosion of the U.S.S. MOUNT HOOD. These ships, together with (A) the nature of the damage sustained, (B) the extent of material and man hours involved in repair, (C) the time involved in effecting complete repairs, and (D) the place where such repairs can be effected are as follows:

U.S.S. CEBU (ARG-6)

(A) Damage to various decks, pierced by flying missiles, leaving 15 holes and causing other superficial damage. (An itemized list of such damage appears in Exhibit 16).

(B) Steel plating, a small amount of piping, replacement of course recorder and other minor items. (An itemized list of materials needed appear in Exhibit 16). Approximately 841 man hours will be required to effect repairs.

(C) Temporary repairs were completed the day of the explosion, and

U.S.S. YMS-39

(A) 20 mm gun platform damaged; minor damage to hull, deck plating and hull appurtenances damaged, minor damage to main engine intake blower. (An itemized list of such damages is shown on Exhibit 15).

(B) Lumber for renewal of planking and hull fittings, small amount of steel plating, piping and other minor items. (An itemized list of such material is shown on Exhibit 15). Approximately 42 man hours labor was required for repairs.

(C) Repairs were completed prior to 20 November 1944.

(D) Repairs were completed by local repair forces.

U.S.S. YMS-71

(A) A hole in the deck of the Signal Bridge, a hole in the after stack and a hole in a hatch were made. One rib in bulwark was burned away.

(B) Several minor items of material were required for repairs. (An itemized list of such material is shown on Exhibit 15). Approximately 16 man hours were required for repairs.

(C) Repairs were completed prior to November 20, 1944.

(D) Repairs were completed by local repair forces.

U.S.S. YMS-81

(A) Minor damage to bulkheads, decks and supporting beams, damage to depth charge racks. U76

(B) Minor items of lumber for repair to decks and beams, minor items of steel for repair to depth charge rack. Approximately 150 man hours labor will be required for repairs.

(C) Repairs to all damage except the depth charge rack were completed prior to 20 November 1944.

(D) Repairs can be effected by local repair forces.

U.S.S. YMS-140

(A) Small hole in fuel oil tank, washing machine demolished, two Mark 9 depth charges destroyed, damage to one depth charge rack, bent sight and yoke on 3" gun, severed electrical wiring in chart house, beading, port and starboard badly damaged due to explosion. Several holes in deck, minor items of main engines damaged, minor hull appurtenances damaged.

(B) Small amount of lumber and hull fittings. (An itemized list of such material is shown on Exhibit 15). A new washing machine will be required. Minor electrical engineering items and some ordnance parts will be required.

(C) & (D) Repairs were completed prior to November 20, 1944 by local repair forces.

U.S.S. YMS-319

(A) Venturi wind screen blown off bridge, several holes and cracked joists in deck. Life rail blown off. SL radar antenna damaged, hole in smoke stack.

(B) A small amount of lumber for repairs to decks, joists and renewal of venturi wind screen, small amount of pipe and fittings for repairs to life rail, several items for repairs to SL radar antenna. Small amount of steel plate for repairs to smoke stack. Approximately 81 man hours labor were required to effect repairs. U70
U70

(C) & (D) Repairs were completed prior to November 20, 1944, by local repair forces.

U.S.S. YMS-335

(A) Minor damage to 20mm gun platform, port bulkhead of chart house shattered, 50 calibre magazine damaged, and other damage to minor hull appurtenances. (An itemized list of such damage is shown on Exhibit 15 and 35).

(B) Various minor items of lumber, galvanized pipe, welding materials, and angle iron. Approximately 60 man hours were required for repairs.

(C) & (D) Repairs were completed prior to November 20, 1944, by local repair forces.

U.S.S. POTAWATOMI (ATF-109)

(A) Two small holes in decks, a bent beam in overhead of pilot house, aircraft boom slightly bent. Damage to 20mm ready service box and companionway ladder. (An itemized list of such damages are shown on Exhibit 20).

(B) Small amount of steel shapes and plating, small amount of welding equipment. Renewal of missing treads on companionway ladder. Approximately 45 man hours will be required to make repairs.

(C) & (D) Repairs will be completed by November 20, 1944, by local repair forces.

U.S.S. PIEDMONT (AD17)

(A) Several small holes in weather decks, strength members of boat boom damaged, minor damages to hull appurtenances, and one 20mm gun shield damaged. (An itemized list of such damages is shown on Exhibit 18).

(B) Various items of steel plating, sheet metal, iron piping. (An itemized list of such materials is shown on Exhibit 18). Approximately 1400 man hours labor will be required for repairs.

(C) Repairs will be completed by 22 November 1944, but the capacity of the crane will be reduced even after repairs are completed.

(D) Repairs will be completed by local repair forces.

U.S.S. WALTER C. WANN (DE412)

(A) A hole one foot square was made in the superstructure plating amidships. The main deck was dented at frame 162.

(B) About one square foot of steel plating and two man hours labor is required to effect repairs.

(C) & (D) Repairs were completed prior to November 20, 1944, by ship's forces.

U.S.S. YMS-1

(A) Small holes in the bow, main deck and 20mm gun deck.

(B) Minor items of lumber and metal. 35 man hours were required to effect repairs.

(C) & (D) Repairs were effected immediately by ship's force.

U.S.S. ARGONNE (AG-31)

(A) Many small holes in wooden deck, 6 holes in Bridge Deck, rigging damaged, many items of damage to bulkheads and joiner work, various hull appurtenances damaged, life raft and Franklin Buoy destroyed, minor items electrical equipment damaged, many indentations in decks caused by falling fragments, several minor items of damage to piping systems, five radio antennae broken, and minor damage to rangefinder and anemometer. (An itemized list of such damages is shown on Exhibit 23).

(B) Various items of sheet metal for replacing wooden bulkheads, about five square feet of steel plate for patching holes, about 150 yards of antenna cable and other miscellaneous items. About 150 man hours

U.S.S. CACAPON (AO52)

(A) Damage to piping system as follows:

Fuel oil transfer line
Stem coil heating line
Cargo vent lines
CO₂ purging line
Gasoline Discharge line.

Damage to exhaust ventilation system, steel weather screen, joiner work, life rails. Numerous dents in deck and hull plating. Several holes in deck plating. Various splintered places in wooden deck. Elevating cables for engine room skylight broken. Cap and top section of galley smoke pipe damaged. Knife edge of a watertight door torn. Fueling at sea equipment (11" hawser) cut in two places. Various sections of fuel cargo hose damaged beyond repair. Various items of C & R equipment damaged. (An itemized list of such damage is shown on Exhibit 22).

(B) Various items of steel and iron pipe, steel plating, galvanized sheet metal, welding materials, flexible wire cable, fuel oil hose and various minor items will be required. (An itemized list of such materials is shown on Exhibit 22). Approximately 325 man hours of labor will be required for repairs.

(C) & (D) Repairs will be completed November 30, 1944 by ship's forces.

U.S.S. ABARENDA (IX-131)

(A) Fuel oil pipe broken, 3 holes in weather decks. (An itemized list of such damage is shown on Exhibits 21 and 24).

(B) 12 feet of 10" pipe, three 10" flanges, one 10" "T" fitting, small amount of steel plate. About 225 man hours labor will be required for repairs.

(C) & (D) Repairs will be completed about November 24, 1944 by local repair forces.

U.S.S. YF-681

(A) Damaged plumbing, several holes in upper decks, quonset hut on deck was destroyed.

(B) Welding materials, new quonset hut. Approximately 3520 man hours labor will be required for repairs.

(C) & (D) Repairs were completed prior to 20 November 1944 by local repair forces.

U.S.S. YMS-52

(A) Various items of minor damage to decks, furniture, doors and miscellaneous equipment. (An itemized list of such damage is shown on Exhibits 24 and 25A).

(B) Various items of miscellaneous lumber and other minor material. (An itemized list of such material is shown on Exhibits 24, 25A and 25B). Approximately 254 man hours labor will be required for repairs.

(C) & (D) Repairs will be completed by November 22, 1944, by local repair forces.

U.S.S. YMS-342

(A) Two frames broken, deck plating has holes and is shattered in several places. (An itemized list of such damage is shown on Exhibits 24 and 26).

(B) Various items of lumber and carriage bolts. (An itemized list of such material is shown on Exhibits 24 and 26).

(C) & (D) Repairs were completed by 21 November 1944 by local repair forces.

U.S.S. YO-77

(A) Minor damage to equipment. (An itemized list of such damage is shown on Exhibit 27).

(B) A small amount of various materials. (An itemized list of such material is shown on Exhibit 27). 234 man hours of labor will be required for repairs.

(C) & (D) Repairs were substantially completed by November 21, 1944 by local repair forces.

U.S.S. ARIES (AK-51)

(A) A small amount of damage was done to minor items of hull appurtenances, 20mm magazine ready box, engine room door, and small blower motor. (An itemized list of such damage is shown on Exhibit 32).

(B) Several minor items of lumber, sheet metal, hinges, and electrical material. (An itemized list of such material is shown on Exhibit 32). Approximately 30 man hours of labor will be required for repairs.

(C) & (D) Repairs were completed by November 21, 1944 by local repair forces.

U.S.S. PRESERVER (ARS-8)

(A) Gun shield ripped and part of gun deck buckled, several holes on various decks, one broken deck beam, various electrical circuits were damaged, port shroud on foremast parted, one half inch steam pipe broken and exhaust ventilation damaged. (An itemized list of such damage is shown on Exhibit 36). The above damages were due to the MOUNT HOOD explosion.

(B) Various items of steel plating, sheet metal and angle iron, various items of electrical cable, 40 feet of 1 5/8" plough steel wire, a minor amount of small iron pipe. (An itemized list of such material is shown on Exhibit 36). Approximately 107 man hours of labor will be required for repairs.

(C) The major items of damage due to the explosion were temporarily repaired prior to November 21, 1944. However, since the ship is scheduled for Navy Yard repairs due to battle damage and not the MOUNT HOOD explosion permanent repairs will be made at a Navy Yard at a later date.

U.S.S. YOUNG (DD580)

(A) Three holes in superstructure deck caused by fragments from MOUNT HOOD explosion. Damage superficial.

SELF PROPELLED WATER BARGE

(A) Two pontoon cells holed, several structural fittings and various parts of propulsion units and their motors were damaged. (An itemized list of such damage is shown on Exhibit 45). Numerous holes and damaged fittings on the water barge proper, the power units of the water pumps and attendant equipment was damaged. (A list of such damage is shown on Exhibit 51).

(B) Various items steel plating, steel channels and machinery parts. (An itemized list of such material is shown on Exhibit 45). Approximately 90 man hours of labor are required to effect repairs to the main propulsion units. Approximately 2200 square feet of fabricated steel plating and shapes, various gaskets, bolts, and other material and 1000 man hours labor are required for repairs to the water barge proper. The pumps will require a new ignition system, new batteries, new radiators, and 100 man hours labor to effect repairs. (An itemized list of such material is shown on Exhibit 51).

(C) & (D) Repairs to all items except the pumps were completed prior to November 21, 1944. The pumps were replaced pending repairs to damaged

HOOD, as indicated:

Damaged:

- 2 - 45' picket boats attached to CTU 30.9.1 - Serious hull damage.
- 2 - LCM's attached to CTU 30.9.1 - Serious hull damage.
- 1 - LCM attached to CTU 30.9.1 - Hull damage.
- 1 - LCVP attached to CTU 30.9.1 - Serious hull damage.
- 1 - LCVP attached to CTU 30.9.1 - Holes in hull.
- 1 - 40' Motor Launch attached to CTU 30.9.1 - Holes in hull.
- 1 - YT-205 attached to CTU 30.9.1 - Minor damage.
- 1 - LCVP attached to CTU 30.9.1 - Damage to hull and deck.
- 1 - Captain's Gig from the U.S.S. ARGONNE - Hull damage.
- 2 - Motor Launches from the U.S.S. CEBU - Hull damage.
- 3 - LCM's from the U.S.S. ALHENA - Serious hull damage.
- 5 - LCM's from the U.S.S. ALHENA - Hull damage.
- 4 - LCVP's from the U.S.S. ALHENA - Serious hull damage.
- 4 - LCVP's from the U.S.S. ALHENA - Holes in hull and hull damage.
- 1 - 26' Motor Whaleboat from the U.S.S. CACAPON - Damage to hull.
- 1 - Rearming boat from Section Base, Navy 3205 - holes and serious damage to hull.
- 1 - 30' Motor Launch from the U.S.S. ABARENDA - Damage to hull.
- 1 - Wherry from U.S.S. YMS-341 - damaged.

All the above boats can be repaired by local repair forces.

34. Only nineteen persons attached to the U.S.S. MOUNT HOOD were away from the ship at the time of the explosion. One of these was killed (see Finding 36) aboard the U.S.S. MINDANAO. Of the other eighteen away from the ship, seventeen escaped injury, and one, in a boat lying off the U.S.S. MINDANAO, sustained injury (see Finding 37). No trace has been found of any of the personnel aboard the U.S.S. MOUNT HOOD, or in boats lying alongside the U.S.S. MOUNT HOOD, at the time of the explosion. Such missing personnel are as follows:

ATTACHED TO U.S.S. MOUNT HOOD:

NAMES	SERVICE NUMBER	RATING
ABBOTT, Frederick Lyman		S1/c
ACQUAOTTA, Charles Joseph		MM1/c
ADAMS, Robert Edwin		S1/c
ANTONIAZZI, Henry (n)		MM3/c
ANDREWS, T (Mach)		USN
ARCHER, Harold Edward		S1/c
BAIR, C.T. (Lieut)		USN
BAIRD, David Herman		CM2/c (T)
BARKER, Lee Jackson, Jr.		F1/c
BARNES, James Edward		SC2/c
BARSTOW, Carlton Edmund		PhM1/c
BERRI, Floyd Ford		CM2/c(T)
BERTIN, Richard		EM1/c
BIEGEL, Edmund Richard		S1/c
BLOOM, Edgar Noble		S1/c (GM)
BOBOTAS, Anast George		RM3/c
BOWERS, Leonard (n), Jr.		S1/c
BRAGG, Horace Ralph		S2/c
BRANKS, John Thomas		S1/c
BRENNAN, John William		S1/c
BROOKS, Albert Lyman		S1/c
BROWN, Joseph (n), Sr.		StM2/c
BROWN, Samuel (n)		StM2/c
BROWNE, Stuart Francis		SC3/c
CALL, Franklin Dewey		SC3/c
CALHOON, M.F. (Bos'n)		USN
CARIDEO, Carmele Thomas		MoMM2/c
CASTAGNETTI, Henry (n)		S2/c
CAYTEN, Eldridge (n)		F1/c
CHIVERS, N.W. (Ensign)		(D)
CHORLEY, Thomas Donald		SK2/c
CHAPELL, W.T. (Lieut)		(DM)
CHRISTMAS, Harold (n)		S1/c
CHUBA, Andrew Aloysius		Cox (T)
CLINTON, Stephen (n)		CBM (PA)
COCHRAN, Charles (n)		StM2/c
COCHRAN, Henry (n)		StM2/c
COFIELD, Joseph Lee		StM2/c
COHANT, Kenneth Conrad		S1/c
COOKS, Charlie (n)		StM2/c
COUGHLIN, Francis Joseph		S2/c
COVINGTON, David Lynell		F2/c
COWART, Blane Edward		SoM2/c
CROSS, Elwood Glenn		SF2/c
CROW, Troy Clinton		MM2/c

Dead

RS-C

RC

will report on

NAMES	SERVICE NUMBER	RATING
DAVIDSON, Alexander (n)		BM2/c
DAVIS, Clarence Alton		FL/c
DEARDORFF, George Henry		CCM (PA)
DENNARD, Kloyce Wesley		GM1/c
DENSER, Ralph William		SoM3/c
DESKINS, Gerald Francis		EM3/c
DESROSIERS, Robert Dart		S1/c
DETORE, Philip "J"		S2/c
DEWLEY, Arthur (n)		S2/c
DICHIARO, Nicholas Jack		S1/c
DICKSON, Robert Charles		FL/c
DIFRANCESCO, Nicholas		S2/c
Alfonso		
DILILLO, Giovanni Gastano		S2/c
DIMAURO, Lucio Joseph		S2/c
DINEEN, William Francis		S1/c
DINITTO, Louis Paul		S1/c
DIPIPO, Carmine Anthony		S1/c
DITIERI, Adam Anthony Jr.		S1/c
DIVILLO, David Dominick		S2/c
DODGE, Jack Mitchell		S1/c
DOUBBLESTEIN, Gerald		MoMML/c
Steven		
DRAKE, Harold Allen		S2/c
DUFF, William Harvey		S1/c (GM)
DURR, William Joseph		S2/c
DYER, Ellsworth Robert		S1/c
DZIERZEK, Edward Joseph		S2/c
EBERHARDT, Raymond Fredric		S1/c
EBERHARDT, Raymond Joseph		S1/c
EDWARDS, Albert Allen		S2/c
EDWARDS, Marvin Lee		S1/c
EDWARDS, Robert Lee		WT2/c
ELLINGER, William Arthur		S1/c
ELSEMORE, Lawrence Aaron		S1/c
EMMELMANN, R.C. (Ensign)		(D)
ENTERLEIN, George Albert		S1/c
ESPOSITO, Robert (n)		S1/c
EVERETTS, Vance Arlington		S2/c
EVERMAN, Edward Thomas		S1/c
FARLOW, George Bradford		FC3/c
FAZZINO, Salvatore		S2/c
Sebastian		
FERRIGNO, Louis Domonick		S1/c
FERRY, William Henry Jr.		S2/c
FINNELL, Carl (n)		MM2/c (T)
FLAXER, Arthur Irving		S2/c
FORD, Raymond Frederick		S1/c
FUCHS, George Irving		S1/c
FUCHS, Jacob Morris		S1/c
FUNKEY, George Thomas		GM1/c
GALASSI, Victor Alexander		FL/c
GENDRON, Raymond Noel		MM3/c
GRIFFIN, Alvin Samuel		S2/c
GRIFFIN, Paul William		MM2/c
GRIFFIS, William Rodney,		S2/c
Jr.		
GRIMES, Darrell Vernon		S2/c

B
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NAMES	SERVICE NUMBER	RATING
GRIMES, Jack Edward		32/c
GROETZINGER, Donald Reeves		3C3/c
GROVER, Oliver Austin		32/c
GRUVER, Charles Elwood		32/c
GUNN, Murphy Joseph		3M3/c
GUALTIERI, Vincent Philip		32/c
GUTHRIE, Robert Custer		3MM (T)
GUTHRIE, Cleon Jay		32/c
GUZZO, Richard Carl		32/c
HALL, Morris Lester		32/c
HALL, Richard LeRoy		32/c
HAM, Charles Homer		32/c
HAMEL, Harry Roger		32/c
HARMON, Arthur Richard Jr.		32/c
HARDEN, Joseph John		32/c
HARGRAVE, Clarence Frederick		32/c
HANABARGER, Malton Blaine		32/c
HAMLY, John Michael		32/c
HANCOCK, Roy Lee		32/c
HALLIGAN, Richard Erwin		32/c
HUDAK, Andrew Michael		3M3/c
HALLICK, Edward Alexander		32/c
HALAHAN, Francis Lawrence		32/c
HALL, Raymond Eugene		32/c
HADDED, Henry (n)		32/c
HAASE, Albert Charles		32/c
HAYES, Harold Delos		32/c
HANSTON, William Eugene		3TM2/c
HARDIN, John Joseph, Jr.		3HM2/c
HALTERMAN, Benard Art		3ML/c
HELMS, Leonard Crawford		3HL/c
HARLEMAN, John Dillen		32/c
HANLON, R.A. (Lt. jg)		(D)
HARPER, Leon Carrol		32/c
HILL, Neil (n)		32/c
HOBAN, Michael Joseph		3M3/c
HUDSON, Jack Wayne		32/c
IMBEAU, DeLose		3EM (PA)
INGRAM, Galen Donald		F1/c
JASPER, Jack Andrew		32/c
JEFFERSON, Johnny (n)		3TM2/c
JOHNSON, Shirley Alfred		3EM/c
JONES, Harry (n)		3TML/c
JONES, Leroy Norman		F2/c
JORDAN, George Kenneth		3MM2/c
KELLEY, John Edward		3VL/c
KLEI, Walter Carl		3SL/c
KING, James Vernon		3WT3/c
KLECAK, Frank (n)		32/c
KOSIUK, John, (n)		3MM3/c
KRAITZ, Galvin (n)		3RM3/c
KOSS, John Paul		F1/c
KREGER, Lynwood Davis		3SKL/c
KROEMER, Frank Andrew Jr.		32/c
LAFRANCE, Joseph Henry Jr.		32/c

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APC

NAMES	SERVICE NUMBER	RATING
LANGSTON, Donald Royce		S2/c
LARTMER, Richard Howard		S2/c
LAW, William Turnbull Reid		CCS (PA)
LEAF, Walter Sylvester		F1/c
LEICHT, H. (A.P.S.)		USN
LEWIS, Delbert Richard		EM2/c
LICHENSTEIN, Bernard Joseph		S2/c
LINZER, William Thomas		Bkr3/c (T)
LLOYD, Daniel William		CMM (PA)
LONG, James (n), Jr.		S2/c
LOWREY, Rephelius Bryan		YL/c
MACKENZIE, J.B. (Lt jg)		(DM)
MADSEN, Keith Terrance		F2/c
MALINOWSKI, Sigmund James		S2/c
MARCHIANO, Peter Joseph		EM2/c
MARES, Edward Lawrence		S2/c
MARTIN, John Mead		S2/c
MAUNE, James Joseph Jr.		MM1/c
MAYO, Raymond Doyle		S2/c
MAYS, Gerald Elmer		MM2/c
MCCANN, Raymond Claude		S2/c
MCCLELLAN, Samuel David		F2/c
MCCONNELL, Malden Leary		B1/c
MCGUIRE, "J" "C"		S2/c
MCKAY, D.R. (Lt)		(MC)
METZ, K.B. (Ensign)		USN
MILLER, Joel (n)		S2/c
MILLER, M.M. (Lt jg)		(DM)
MISTRETTA, Michael (n)		PhM3/c
MOLON, Michael John		S1/c
MONTALBAN, Celedonie (n)		StM1/c
MORSE, Angus Randolph		S2/c
MULA, Charles Joseph		S1/c
MURPHY, Hugh Joseph		CCM (PA)
MYERS, J.E. (Lt Comdr)		(EM)
NAUMAN, John Henry		MM3/c
NOBLE, Charles Lawrence		Y2/c
NUCKLES, Harvey Edward		F2/c
OLIVER, Augustus Clayton		S1/c
O'MALLEY, John Joseph		S1/c
ORR, V.J. (Lt)		(D)
OTT, William Franklin		MM1/c
PACELLA, Michael Paul		SF1/c
PALMER, Merl Oden		MM2/c
PARKER, Kennie (n)		S2/c
PASSALACQUA, Louis John		S2/c
PATTILLO, Robert Byron		CSK (AA)
PAYNE, Arthur (n)		S2/c
PERRILLOUX, Howard Matthew		S1/c
PERTILE, Angelo (n)		CGM (PA)
PETERSON, Malvin Luther, Jr.		S1/c
PETRUSKY, John Joseph		F1/c
PFEIFER, Robert Henry		GM3/c
PHELPS, Lawrence William		CMM (T)

B-6

CC

Robert J. ...

D

NAMES	SERVICE NUMBER	RATING
PHILLIPS, Olin (n)		F2/c
PITZER, John Oliver		S1/c
POERIO, Joseph Michael		S1/c
POPOVICH, Nicholas Peter		HA1/c
POZOLANTE, Michael Andrew		SK1/c
PREZIOSI, Carmen Joseph		F1/c
PRIVITERA, Sam Alfred		S1/c
PROCTOR, Samuel Louis		SF1/c
PROWELL, "R" "A"		GM1/c
PULLIAM, Arthur Ralph		F1/c
QUICKEL, Harley Barnes		WT3/c
REED, Robert Craft		S1/c
RESCIGNO, Anthony (n)		S1/c
REYNOLDS, Ray (n)		CY (AA)
RICHARDS, Thomas Paul		F1/c
RICHARDSON, Ural Raymond		F1/c
RIDER, Lewis William		F1/c
ROACH, William Francis		MM2/c
ROBB, William Albert		S2/c
ROBBINS, Robert Glen		F1/c
ROBINSON, George (n) Jr.		GM2/c
ROBINSON, Turner Benjamin		MoMM1/c
ROLFE, Charles Wilber		WT1/c
ROSE, Hubert Edwin		F1/c
ROUTON, Spire Warren		S2/c
SABOL, S. (Lt jg)		USN
SAMPERE, Charles Peter		S2/c
SCAFFIDI, Charles Alfred		CRM (AA)
SCHNORR, William Frank		RT2/c
SCHWLETZER, R.E. (Ensign)		(EM)
SCHRADER, William Leonard		YL/c (T)
SCOTT, Dorman Lee		S1/c
SEABRIGHT, Donald Herman		QM2/c
SEGEL, Maurice Grant		S2/c
SHANAHAN, Joseph Maurice		EM3/c (T)
SHEERN, James Eugene		S2/c
SHINKLE, John Kenneth		S2/c
SMITH, Cecil (n)		GM2/c (T)
SMITH, Cecil Dempsey		BM1/c
SMITH, Charlie Franklin		StM1/c
SMITH, Jake William		S2/c
SMITH, John Benjamin		S1/c (GM)
SMOAK, Daniel Mikell Jr.		F2/c
SOKOLOSKI, Stanley Francis		S1/c
SONGY, Joseph Dietrick		S2/c
SPON, George Junior		S1/c
STEPHENS, Cyril Eldon		EM2/c
STUCKEY, Clifford Stanley Jr.		S2/c
STROM, L.S. (Ensign)		(EM)
SUDOVICH, Mike (n)		BM1/c
SULLIVAN, William James		Cox
SUMMERROW, Earl "J" Lee		S2/c
SWIFT, Herbert "A"		S2/c
SWITZER, Alonso Joe		S2/c
TALLEY, Edgar Prentise		S2/c

File

cc

reproctions

1/4

NAMES	SERVICE NUMBER	RATING
TAYLOR, Willard Garand		WT2/c
TEAGUE, George Thurman		MM2/c
TELMOSSE, Leonard Fred		SK2/c
TENNORIO, Luis San Nicolas		St2/c
THOERNER, Henry Blair		Cox
THOMAS, Nolan Creesie		S2/c
THOMPSON, Eugene Lucius		S2/c
TOMPKINS, Robert Carl		QM1/c
TURNER, H.A. (Comdr)		USN
TRAVERS, Lloyd Lounds		S1/c (GM)
UHLEN, Evert Adolph		MoMM1/c
UMINA, Benson Harry		CPhM (AA)
VALLERY, J.V. (A.P.C.)		USN
WALLER, James Augustus		F2/c
WEST, Robert Leo		F2/c
WEST, Willard Leo		S1/e (GM)
WHELAN, John Edward		Cox
WHITE, Arthur St. Clair		Ptr1/e
WILKENS, Steve Louis		GM2/c
WILLIAMS, Newton Ora		SML/c
WILMES, William Fredrick		S1/c
WISE, R.T. (Ch Gun)		USN
WOJTONICZ, Edward (n)		S1/c
WOODALL, Matthew Samuel J.		Cox
WOODFORD, Thurston Fuller		S1/c
WORDEN, Raymond Frank		HAL/c
WRIGHT, John William		FC3/c
YORTON, Theodore Warl		S1/c (GM)
YUZEV, Walter Michael		Fl/c
ZACHARY, Jack (n)		Ck3/c

All reductions are B-6

295

ATTACHED TO BOAT POOL #15, NAVY 3205:

BIEHLER, Joseph A., Jr.		S1/c
CARGILL, Marion E.		S1/c
CARTER, Ralph Eugene		S1/c
COCHRAN, John C.		MoMM3/c (T)
DICKIE, Robert E.		MoMM2/c (T)
DIXON, Clyde T.		S1/c
DOSLAND, Norman W.		Cox
EADES, Ranson E.		S2/c
FARINA, Dominick (n)		Cox (T)
FAULK, John R., Jr.		MoMM3/c
FIELD, Earl P.		S1/c
FRANK, Bernard M.		Cox (T)
GREEN, Willard B.		MoMM3/c
MASON, Lyle J.		Cox
PETERSON, John L.		Fl/c
SALAZAR, Leo (n)		S1/c
SCHWALBERG, Frederick P.		S1/c
SMITH, Joseph P.		Fl/c
WELLS, June (n)		S1/c

All reductions are B-6

ATTACHED TO U.S.S. BRIAREUS:

NAMES	SERVICE NUMBER	RATING
WILBURN, Donald D.		Cox (T)
STASIAK, Gustav J.		MoMM3/c
DEWITT, William C.		S2/c

ATTACHED TO U.S.S. SIERRA:

HARTLEY, Robert E.		S1/c
TRICE, Melville D.		S2/c
WELCH, James A.		S2/c
ROSS, Charles (n), Sr.		F1/c

35. Certain other personnel, on ships, or in boats, in the vicinity of the MOUNT HOOD at the time of the explosion, were blown or thrown into the water by reason of the concussion, or by being struck by fragments hurled from the direction of the MOUNT HOOD. The following is a list of such personnel missing:

ATTACHED TO U.S.S. ARGONNE:

— STEWART, Johnny C.		F1/c
— TALKINGTON, Donald P.		Cox

ATTACHED TO U.S.S. YMS-341:

WOMACK, Lawrence C.		Cox
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ATTACHED TO U.S.S. YMS-238:

BLAKELY, John B.		BML/c
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ATTACHED TO U.S.S. OBERRENDER:

— YON, Howard (n)		S1/c
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ATTACHED TO SECTION BASE, NAVY 3205:

BRAWLEY, L.G.		Cox
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One body; probably of one of the above named men, was found, but could not be identified.

All redactions are B-6

All redactions are B-6

dead

This Page should be A continuation
of Finding No 36. See Exhibits 8-C, 8-E,
8-F, & 8-I

ATTACHED TO THE U.S.S. YO-77:

CHEWKANES, Alexander J. SL/c

ATTACHED TO THE U.S.S. PIEDMONT:

SINGLETON, E. (n)

ATTACHED TO THE U.S.S. OBERRENDER:

MCGARRITY, F. TM3/c

ATTACHED TO THE U.S.S. CEBU:

STARLING, Willis F. SF3/c
BURGESS, Leonard (n) Cox (T)
SAMUELS, James N. SL/c
QUATTO, Sam (n) S2/c
LAPORTE, J.D. S2/c

ATTACHED TO THE U.S.S. MINDANAO:

MCKINNON, William V. Lt (jg)
WILKE, Norman F. (RS) Lt (jg)
COKER, Patrick O. S2/c
HALL, Richard M. SL/c
CYGNAR, Carl A. BM2/c (T)
STOCKI, Alfred V. MOML/c
DOUGHERTY, Gerard R. Prtr2/c (T)
HIGHT, Wesley R. SL/c
SHEA, Daniel F. MomML/c
KUNTZ, Clarence G. SAO3/c
KERNS, Robert E. S2/c
FRAZIER, Guy W. SL/c
MCLOUGHLIN, Harry J. MLL/c
BASSLER, Joseph H. MM2/c (SR)
BROSE, Otto Lawrence S2/c
CLARK, Vaille L. SL/c
YARUSSO, Ernest A., Jr. Fl/c
CABANISS, Charles, H. CSF (PA)
NANOFF, Peter SKL/c Died on U.S.S. ARGONNE
10 Nov. '44
GILBERT, Henry C. Cox (T) " " "
HALLIGAN, Donald F. Lt (jg) " " "
FOK, Trevor H. Lt (jg) Died in hospital 12 Nov-
ember '44
HORTON, Harold L. GM2/c Died in hospital 15 Nov-
ember '44

ATTACHED TO THE U.S.S. KYNE:

SMITH, Roy (n) SL/c Died in hospital Data(?)

All redactions
are B-6

All relocations
are B-6.

36. The following personnel, on ships, or in boats, within a radius of 2,200 yards of the MOUNT HOOD at the time of the explosion, were killed as a result of being struck by pieces of metal hurled from the vicinity of the MOUNT HOOD:

Dead
ATTACHED TO THE U.S.S. MOUNT HOOD:

COLLIE, W.D., Jr. (Lieut) USN

ATTACHED TO THE U.S.S. ALHENA:

HALL, Peter (n) S2/c
LESTER, L.C. S2/c
SCHUSTER, F.J. SM2/c

ATTACHED TO THE U.S.S. ARGONNE:

FLAKE, Caswell, A., Jr. PhM2/c
MORRIS, Dester, P. CRE

ATTACHED TO THE U.S.S. YMS-340:

JOHANSEN, Paul D., Jr. EM3/c

ATTACHED TO THE U.S.S. YMS-341:

BARLOW, Joseph C. S1/c

ATTACHED TO THE U.S.S. YMS-49:

WALTON, Clarke S1/c

ATTACHED TO THE U.S.S. YOUNG:

RABER, Warren Howard Lt (jg)

ATTACHED TO THE U.S.S. YMS-293:

WOLFE, C.R. SoM3/c
SOARE, F.B. PhM1/c

ATTACHED TO THE U.S.S. YMS-238:

EKERS, William E. S1/c

37. Many personnel, on ships, or in boats, within a radius of 2200 yards from the MOUNT HOOD at the time of the explosion, were injured as a result of being struck by pieces of metal hurled from the vicinity of the MOUNT HOOD. A list of these persons none of whom died previous to 21 Nov. 1944 together with diagnoses is as follows:

ATTACHED TO THE U.S.S. MINDANAO:

<u>NAMES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
	S1/c		Head injury.
	S2/c		Wounds, back and left arm.
	S2/c		Concussion, blast.
	MoMM2/c		Multiple wounds.
	SK1/c		Blast concussion.
	MoMM2/c		Shock.
	Lt (jg)		Fracture of skull and left arm
	S1/c		Multiple wounds.
	MM2/c		Concussion blast.
	S1/c (SK)		Multiple wounds.
	FC2/c (T)		Contusion, left side. ✓
	Ptr2/c		Laceration, head.
	Cox (T)		Concussion, blast.
	S2/c(FC)		Cpd fracture right arm.
	Cox		Traumatic amputation, left leg.
	MoMM2/c		Concussion, blast.
	S2/c		Injury chest.
	CoMM(AA)		Wounds of Chest.
	S2/c		Wounds, Multiple. ✓
	ML/c (T)		Lacerations, forehead.
	CCM (PA)		Multiple wounds. ✓
	Y3/c (T)		Lacerations head.
	S2/c		Wound left arm.
	StM1/c		Multiple wounds.
	S2/c		Concussion.
	M2/c		Multiple wounds. ✓
	S2/c		Lacerations, head and back.
	Lt. Cmdr.		Wounds, multiple.
	F1/c(BE)		Multiple wounds.
	r.MM2/c		Cpd fracture right tibia and fibia.
	S1/c		Injury head.
	MoMM3/c		Concussion, blast.
	S1/c		Penetrating wound of abdomen.
	EM3/c(T)		Concussion, blast.
	S1/c		Intracranial injury. ✓
	Slc		Head injury.
	SF3/c		Fractured left leg.
	S1/c		Laceration, scalp. ✓
	S1/c		Wound, left leg. ✓
	M2/c		Laceration, scalp. ✓

All redactions are

3-6

All reactions are B-6

<u>NAVES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
	Slc		Injury head.
	Sl/c		Wounds, back.
	Cox (T)		Wounds, left leg.
	Sl/c		Lacerations, legs and face.
	MM2/c (SR)		Wounds of back.
	StM1/c		Multiple wounds.
	Cox(T)		Multiple wounds .
	QM3/c		Multiple wounds. ✓
	MoMB2/c		Wounds, scalp.
	MM2/c		Laceration right foot.
	S2/c		Wounds, chest.
	MMB/c		Concussion, blast.
	SM3/c		Wounds, multiple.
	Sl/c		Fracture, right arm.
	SM2/c		Injury left hand.
	SM3/c		Wound, left leg.
	Sl/c		Fracture left leg.
	S2/c		Wounds, multiple.
	BM2/c		Contusions, right arm.
	Sl/c		Lacerations, head.
	Sl/c		Burns, multiple.
	Sl/c		Wounds, multiple.
	Sl/c		Contusions, multiple.
	BML/c		Amputation traumatic, both legs.
	QM3/c(T)		Wound, head.
	S2/c(FC)		Burns, multiple, right hand.
	CM3/c		Laceration, head.
	CFC (AA)		Concussion, blast.
	Fl/c(BE)		Contusion, right leg.
	MM1/c		Injuries, multiple, fractured jaw.
	SSMB3/c(T)		Contusion, spine.
	SF2/c		Fracture left hand, multiple wounds.
	FC2/c		Fracture, left humerus.
	Sl/c(SF)		Contusion, abdomen.
	Sl/c		Shrapnel wounds, both legs.
	S2/c		Spinal injury.
	Cox (T)		Lacerations, multiple.
	S2/c		Dislocation, right shoulder.
	S2/c		Contusion, back.
	S2/c		Wounds, multiple.
	S2/c		Wound, left arm.
	S2/c		Wound, right foot.
	CM2/c		Laceration, head.
	S2/c		Lacerations, multiple.
	RTL/c		Head injury.
	Bos'n USN		Laceration, left leg.
	M1/c (SR)		Concussion, blast.
	SM2/c		Wounds, multiple.
	SF3/c(SR)		Injuries, multiple.
	BM1/c		Injuries, multiple.
	Cox		Injuries, multiple.
	StM1/c		Injuries and burns, multiple.
	Fl/c(MoMM)		Concussion, blast.
	Fl/c(MoMM)		Wounds, multiple.
	CSK (PA)		Wounds, chest.

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All redactions are B6

<u>NAMES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
	SM2/c		Concussion, blast.
	SI/c		Injury, head.
	CGM PAGY		Right leg, Cpd fracture.
	SI/c		Injuries, multiple.
	SI/c		Wounds, multiple.
	SI/c		Injuries, multiple.
	SF1/c		Fracture, scapula.
	SF1/c (SR)		Injury, spine.
	P2/c (EM)		Concussion, blast.
	SK3/c		Contusion, head.
	ME3/c		Wounds, multiple.
	F2/c		Lacerations, multiple.
	EM1/c(T)		Multiple lacerations.
	M11/c		Wounds, multiple.
	SI/c		Fracture, left shoulder.
	GM2/c		Intracranial injury.
	EM1/c		Wounds, multiple.
	SI/c		Wounds, multiple.
	Cox		Wounds, multiple.
	CM (AA)		Cpd fracture left humus.
	Lt (jg)		Concussion, blast.
	MoM11/c		Wound, right hip.
	SF2/c		Amputation, traumatic, left arm.
	CL2/c		Multiple wounds.
	Lt (jg)		Fracture skull.
	MoM12/c		Wounds, right arm.
	M2/c		Wounds, multiple.
	EM1/c(T)		Shrapnel wound, abdomen.
	SSM13/c(T)		Concussion, blast.
	F1/c		Shrapnel wound, right leg.
	M11/c		Sprain ankle.
	MoM12/c		Wound, hand.
	Lieut.		Exhaustion and collapse.
	M3/c		Wound, right foot.
	OCS (AA)		Laceration buttocks.
	SF2/c		Concussion, blast.
	CM2/c (SR)		Concussion, blast.
	CGM(AA)(T)		Intracranial injury.
	Cox (T)		Concussion, blast.
	SF1/c		Laceration, back.
	MoM13/c		Laceration, back.
	CM3/c(SR)		Contusions, multiple.
	M3/c		Wound, hand.
	ME3/c		Concussion, blast.
	EMS3/c(TR)		Cpd fracture both legs.
	MoM11/c		Wounds, multiple.
	MoM12/c		Shrapnel wound, neck.
	CM1(AA)(T)		Contusion, left hip.
	S2/c		Severe laceration lower back.
	S2/c		Multiple burns.
	MoM13/c(T)		Lacerations, left leg.
	SI/c		Contusions, scalp.
	F1/c		Abrasions, multiple.
	CM2/c		Wounds, multiple.
	S2/c		Lacerations, left middle finger.
	SF2/c		Contusion, back.

All reactions are B6

<u>NAMES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
	S1/c	Prtr	Contusion, multiple.
	S1/c	"	Contusion, back.
	CBM(AA)	T	Abrasions, multiple.
	FL/c	(Momm)	Wound, puncture, right arm.
	CLM	(T)	Multiple lacerations.
	S1/c		Shock, catarrhal fever.
	M3/c		Contusions, multiple.
	SF2/c	(T)	Contusions, multiple, lumbar region.
	HM2/c		Fracture, right 2nd metacarpal.
	MoMM1/c		Concussion, multiple lacerations.
	S1/c		Laceration lip.
	S1/c		Laceration, multiple
	HM2/c		Diagnosis unknown.

ATTACHED TO THE U.S.S. ALHENA

SM2/c	USNR	V1	Fracture, compound, skull.
BM2/c	V6	USNR	Fracture, skull.
S2/c	V6	USNR	Simple fracture, right ankle.
S2/c	V6	USNR	Intracranial injury.
S2/c	V6	USNR	Fracture, simple tibia and fibia.
S2/c	V6	USNR	Wound, lacerated left shoulder.
Cox	USN		Fractured right arm.
Cox	USN		Wound, lacerated left tibia.
S2/c	V6	USNR	Blast, concussion.
S2/c	V6	USNR	Wound, punctured right side.
BM2/c	V6	USNR	Wound, lacerated head.
S2/c	V6	USNR	Wound, lacerated right shoulder.
S2/c	V6	USNR	Blast, concussion.
S2/c	V6	USNR	Contusion, left side.
S2/c	V6	USNR	Fracture, compound left ankle.
Lt. (MC)	USNR		Fracture, left ankle.
Ens.	D-V	(S)	Fracture, simple right femur.
Lt. Comdr.	C-V	(G)	Wound, punctured left buttock.
S2/c	USN		D.U. fracture, skull.
SM1/c	USN		Wound, lacerated both feet.
S2/c	V6	USNR	Fracture, simple clavicle.
S2/c	USN		Blast, concussion.
FL/c	V6	USNR	Wound, lacerated head.
MoMM3/c	USN		D.U. fracture skull.
SF1/c	OL	USN	Wound, lacerated upper lip.
CSF(AA)	USN		D.U. fracture, spine.
S1/c	V6	USNR	Wound, lacerated head.
FL/c	USN		Fracture, simple, right wrist.
S1/c	USN		Wound, lacerated face.
MoMM1/c	USN		Sprained left foot.
S2/c	V6	USNR	Laceration, jaw.
MoMM3/c	V6	USNR	Sprain sacroiliac.

NAAMES

All redactions are B7C

RATESERVICE NUMBERINJURY

<u>NAAMES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
MoM12/c	V6	USNR	Wound, lacerated right elbow.
MoM13/c		USN	Wound, multiple.
ChS(AA)	01	USNR	Wound, lacerated rith leg.
GL3/c	V6	USNR	D.U. Fracture, skull.
FCM2/c	V6	USNR	Sprained ankle, left.
F2/c	V6	USNR	Contusion, back.
RL2/c		USN	Sprained left ankle.
SL/c	V6	USNR	Wound, multiple.
FL/c	V6	USNR	Wound, lacerated right knee.
RL2/c	V6	USNR	Wound, lacerated right arm.
RL2/c	V6	USNR	Burn, left arm.
SL/c	V6	USNR	Wound, lacerated right arm.
QL3/c		USN	Wound, multiple.
BL2/c		USN	Sprained left knee.
FCR2/c	V6	USNR	Sprained back.
Y2/c		USNR	Wound, lacerated right leg.
EM3/c	V6	USNR	Wound, lacerated both hands.
FLc	V6	USNR	Sprained right wrist.
S2/c	V6	USNR	Wound, lacerated right arm.
MoM2/c	V6	USNR	Wound, lacerated right knee.

ATTACHED TO THE U.S.S. YMS-286

It. (Jg)	Flesh wound, knee.
Ens.	Laceration, multiple.
FL/c	Laceration, left ankle.
SL/c	Shock.
FL/c	Laceration, multiple.
MoM11/c	Laceration, multiple.
SL2/c	Fracture, left clavicle.
S2/c	Shock.
QL3/c	Contusion, left foot.
S2/c	Lacerations.
BL1/c	Lacerations and burns.
S2/c	Lacerations and burns.

ATTACHED TO THE U.S.S. YMS-243

CBM	Wound, lacerated right chest.
SM3/c	Contusion, multiple.
GL1/c	Fracture, simple, skull.
SoM1/c	Fracture, left foot.
EdM2/c	Fracture, skull.
EM2/c	Concussion, spine.
BL2/c	Wound, head, back.
S2/c	Wound, lacerated right elbow.
MoM11/c	Wound, multiple.
	Missing tooth, cut lip.
	Scratches and bruises.
	Sprained right ankle.
	Twisted left knee.
QL2/c	Laceration, left elbow.

All redactions are B-6

<u>NAMES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
ATTACHED TO THE U.S.S. YMS-340			
	Lt.		Wound, lacerated scalp
	SC1/c		Wound, lacerated scalp
	S2/c		Hematoma, deltoid region.
	SL/c		Burns, first degree.
	StM1/c		Burns, first degree.
	SL/c		Contusions and abrasions, multiple.
	RdM2/c		Fracture, simple, skull.
	QB3/c		Wound, fragment, shell.
	SL2/c		Contusion, head.
	SL/c		Contusion, knee.
ATTACHED TO THE U.S.S. YMS-140			
KILLENBECK, Harry A.	QB3/c		Contusion, abrasion and bruises of penis, scrotum and left testicle.
	SL/c		Burn, left leg.
	EM1/c		Slight scratch left shoulder.
	RdM3/c		Scratches and bruises left shoulder.
ATTACHED TO THE U.S.S. YMS-1			
	Lt.(jg)		Laceration, left temple.
ATTACHED TO THE U.S.S. PIEDMONT			
	S2/c		Laceration, scalp.
	SL/c		Contusion, lumbar region.
	Cox		Hematoma, scalp region.
ATTACHED TO THE U.S.S. CEBU			
	CCM		Wound, leg.
	EM2/c		Fracture, comp., left humerus.
	S2/c		Wound, lacerated left knee.
	MM1/c		Wound, lacerated head.
	SL/c		Sprained back.
	SL/c		Contusions of right knee.
3 other men received minor injuries and returned to duty after treatment.			
ATTACHED TO THE U.S.S. ARGONNIE			
	M3/c		Multiple contusions.
	SL/c		Multiple lacerations.
	Fl/c		Amputation, traumatic, left leg and shrapnel wound of buttocks.
	PhM3/c		Contusion, left chest.
	S2/c		Multiple contusions and abrasions.
	MoMM2/c		Multiple lacerations and contusions.

All refections are B6

<u>NAMES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
	Cox		Lacerations and contusions face and scalp.
	S2/c		Contusion, back.
	S2/c		Contusion, head.
	BM1/c		Fracture, hand.
	Sl/c		Multiple contusions.
	S2/c		Multiple wounds.

ATTACHED TO THE U.S.S. YMS-39

Lt.(jg)	Laceration, left shoulder.
S2/c	Contusion, left jaw.

ATTACHED TO THE U.S.S. PETROF BAY

Ptr2/c	Wound, lacerated head.
SK2/c	Wound, lacerated head.
Sl/c	Contusion, back.
CM2/c	Contusion, left arm.
SK1/c	Fracture, wrist and back strain.

ATTACHED TO THE U.S.S. YMS-341

MoM1/c	Amputation, left leg.
SC2/c	Laceration, multiple.
SC3/c	Laceration, multiple.
S2/c	Concussion, head.
Sl/c	Laceration, shoulder, injury and laceration.
StM2/c	Laceration, multiple, neck injury.
Lt.(jg)	Foreign body, left eye.

ATTACHED TO THE U.S.S. YMS-49

S2/c	Shock, bruised left hand.
PhM1/c	Laceration, eye.
MoM3/c	Burns, back and arms.
Y3/c	Laceration, arm and back of head.
GM3/c	Laceration, multiple.
Cox	Laceration, hand.
Sl/c	Laceration, finger.
S2/c	Laceration, shoulder.
MoM3/c	Laceration, left leg.
StM3/c	Laceration, arm.
GM3/c	Shock.
CEM	Fracture, rib.

ATTACHED TO THE U.S.S. YMS-293

S2/c	Wound, lacerated scalp.
EM3/c	Wound, lacerated scalp.

All redactions are B-6

NAMES

RATE

SERVICE NUMBER

INJURY

CMOMM	DU (medical observation
CM2/c	Laceration, head.
SL/c	Lacerations and bruises.
SL/c	Laceration, back and face.
SL/c	Laceration, back.
MoMM2/c	Injury to back.
CM2/c	Ruptured ear drum and cuts.
SL/c	Lacerations, face.
S2/c	Lacerations, multiple.
F2/c	Crushed finger and cuts.
SM3/c	Laceration, scalp and body.

✓ ATTACHED TO THE U.S.S. YMS-238

Lt. (jg)	Contusion, left thigh, cuts left leg.
SM2/c	Fracture, both legs.
SL/c	Injury to ear.
MoMM1/c	Fracture, elbow.
BL2/c	Injury to ears, minor cuts.
MoMM2/c	Minor cuts.
S2/c	Minor cuts.
S2/c	Minor cuts, injured feet.
BM2/c	Injury to head.
SCL/c	Burns, face.
PhM1/c	Minor cuts.
SL/c	Minor cuts.
QB3/c	Minor cuts.

ATTACHED TO THE U.S.S. YMS-81

SL/c	Lacerated scalp, multiple bruises.
SCL/c	Lacerated scalp.
SM1/c	Lacerated scalp.

ATTACHED TO THE U.S.S. YMS-71

SL/c	Wounds, right arm, shoulder and leg; also bruises above right knee.
------	---

ATTACHED TO THE U.S.S. YMS-52

CK2/c	Head injury and concussion.
SL/c	Shock and concussion.
S2/c	ConduSSION.

ATTACHED TO THE U.S.S. OBERRENDER

S2/c	Amputation, traumatic, right arm.
S2/c	Contusions, multiple.
S2/c	Wound, punctured, back.
S2/c	DU fractured leg.
SL/c	Contusions, multiple.
S2/c	Fracture, simple, right leg.

All redactions, unless otherwise labeled,
are B-6

<u>NAMES</u>	<u>RATE</u>	<u>SERVICE NUMBER</u>	<u>INJURY</u>
	GM3/c		Head injury.
	SC3/c		Wound, lacerated scalp.
	S2/c		Injury, head.
	SL/c		Contusions and abrasions.
	EdM3/c		Contusions and abrasions.
	FL/c		Contusions and abrasions.
	S2/c		Contusions and abrasions.
	SL/c		Contusions and abrasions.
			Concussion of brain.
			Cut, left shoulder.
			Neck injury.

There were 18 other men treated for minor injuries and returned to duty.

ATTACHED TO THE SECTION BASE, NAVY 3205

SK1/c	Fracture, arm and lacerations of arm.
F2/c	Back injury. (both men suffered perforated ear drums)

38. All personnel listed as missing, killed or injured (see findings of fact 34 to 37 inclusive) were in a duty status at the time of the explosion of the U.S.S. MOUNT HOOD.

OPINION

1. 7

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2. That all personnel missing, killed, or injured due to the explosion of the U.S.S. MOUNT HOOD (tabulated in findings 34 to 37 inclusive) were in a duty status, and there was no misconduct on the part of any of them.

RECOMMENDATION

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Naval Base, Navy 3205,
c/o Fleet Post Office,
San Francisco, California.
November 10, 1944.

From: Commander Naval Base, Navy 3205.
To : Captain .S.Navy.

Subject: Board of investigation to inquire into and report upon the circumstances surrounding the explosion aboard and subsequent loss of the U.S.S. MOUNT HOOD, and damage to ships and boats that occurred at or about 9:00 a.m. on November 10, 1944, in Seadler Harbor.

1. A board of investigation, consisting of yourself as senior member and of Commander , U.S.Navy, and Commander , Medical Corps, U.S.Naval Reserve, as additional members, and of Lieutenant , U.S.Naval Reserve, as recorder, will convene on board the U.S.S. SIERRA at the earliest opportunity for the purpose of inquiring into and reporting upon the circumstances surrounding the explosion aboard and subsequent loss of the U.S.S. MOUNT HOOD, injuries to and loss of personnel, and damage to other ships and boats, occurring at or about 9:00 a.m. on November 10, 1944, in Seadler Harbor.

2. The board will make a thorough investigation into the matter hereby submitted to it, and upon the conclusion of its investigation will report the facts established thereby. The board will further give its opinion as to whether any offenses have been committed or serious blame incurred, and, in case its opinion be that offenses have been committed or serious blame incurred, will specifically recommend what further proceedings should be had.

3. The attention of the board is particularly invited to sections 724, 725, and 734, Naval Courts and Boards.

4. The board is hereby empowered and directed to administer an oath to each witness attending to testify or depose during the course of the proceedings of the board of investigation.

5. Commanding Officer, U.S.S. SIERRA, is hereby directed to furnish the necessary clerical assistance. In addition to the copies of the record required by Naval Courts and Boards, you will furnish two (2) copies to the convening authority.

All redactions are
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Commodore, U.S.Navy
Commander Naval Base, Navy 3205

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All redactions are B-6

I N D E X

Board of Investigation Inquiring into the Explosion and Subsequent loss of the U.S.S. MOUNT HOOD

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Name of Witness	Direct & Redirect	Cross & Recross	Board
Recorder	:	:	:
Lt-Cdr.	:	:	:
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Lt. 1, E-V	:	:	:
(S), U.S. Naval Reserve	7-8	:	8
APC	:	:	:
U.S. Navy	9-11	:	:
Edwin 1, QMlc,	:	:	:
U.S. Naval Reserve	11-14	:	:
Ralph	:	:	:
PhoM3c, Util. Squad. 2	14-15	:	:
PhoMlc, U.S. Naval Reserve	15-17	:	:
Lt(jg)	:	:	:
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U.S.S. YMS-293	Exhibits - 8O-1, 8O-2, 8O-3, 13, 14, 13B
U.S.S. YMS-283	Exhibits - 8Q-2, 8Q-3
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U.S.S. YMS-341	Exhibits - 8U-1, 8U-2, 8U-3, 12, 13A, 13B, 14
U.S.S. YMS-238	Exhibits - 10, 14, 8P-1, 8P-2, 8P-3
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Naval Base, Navy 3205,
c/o Fleet Post Office,
San Francisco, California.
November 13, 1944.

From: Commander Naval Base, Navy 3205.
To : Lieutenant (junior grade)
U.S. Naval Reserve, U.S.S. SIERRA.

Subject: Orders as counsel to assist recorder.

1. You are hereby directed to report to the senior member of the board of investigation ordered to convene on board the U.S.S. SIERRA by my precept of November 10, 1944, to assist the recorder during the investigation into the circumstances surrounding the explosion aboard and subsequent loss of the U.S.S. MOUNT HOOD, and damage to ships and boats that occurred at or about 9:00 a.m. on November 10, 1944, in Seeadler Harbor.

Commodore, U.S. Navy
Commander Naval Base, Navy 3205

All redactions
are B-6

COMMANDER SERVICE SQUADRON TEN
SERVICE FORCE, PACIFIC FLEET

NOV 28 1944

From: , Lt. Comdr., USNR - Defendent.
To : Senior Member of the board of investigation
of USS MOUNT HOOD explosion.
Subject: Procurement of Counsel and Preparation of
defense.

1. It is requested that Comdr.
USNR, Commander Escort Division #39 now enroute to ULITHI
in USS OSMUS, be recalled as early as practicable to serve
as my counsel.

2. As other ships of Comdr. Division
are stationed here, it is believed his return would be in
order for this purpose.

3. Should this request be granted, it is further
requested that a reasonable time for conference and preparation
of the case be granted the defendent subsequent to Comdr.
arrival.

All redactions are B-6

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"C"
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File No.

U. S. S. SIERRA (AD-18)
c/o FLEET POST OFFICE
SAN FRANCISCO, CALIF.

28 November 1944

From: Senior Member, Board of Investigation, U.S.S. MOUNT HOOD
Explosion.
To: Commander Naval Base, Navy 3205 (three two zero five).
Subject: Defendant Lieutenant Commander U.S.N.R. -
Procurement of counsel.
Reference: (a) Section 357 Naval Courts and Boards.
(b) Section 358 Naval Courts and Boards.
Enclosure: (A) Copy of letter from to Senior Member of the
Board of Investigation of U.S.S. MOUNT HOOD explosion,
dated November 28, 1944.

1. Enclosure (A) was presented to the Board on November 28, 1944,
fourteenth day, in conformity with reference (a).
2. The Board adjourned until 8:30 a.m., Friday, December 1, 1944
pending your action and advice on this request.

All redactions are B-6

A true copy. Attest: _____

1, D-V(G), U.S.N.R., Recorder.

"D" 942
11/3

A17-25
Serial: 3411

NAVAL BASE, NAVY 3205
c/o Fleet Post Office
San Francisco, California

JEB/vpy

28 November 1944

From: Convening Authority,
Commander Naval Base, Navy 3205.
To: Senior Member, Board of Investigation.
Subject: Assignment of Counsel.

1. From the information given in Lieutenant Commander *B-6* request for counsel, it is apparent that the request must be denied. The immediate superior of Lieutenant Commander *B-6* should be directed to supply counsel from available personnel.

2. You are directed to reconvene as early as possible.

B-6

cc: Lt. Comdr. *B-6* USNR,
USS ARGONNE.

"E"

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NAVAL MESSAGE

Originator: SIERRA	Action To: CTU 30.9.1	Info To:
CODED BY	PRECEDENCE	CLASSIFICATION

MESSENGERGRAM

280934

RESTRICTED

COMNAVBASE HAS DIRECTED ME TO REQUEST YOU ASSIGN COUNSEL FOR LT. COMDR. *Rb* FROM AVAILABLE PERSONNEL X PLEASE ADVISE X SENIOR MEMBER BOARD OF INVESTIGATION BT

A TRUE COPY: ATTEST

(F)

ORIGINATOR *Rb* RELEASED DTG 280934

FREQ	MESSENGER	OPR	DATE	TO
		First Lieutenant	11/28/44	Medical
		Repair		O.O.D.
		Supply		Ship's Service
		Disbursing		Chaplain
			C.W.O.	

944

Op21G-mk
Serial 00873P21
SC AL7-25/AE11
Doc. # 185994

End 9

23 JUL 1946

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-G11B/ems, Serial 78705-G, 19 July 1945.
(b) CNO ltr Op34D-Ws, Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

Rslo
By Direction

~~SECRET~~

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~~1945~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Op-05-411B/ems
Serial 78705-6

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG 108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub revision forms a part, except that the provisions of sections 146.29-8, Application for Permit To Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosives and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

946
Ref(a) 1076

5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge Loads.

6. Naval ammunition and cargo ships (AE's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

1/1 *Ed*

RESTRICTED

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NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

Op-34B-8a

17 April 1946

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. MT. HOOD (AE-11) was anchored in berth 380, Seeadler Harbor, engaged in handling ammunition. U.S.S. PATRFINDER field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the MT. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-6
Deputy Chief of Naval Operations (Operations)

1st *B-6* Lieut., USN

Copy to: SecNav Op-43 Chief of Engineers, U.S. Army
Op-03 Op-411B Comdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

948
Ref (h) 1078

Op21G-mk
Serial 00873P21
SG A17-25/AMELL
Doc. # 185994

End 9.

23 JUL 1946

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-G11B/ems, Serial 78705-G, 19 July 1945.
(b) CNO ltr Op34D-Ws, Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

B-6
By Direction

~~SECRET~~

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~~10.77~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Op-05-611B/ens
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG 108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the said revision forms a part, except that the provisions of sections 146.29-8, Application for Permit To Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosives and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

Ref(a)

950
Holt

5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AE's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

18/ B-6

RESTRICTED

951
~~1087~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

Op-34D-Ws

17 April 1946

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. Mt. HOOD (AE-11) was anchored in berth 380, Seeadler Harbor, engaged in handling ammunition. U.S.S. PATHFINDER field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the MT. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-6
Deputy Chief of Naval Operations (Operations)

/s/ B-6 Lieut., USN

Copy to: SecNav Op-43 Chief of Engineers, U.S. Army
Op-03 Op-411BCmdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

952
Ref (b)
~~1082~~

Op21G-mk
Serial 00873P21
SC A17-25/AE11
Doc. # 185994

End 9

23 JUL 1946

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-G11B/ems, Serial 78705-G, 19 July 1945.
(b) CNO ltr Op34D-Ws, Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

B-6
By Direction

~~SECRET~~

953

~~1633~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Op-05-611B/ans
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG 108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and the Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub. revision forms a part, except that the provisions of sections 146.29-2, Application for Permit to Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosives and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

954
Ref (a) 108

5. Applications for waivers of the Navigation and Vessel Inspection law respect to subject regulations are authorized by existing Commandant of the U. S. Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AE's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and storage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the storage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

101 B-6

RESTRICTED

955
10/25

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

Op-34B-Ws

17 April 1946

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. Mt. HOOD (AE-11) was anchored in berth 380, Seeadler Harbor, engaged in handling ammunition. U.S.S. PATHFINDER field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the MT. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-6
Deputy Chief of Naval Operations (Operations)

/s/ B-6, Lieut., USN

Copy to: SecNav Op-43 Chief of Engineers, U.S. Army
Op-03 Op-411BComdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

Pro 96 956
Ref (b) 1086

Op21G-mk
Serial 00873P21
SC A17-25/AE11
Doc. # 185994

End 9.

23 JUL 1946

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-G11B/ems, Serial 78705-G, 19 July 1945.
(b) CNO ltr Op34D-Ws, Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

By Direction

~~SECRET~~

957

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Gp-05-G11E/ens
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG 108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of war's ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and the Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AE's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AE's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub revision forms a part, except that the provisions of sections 146.29-3, Application for Permit to Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosive and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

Ref (a) 958

5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AE's and AX's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

14 B-6

RESTRICTED

Ref (a)

957
~~1087~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

Op-34D-Ws

17 April 1946

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders,
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. Mt. HOOD (AE-11) was anchored in berth 380, Seeadler Harbor, engaged in handling ammunition. U.S.S. PATHFINDER field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the Mt. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-6
Deputy Chief of Naval Operations (Operations)

/s/ B-6 Lieut., USN

Copy to: SecNav Op-43 Chief of Engineers, U.S. Army
Op-03 Op-411BComdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

960
Ref (4)

Op216-mk
Serial 00873F21
SC 117-25/4E11
Doc. # 185994

23 JUL 1946

Enc 9

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-0115/ens, Serial 78705-G, 19 July 1945.
(b) CNO ltr Op34D-Ws Serial 565F34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

B-6
By Direction

~~SECRET~~

961

11

NAVI DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

OP-05-511E/ens
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVOC 108) First Revision Dated 1 August 1945

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVOC 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and the Navy, as well as civilian authorities on the subject, has issued this first revision to NAVOC 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub- ject revision forms a part, except that the provisions of sections 146.29-8, Application for Permit to Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosives and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

Ref (a)

962
10/2

5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AE's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

10/ B-6

RESTRICTED

963

~~10/3~~

NAVI DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

17 April 1946

Op-345-76

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. Ht. HOOD (AE-11) was anchored in berth 380, Sessler Harbor, engaged in handling ammunition. U.S.S. PATFINDER field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the Ht. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-6
Deputy Chief of Naval Operations (Operations)

1st B/b Lieut., USN

Copy to: Sectav Op-13 Chief of Engineers, U.S. Army
Op-03 Op-4113Cond., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

Ref (4) 964
~~1000~~

Op21G-mk
Serial 00873P21
SC A17-25/AF11
Doc. # 185994

23 JUL 1946

End 9

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-G11B/ems, Serial 73705-G, 19 July 1945.
(b) CNO ltr Op34D-Ws, Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

5-6
By Direction

~~SECRET~~

965
1001

NAVE DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

Op-34D-78

17 April 1944

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. Mt. HOOD (AE-11) was anchored in berth 380, Fowadler Harbor, engaged in handling ammunition. U.S.S. PATHFINDER field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the MT. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-6
Deputy Chief of Naval Operations (Operations)

10/ B-6 Lieut., USN

Copy to: SecNav Op-43 Chief of Engineers, U.S. Army
Op-03 Op-4113Comdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

Ref (b) 966
10/10

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Op-05-G11B/ems
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations
Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG-108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and the Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub-revision forms a part, except that the provisions of sections 146.29-8, Application for Permit To Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosive and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

Ref (a)

967
~~107~~

5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AE's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

15/ 15-6
RESTRICTED

968
1-97

Op21G-mk
Serial 00873P21
SC A17-25/AM11
Doc. # 185994

End 9

23 JUL 1946

26

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-35-G11B/ems, Serial 78705-3, 19 July 1945.
(b) CNO ltr Op34D-Ws, Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

F.6
By Direction

~~SECRET~~

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~~1077~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Op-05-G11B/ems
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG 108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub revision forms a part, except that the provisions of sections 146.29-8, Application for Permit To Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosives and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

Ref (a)

970

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5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AR's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

/s/ R.6

RESTRICTED

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NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

17 April 1946

Op-34D-8a

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. *Ht. HOOD* (AE-11) was anchored in berth 380, Seeadler Harbor, engaged in handling ammunition. U.S.S. *PATHFINDER* field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the *Ht. HOOD* explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B6
Deputy Chief of Naval Operations (Operations)

1a/ B6 Lieut., USN

Copy to: SecNav Op-43 Chief of Engineers, U.S. Army
Op-03 Op-111BComdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

Ref (b) 972
#02

Op21G-mk
Serial 00873P21
SC 117-25/AE11
Doc. # 185994

End 9

23 JUL 1946

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-G115/ens, Serial 78705-8, 19 July 1945.
(b) CNO ltr Op34B-Wa, Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

B-6
By Direction

~~SECRET~~

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NAVI DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Op-05-611B/ems
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG 108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146.29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub revision forms a part, except that the provisions of sections 146.29-8, Application for Permit To Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use, need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosives and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

Ref (a)

974

5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AE's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

1/1 R-6

RESTRICTED

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NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

Op-34D-8a

17 April 1946

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.

Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. Mt. HOOD (AE-11) was anchored in berth 380, Seeadler Harbor, engaged in handling ammunition. U.S.S. PATHFINDER field charts 1073 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the Mt. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-6
Deputy Chief of Naval Operations (Operations)

1st B-6, Lieut., USN

Copy to: SecNav Op-13 Chief of Engineers, U.S. Army
Op-03 Op-411E Comdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

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Ref. 11/1/46

S-A17-25/AE11(5817)
003676

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13 SEP 1945

EUSHIPS End-8 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov.1944.

To: Chief of Naval Operations.

Subj: Board of Investigation - Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov.1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

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13 SEP 1945

BUSHIPS End-8 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov. 1944.

To: Chief of Naval Operations.

Subj: Board of Investigation + Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov. 1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

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13 SEP 1945

EUSRIPS End-8 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov.1944.

To: Chief of Naval Operations.

Subj: Board of Investigation - Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov.1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

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By direction

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13 SEP 1945

BGSHIPS End-8 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov.1944.

To: Chief of Naval Operations.

Subj: Board of Investigation - Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov.1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

B-6
By direction

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13 SEP 1944

BUSHIPS End-3 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov. 1944.

To: Chief of Naval Operations.

Subj: Board of Investigation - Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov. 1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

B-6
By Director

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S-A17-25/AE11(5817)
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13 SEP 1945

EUSHIPS End-8 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov. 1944.

To: Chief of Naval Operations.

Subj: Board of Investigation - Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov. 1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

B-6
By direction

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13 SEP 1945

BUSHIPS End-8 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov. 1944.

To: Chief of Naval Operations.

Subj: Board of Investigation - Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov. 1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

B-6

By directed

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13 SEP 1945

BUSHIPS End-8 on Board of Investigation on loss of the
USS MOUNT HOOD, conv. by order of ComNavBase,
Navy #3205 on 10 Nov. 1944.

To: Chief of Naval Operations.

Subj: Board of Investigation - Explosion aboard and
loss of USS MOUNT HOOD; damage to other U.S.
naval personnel; convened by ComNavBase,
Navy #3205, 10 Nov. 1944.

1. It is noted that the cause of this explosion
was not determined and that there is nothing contained
in the record which indicates that the cause thereof
is attributable to any defect in design or failure of
any material under the cognizance of this Bureau.

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7. The publication "Regulations Governing Transportation of Military Explosives on Board Vessels During Present Emergency - 1 October 1943" has been very carefully revised in the light of this and of other accidents, and an advance printing of it will be promulgated very shortly.

8. Subject to the foregoing comments, no further action is recommended insofar as material under the cognizance of this Bureau is concerned.

GLS/fob

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NAVY DEPARTMENT

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(Sp)

BUREAU OF ORDNANCE
WASHINGTON, D. C.

NAVORD OCL AV11-45
7 March 1945

BUREAU OF ORDNANCE CIRCULAR LETTER AV11-45

Subject: Bomb Type Ammunition, Measures to Reduce Explosive Hazards Caused by Rough Handling of.

Reference: (a) Publication "Regulations Governing Transportation of Military Explosives on Board Vessels During Present Emergency - 1 October 1943".
(b) NavOrd OCL A54-44 of 22 July 1944.
(c) NavOrd OCL A89-44 of 27 Dec. 1944.
(d) NavOrd OCL A91-44 of 30 Dec. 1944.

Enclosure: (A) Proposed revision applicable to Class X (Herewith) Ammunition, to replace pages 52 and 53 of ref. (a).
(B) Proposed revision applicable to Section 146.29-18 of ref. (a) (on handling and slinging of explosives).

1. Evidence accumulated from recent accidents and from results of special experiments, has shown that it is possible to explode bomb type ammunition (particularly items with container walls of 1/16 to 1/8-inch thickness) merely by impacts not severe enough to rupture the container walls. Hazard from impacts severe enough to cause even slight rupture of container walls is perhaps sufficiently well appreciated. But any false idea that hazards due to "mere denting" of container walls are necessarily much less and perhaps "practically negligible" hazard, must be thoroughly dispelled.

2. A TNT-loaded depth bomb dropped only 2 feet on a rounded corner produced a partial low-order detonation, and a warhead detonated when accidentally struck with a sledge hammer used for removing pieces of a crate, with no possible fuze action being involved in either case. The frequency with which such action would occur is fortunately extremely low. But a marked decrease in the present number of dents must be made to effect a marked decrease in the number of serious accidents with ammunition of this type.

3. Practices which it is important immediately to discontinue are (a) handling depth bombs in nets only with no pallet skipboard, or tray to cushion landing shock, (b) their tiering in "making up" drafts (hoists), and (c) dumping nets containing bomb type ammunition by tripping or freeing one side of the net and tumbling the draft out of the gear.

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4. For cargo shipments reference (a) comprises the set of regulations prepared jointly by the Army, Navy, and Coast Guard; and its origin, status, application and scope are fully described in reference (b). As stated in paragraph 6 of enclosure (H) of reference (c), stowage of ammunition cargoes on merchant vessels is governed by these regulations; and applicable parts shall be followed as far as practicable by Naval vessels, such as ammunition ships, in carrying ammunition and explosives as cargoes.

5. To prohibit objectionable practices such as described in paragraph 3 above, the revisions of reference (a) shown by enclosures (A) and (B) have been prepared. Prior to formal publication as amendments to reference (a) these revisions have perhaps not yet full legal force in all cases; but meanwhile they shall be followed immediately by activities concerned insofar as it is possible.

6. As an additional deterrent to rough handling of bomb type ammunition, this Bureau by reference (d) directed all Naval Ammunition Depots and Naval Magazines to report in full detail, with photographs where possible, all instances where bomb type ammunition is received in dented condition. Each slight dent present prior to loading will be ringed with a white circle to distinguish it, so other dents will constitute irrefutable evidence that loaded items were handled in a rough and potentially very dangerous manner. Compliance with reference (d) should therefore enable this Bureau in most cases to identify offenders and take steps to correct dangerous practices wherever they occur.

7. Ammunition loaded with TPX is somewhat more sensitive than ammunition loaded with TNT. A new explosive "HBX", which is only about as sensitive as TNT, will be introduced in place of TPX in new loadings, although TPX-loaded ammunition now on hand must remain in service. It must be appreciated, however, that even TNT-loaded and amatol-loaded bomb type ammunition can be, and has been, exploded by impacts sufficient only to dent its container walls.

8. The enclosures, which cover handling practices in detail, are directly applicable to regulations governing shipments on vessels. The hazards from rough handling, described in the enclosures, are of general application and apply everywhere. Unless other means or methods of handling are specifically prescribed, the methods described in the enclosures shall be followed at locations other than ships and docksides, as far as practicable.

9. Successful application of these new loading procedures should be made evident by a marked decrease in the present large percentages of bomb type ammunition arriving in badly dented condition.

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Additional copies of OCL AV11-45 may be obtained by submitting requests on NAVORD FORM 1, ORDNANCE PUBLICATIONS AND FORMS REQUISITION, in accordance with the procedure outlined in OCL V15-43 (1st Rev.), or to the nearest Ordnance Publications Distribution Center: Navy Yard, Wash. 25, D. C.; Adak, Alaska; Mare Island, Calif.; Espiritu Santo, New Hebrides; Pearl Harbor, T. H.; Manus Island, Admiralty Islands. NAS and Distribution Center mailing addresses should be obtained from the Standard Navy Distribution List, or from the reverse side of NAVORD FORM 1.

DISTRIBUTION:

Standard Navy Distribution List No. 27 (C) and 30 (R)
2 copies unless otherwise noted.

1.a,c,h,l; 2.p*; 3.b,e,f,v; 3.(5 copies),a; 4.b,e,f,v; 4.(5 copies),a;
5.b(London only); 6.a,b; 7.e,f,h-k,q,r,t,x; 7.(5 copies),b-d,j,l,p,s;
7.(10 copies),a; 8.a*,i,j,n(SPECIAL LIST B*,G,K,BB),x,cc; 10.qq,ss;
10.(10 copies),s; 10.(25 copies),nn*; 11.a(CNO); 12.a,b(Revision 1);
13.aa,hh*,nn; 13.(5 copies),r; 14.a-d,q; 14.(5 copies),g

* Applicable Addressees

(OPS)
CG-6613

19 January, 1945

Proposed Revision of pages 52, 53, Columns 2,3,4, and 7
Applicable to Class X Ammunition "Regulations Governing
Transportation of Military Explosives on Board Vessels
During Present Emergency" 1 October 1943.

DESCRIPTION

General purpose bombs (GP); light case bombs, (C); depth bombs, (DB); semi-armor piercing bombs, (SAP); armor piercing bombs, (AP); fragmentation bombs regardless of packing; photo-flash bombs; high explosive anti-tank mines packed without fuzes; torpedo bangalore, (unfuzed); rocket heads, (unfuzed and without motors); rocket heads (fuzed and without motors) 200 pounds or more gross weight; warheads; Naval mines; depth charges; projector charges.

MARKING

EXPLOSIVE BOMBS, EXPLOSIVE MINES, EXPLOSIVE TORPEDOES

HAZARD

Fire and shock are the primary hazards to this class of ammunition. They are particularly dangerous because of their tendency to detonate en masse if involved in a fire. Detonation will result in severe structural damage, increasing in severity and range in relationship to the amount of high explosive involved.

All high explosive loaded items in this class having thin container walls are relatively easily ruptured or dented. Denting of the container walls by impacts, though not sufficiently severe to rupture them, has occasionally resulted in partial or complete detonation, and such kind of ammunition is said to possess "container-dent sensitivity." A certain degree of confinement combined with local heating of the contained explosive by a particular kind of impact apparently causes instantaneous explosive action. But whatever may be the actual mechanics of this phenomenon, the kinds of impacts known to have caused explosions of these items include such impacts as dropping on or striking against a rounded corner, similar to a hatch coaming, impact of one bomb against another, or being struck by handling and transportation equipment. In placing or removing dunnage, an accidental or misdirected blow from a sledge hammer, pinch bar or other hand tool may cause such explosions.

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9. Successful application of these new loading procedures should be made evident by a marked decrease in the present large percentages of bomb type ammunition arriving in badly dented condition.

B-6

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5.b(London only); 6.a,b; 7.e,f,h-k,q,r,t,x; 7.(5 copies),b-d,j,l,p,s;
7.(10 copies),a; 8.a*,i,j,n(SPECIAL LIST B*,G,K,BB),x,cc; 10.qg,ss;
10.(10 copies),s; 10.(25 copies),nn*; 11.a(CNO); 12.a,b(Revision 1);
13.aa,hh*,nn; 13.(5 copies),r; 14.a-d,q; 14.(5 copies),g

* Applicable Addressees

The impact need not be violent. A short drop of only two feet caused a low-order detonation of a depth bomb.

Warheads, depth bombs, depth charges, Naval mines and like items are in the "container-dent sensitivity" category.

HANDLING

Handle carefully. Do not drop, drag, or slide these articles. Do not use a chute in loading or unloading. Nets shall not be used except to enclose a pallet, skipboard or tray or as a preventer or saveall.

Bombs not crated or boxed, without external fittings, or with external fittings protected by lug guards, may be rolled only under continuous hand control on even surfaces or on non-powered roller conveyors, provided these surfaces or conveyors are relatively level and free from projections.

Warheads, depth bombs, depth charges or other thin-walled items shall not be tiered in "making up" drafts (hoists).

No "cant" or barrel hooks shall be used on this class of ammunition.

Depth charges and rocket heads that are not boxed or crated shall be loaded by use of pallet, skipboard or tray fitted with rope net or canvas saveall or sideboards.

Bombs, except depth bombs, may be loaded by use of wire rope slings, or by pallet, skipboard, or tray fitted with rope net or canvas saveall or sideboards.

Depth bombs shall be loaded only by using pallet, skipboard or tray fitted with rope net or canvas saveall or sideboards. (Refer to Sec. 146.29-18)

Slings for use in hoisting this class of ammunition must be approved for use by the captain of the port. Slings may be of the multiple type for bombs that do not exceed 1,000 lbs. each and dual type for bombs that do not exceed 2,000 lbs. each.

TABLE OF LIMITING LOADS

Weight of Individual Bomb or Cluster	Maximum Limits in One Draft
1 lb. to 500 lbs.*	6 units per draft
551 lbs. to 1,000 lbs.*	4 units per draft
1,101 lbs. to 2,000 lbs.*	2 units per draft
2,201 lbs. or over	1 unit per draft

* A tolerance of 10% per unit is allowed. (For example, a bomb weighing 550 lbs. may be considered as coming within the 500 lb. group.)

Naval mines, uncrated and fitted with lifting lugs shall be loaded by using wire rope and shackle.

The following items when boxed or crated: photoflash bombs, anti-tank mines, anti-personnel mines, Naval mines, warheads, depth charges, torpedo bangalore, projector charges and rocket heads shall be loaded by the use of pallet, skipboard or tray fitted with rope net or canvas saveall or sideboards.

Proposed Revision Applicable to Sec. 146.29-18
"Regulations Governing Transportation of Military
Explosives on Board Vessels During Present Emergency
1-Oct-43"

146.29-18 HANDLING AND SLINGING OF EXPLOSIVES--

- a) All ammunition or explosives in bulk shall be handled carefully. Ammunition or packages of explosives in bulk shall not be thrown, dropped, or slid over each other or over the decks; nor shall they be rolled unless rolling is specifically authorized by the provisions governing handling as set forth in the table in section 146.29-100.
- b) In transferring ammunition or explosives in bulk between pier facilities and vessels or from vessel to vessel, the items may be handled by hand, power operated mechanical hoist, power operated cargo lift truck, hand truck, nonpowered roller conveyor (hand controlled); or where permitted by the regulations in this section, a specification chute and mattress may be used. (Refer to Sec. 146.09-11 and Sec. 146.09-12 for specification of chute and mattress.) A chute shall not be used when the difference in elevation between the two vessels or between a vessel and the loading dock would result in imparting dangerous shocks to the packages by reason of the angle of elevation.

The Captain of the Port may permit the use of gasoline powered cargo handling vehicles or equipment on docks, wharves or piers for the handling of ammunition or explosives under such conditions as he may prescribe. Such type vehicles or equipment shall not be used within a hatch having ammunition or explosives in any hold within said hatch. Electric or battery powered vehicles or equipment of explosion proof or spark proof type may be used to handle ammunition or explosives on docks, wharves, piers, or in the holds of vessels under such conditions as the Captain of the Port may prescribe. (NOTE: Consideration will be given to include diesel powered cargo handling equipment.) The mechanical and operating condition of all power operated cargo handling vehicles or equipment shall at all times be maintained in safe operating condition. The use of such cargo handling vehicles or equipment may be suspended or prohibited by the Captain of the Port or his representative when he considers such use inimical to safety. When loading or unloading by mechanical means, all ammunition or explosives in bulk shall be handled in the type equipment specified for the various classes of explosives in the tables, section 146.29-100.

Containers of explosives shall be arranged on trays so that no portion of any package or container overhangs the tray. For trays provided with sideboards, packages of explosives shall not extend above the sideboard to a height exceeding $1/3$ of the

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vertical dimension of the package as stowed on the tray. The maximum size of the mesh of a cargo net shall not exceed an area sufficient to permit a container 3/4 of the size of the containers being handled, from passing through the mesh under any possible circumstances.

Rope net slings with pie plates, pallet, skipboard or similar base shall be so loaded that when lifted a minimum displacement of packages shall occur and the cargo net or canvas saveall shall completely encompass the entire load except on its topside.

Explosives shall be hoisted and lowered carefully onto a mattress or equivalent material to act as a shock absorber. Drafts shall not be unloaded by tripping or freeing one side of the net, tray or pallet and tumbling the ammunition or explosives out of the gear. Ammunition in outside fiberboard containers shall not be slung in rope nets. Handles or beackets on ammunition packages shall not be used for slinging purposes.

c) Blasting caps, detonating fuzes, fulminate of mercury and other initiating or priming explosives as defined in the regulations in this part shall be considered as constituting a distinct class of dangerous explosives, and because of the hazard involved they shall be handled with extreme care and shall always be landed on to a mattress. (See class VIII, section 146.29-100)

d) "Cant" or barrel hooks shall not be used for raising or lowering a barrel, drum, depth bombs, depth charge, or other container of military explosives. Metal bale hooks shall not be used in handling packages of such explosives. Combination woven rope and wire slings are not permitted for use in handling explosives.

146.29-18A WEIGHT PER DRAFT.---

a) Ammunition, general

1) The maximum permitted weight per draft when handled by pallet, skipboard or tray fitted with rope net, canvas saveall, or sideboards shall not exceed 2400 lbs. plus 10%.

2) Palletized unit loads consisting of one or more units shall not exceed 4,000 lbs. plus 10%.

b) Class VIII Components of Ammunition.

1) The maximum permitted weight per draft when handled by pallet, skipboard or tray fitted with rope net, canvas saveall or sideboards shall not exceed 1,000 lbs. plus 10%.

2) Palletized unit loads consisting of one or more units shall not exceed 2,500 lbs.

3) The maximum permitted weight for purpose of lift of a loaded portable magazine shall not exceed 2,500 lbs.

c) Bombs handled by dual or multiple slings -- These items shall not exceed 4,000 lbs. plus 10% per draft. (see Sec. 146.29-100, class X, table of limiting loads.)

d) Single items or assembled units (other than palletized) -- Such items designed to be handled as a unit may be loaded regardless of weight provided the cargo handling gear is of a design capable of handling a working load at least 50% additional to the actual weight of the item or unit comprising the draft, and provided further the integrity of the cargo handling gear is unimpaired. (For example, in loading a 6 ton bomb, the working load of the cargo boom and gear shall not be less than 9 tons.)

End-5

4 May 1945

BUMED:RL:IZ

Serial No. 7741

To: CNO
 Via: (1) BuPers
 (2) BuOrd
 (3) BuShips

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Subj: Bd. of Inves. - Explosion aboard and loss of USS
 MOUNT HOOD; damage to other USS vessels; deaths of
 and injuries to U.S. naval personnel; conv. by
 ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the Third Endorsement.
2. The records of the Bureau of Medicine and Surgery show that the following men died on the dates indicated below as a result of the explosion described in the attached Board of Investigation:

NAME	DATE OF DEATH
CLARK, Vaile La Salle <i>5/6</i>	12 November 1944
LAPORTE, Joseph Dominick <i>5-16</i>	14 November 1944
QUATTO, Sam <i>5/6</i>	12 November 1944
SCHUSTER, Frederick John <i>5-11</i>	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lane	17 February 1945
KARWOSKI, Stanley Jr.	2 December 1944

By direction of the Chief, BuMed:

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B-6
 Captain (MC) USN

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End-5

4 May 1945

DUMED:EL:IZ

Serial No. 7743

To: CNO
Via: (1) BuPers
(2) BuOrd
(3) BuShips

Subj: Ed. of Inves. - Explosion aboard and loss of USS
MOUNT HOOD; damage to other USS vessels; deaths of
and injuries to U.S. naval personnel; conv. by
ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the third Endorsement.
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NAME	DATE OF DEATH
CLARK, Vaile La Salle	12 November 1944
LAPORTE, Joseph Dominick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lans	17 February 1945
EARWOSKI, Stanley Jr.	2 December 1944

By direction of the Chief, BuMed:

~~SECRET~~

B-6
Captain (MC) USN

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4 May 1945

BUMED:RL:12

Serial No. 7741

To: CHO
Via: (1) BuPers
(2) BuArd
(3) BuShips

Subj: Bd. of Inves. - Explosion aboard and loss of USS
MOUNT HOOD; damage to other USS vessels; deaths of
and injuries to U.S. naval personnel; conv. by
ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the Third Enclosurement.
2. The records of the Bureau of Medicine and Surgery show that the following men died on the dates indicated below as a result of the explosion described in the attached Board of Investigation:

NAME	DATE OF DEATH
CLARK, Vaille La Salle	12 November 1944
LAPORTE, Joseph Dominick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lane	17 February 1945
MARUOKI, Stanley Jr.	2 December 1944

By direction of the Chief, BUMED:

~~SECRET~~

B-6
Captain (MC) USN

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End-5

4 May 1945

BUMED:RL:IZ

Serial No. 7741

To: CNO
Via: (1) BuPers
(2) BuOrd
(3) BuShips

Subj: Bd. of Inves. - Explosion aboard and loss of USS MOUNT HOOD; damage to other USS vessels; deaths of and injuries to U.S. naval personnel; conv. by ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the Third Endorsement.
2. The records of the Bureau of Medicine and Surgery show that the following men died on the dates indicated below as a result of the explosion described in the attached Board of Investigation:

NAME	DATE OF DEATH
CLARK, Vaille La Salle	12 November 1944
LAPORTE, Joseph Dominick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lane	17 February 1945
KARWOSKI, Stanley Jr.	2 December 1944

By direction of the Chief, BUMED:

B-6
Captain (MC) USN

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End-5

4 May 1945

BUMED:RL:IZ

Serial No. 7741

To: CNO
Via: (1) BuPers
(2) BuOrd
(3) BuShips

Subj: Bd. of Inves. - Explosion aboard and loss of USS MOUNT HOOD; damage to other USS vessels; deaths of and injuries to U.S. naval personnel; conv. by ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the Third Endorsement.
2. The records of the Bureau of Medicine and Surgery show that the following men died on the dates indicated below as a result of the explosion described in the attached Board of Investigation:

NAME	DATE OF DEATH
CLARK, Vaille La Salle	12 November 1944
LAPORTE, Joseph Dominick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lane	17 February 1945
KARWOSKI, Stanley Jr.	2 December 1944

By direction of the Chief, BUMED:

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Captain (MC) USN

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4 May 1945

BUMED:RI:IZ

Serial No. 7741

To: CNO
Via: (1) BuPers
(2) BuOrd
(3) BuShips

Subj: Bd. of Inves. - Explosion aboard and loss of USS MOUNT HOOD; damage to other USS vessels; deaths of and injuries to U.S. naval personnel; conf. by ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the Third Endorsement.
2. The records of the Bureau of Medicine and Surgery show that the following men died on the dates indicated below as a result of the explosion described in the attached Board of Investigation:

NAME	DATE OF DEATH
CLARK, Vaille La Salle	12 November 1944
LAPORTE, Joseph Dominick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lane	17 February 1945
KARNOSKI, Stanley Jr.	2 December 1944

By direction of the Chief, BuMed:

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B-6
Captain (MC) USN

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4 May 1945

BUREAU:RI:IE

Serial No. 7741

To: CRO
Via: (1) BuPers
(2) BuOrd
(3) BuShips

Subj: Bd. of Inves. - Explosion aboard and loss of USS MOUNT HOOD; damage to other USS vessels; deaths of and injuries to U.S. naval personnel; conv. by ComNavBase, Navy #3205, 10 Nov. 1944.

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2. The records of the Bureau of Medicine and Surgery show that the following men died on the dates indicated below as a result of the explosion described in the attached Board of Investigation:

NAME	DATE OF DEATH
CLARK, Vaile La Salle	12 November 1944
LAPORTE, Joseph Dominick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lane	17 February 1945
KAROSKI, Stanley Jr.	2 December 1944

By direction of the Chief, BuMed:

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B-6
Captain (US) USN

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End-5

4 May 1945

BUREAU:RL:12

Serial No. 7741

To: CNO
Via: (1) BuPers
(2) BuOrd
(3) BuShips

Subj: Ed. of Inves. - Explosion aboard and loss of USS
ROBERT HOOD; damage to other USS vessels; deaths of
and injuries to U.S. naval personnel; conv. by
ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the Third Endorsement.
2. The records of the Bureau of Medicine and Surgery show that the following men died on the dates indicated below as a result of the explosion described in the attached Board of Investigation:

NAME	DATE OF DEATH
CLARE, Vaillie La Salle	12 November 1944
LAPORTE, Joseph Dominick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lans	17 February 1945
FARNSWORTH, Stanley Jr.	2 December 1944

By direction of the Chief, BuMed:

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Captain (MC) USN

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4 May 1945

BUREAU:SI:IS

Serial No. 7743

To: CEC
Via: (1) BuPers
(2) BuOrd
(3) BuShips

Subj: Bd. of Inves. - Explosion aboard and loss of USS
MOUNT HOOD; damage to other USS vessels; deaths of
and injuries to U.S. naval personnel; conv. by
ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded, recommending approval; subject to the remarks of the Judge Advocate General in the Third Endorsement.
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NAME	DATE OF DEATH
CLARK, Vaile La Salle	12 November 1944
LAPORTE, Joseph Donaldick	14 November 1944
QUATTO, Sam	12 November 1944
SCHUSTER, Frederick John	11 November 1944

3. The following named men who were injured in the explosion on 10 November 1944 later died on the dates indicated below:

NAME	DATE OF DEATH
JONES, Everett Lane	17 February 1945
KANOSKI, Stanley Jr.	2 December 1944

By direction of the Chief, BuOrd:

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B-6
Captain (MC) USN

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OP13-1D-ppp
Serial 00144413
(SO)A17-25/AE11
Doc.#162595 and
Doc.#160721

19 April 1945

End-4

From: Chief of Naval Operations.
To: Chief of the Bureau of Ships.
Via: (1) Chief of the Bureau of Medicine and Surgery.
(2) Chief of Naval Personnel.
(3) Chief of the Bureau of Ordnance.

Subj: Bd. of Inves. - Explosion aboard and loss of USS
MOUNT HOOD; damage to other USS vessels; deaths
of and injuries to U.S. naval personnel; conv. by
ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded. Please return to the Chief of Naval Operations
after endorsement by the last addressee.

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By direction

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BUREAU OF
MEDICINE AND SURGERY
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GP13-1D-ppp
Serial 00144413
(SC)A17-25/AE11
Doc.#162595 and
Doc.#160721

19 April 1945

End-4

From: Chief of Naval Operations.
To: Chief of the Bureau of Ships.
Via: (1) Chief of the Bureau of Medicine and Surgery.
(2) Chief of Naval Personnel.
(3) Chief of the Bureau of Ordnance.

Subj: Bd. of Inves. - Explosion aboard and loss of USS
MOUNT HOOD; damage to other USS vessels; deaths
of and injuries to U.S. naval personnel; conv. by
ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded. Please return to the Chief of Naval Operations
after endorsement by the last addressee.

B-6
By direction

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NAVY DEPARTMENT

OFFICE OF THE JUDGE ADVOCATE GENERAL

WASHINGTON 25, D. C.



AND REFER TO
JAG:I:PKY:jlr
(SC)A17-25/AE11
Doc.#162595
(SC)A17-25/AE11
Doc.#160721

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APR 18 1945

12 APR 1945
End--3



To: BuShips
Via: (1) CNO
(2) BuMed
(3) BuPers
(4) BuOrd

Subj: Bd. of Inves. - Explosion aboard and loss of
USS MOUNT HOOD; damage to other USS vessels;
deaths of and injuries to U.S. naval personnel;
conv. by ComNavBase, Navy #3205, 10 Nov. 1944.

1. Forwarded for recommendation.
2. Although the bodies of U.S. naval personnel listed as missing, were not recovered, the circumstances attendant upon the explosion in this case justify a conclusion that they are dead.
3. It is the opinion of the Judge Advocate General that the deaths of and the injuries to U.S. naval personnel, occurred not as the result of their own misconduct.
4. The determination of the question of line of duty is not now necessary in these cases.
5. Subject to the above remarks, and to the remarks of the convening and reviewing authorities, the proceedings, findings, opinion and recommendation in the attached case and the actions of the convening and reviewing authorities thereon, are legal.

By direction of the Judge Advocate General:

B-6

Captain, U.S.N.

NOTED:
Classification
and Study Unit
W.H.W.
By 5/14/45

~~SECRET~~

1007
#20

Pers-23224-mmh

AE11

29 March 1945

*All redactions
are B-6*

~~SECRET~~

End--2

To: Secretary of the Navy (Office of the Judge Advocate General).

Subj: Board of Investigation--Explosion aboard and subsequent loss of USS MOUNT HOOD and damage to ships and boats; conv. by Comdr. Naval Base, Navy 3205, 10 Nov. 1944; File No. JAG:I:JLN:fkf(SC) A17-25/AE11; Doc. #147445 dated 19 February 1945.

1. Forwarded.

2. STEWART, Johnny Calvin, Flc, USN
TALKINGTON, Donald Patrick, Cox, USNR
YON, Howard (n), Slc, USNR

3. A full review of all of the evidence connected with the disappearance of the above named enlisted men was made on 29 March 1945 by the Director of the Dependents Welfare Division under the provisions of Public Law 408, 78th Congress, pursuant to the authority vested in him by the Secretary of the Navy in Opl3-1C-jc, Serial number 312213, dated 1 September 1944, and it was determined by him that, although the bodies of the above named enlisted men were not recovered, the circumstances attendant upon their disappearance in this case justify a conclusion that they are dead and that the date of their death was 10 November 1944.

4. All other men listed in paragraphs 34, 35 and 36 of subject report are presently carried on the records of the Bureau as "dead".

5. Transmission by Registered Guard mail or US Registered mail is authorized in accordance with Article 76(e) and (f), U. S. Navy Regulations.

By direction of the Chief of Naval Personnel.

RECEIVED S-C FILES

81772

112
APR 4 1945
Of. File No. *117-25/AE11*
Doc. No. *162595*
Capt. *9324*
147-445

Captain, U. S. Navy
Acting Director of Welfare.

~~SECRET~~

1008
(H)

Pers-53221-ash

AE 11

~~SECRET~~

29 March 1945

End-2

To: Secretary of the Navy (Office of the Judge Advocate General).

Subj: Board of Investigation--Explosion aboard and subsequent loss of USS MERRY BOND and damage to ships and boats; conv. by Comdr. Naval Base, Navy 3205, 10 Nov. 1944; File No. JAG:JAG:JAG(SG) 417-25/AE11; Doc. #1171A5 dated 19 February 1945.

1. Forwarded.

2. STEWART, Johnny Calvin, SA 30 57, Flc, USN
TALMINGTON, Donald Patrick, 357 22 74, Cox, USNR
YDS, Howard (n), 930 31 05, Slt, USNR

3. A full review of all of the evidence connected with the disappearance of the above named enlisted men was made on 29 March 1945 by the Director of the Dependents Welfare Division under the provisions of Public Law 408, 78th Congress, pursuant to the authority vested in him by the Secretary of the Navy in Op13-10-1c, Serial number 112213, dated 1 September 1944, and it was determined by him that, although the bodies of the above named enlisted men were not recovered, the circumstances attending upon their disappearance in this case justify a conclusion that they are dead and that the date of their death was 10 November 1944.

4. All other men listed in paragraphs 24, 25 and 26 of subject report are presently carried on the records of the Bureau as "dead".

5. Transmission by Registered Guard mail or US Registered mail is authorized in accordance with Article 76(e) and (f), U. S. Navy Regulations.

By direction of the Chief of Naval Personnel.

RECEIVED S-C FILES

Room 2056

APR 4 1945
File No. (44) 417-25-1054
Doc. No. 162595
P324

B-6
Captain, U. S. Navy
Acting Director of Welfare.

81772

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~~SECRET~~



NAVY DEPAR. ENT

OFFICE OF THE JUDGE ADVOCATE GENERAL

WASHINGTON 25, D. C.

AND REF: PJJLN: fkb
(SC) A17-25/AE11
Doc. #147445

Del 24 688

19 FEB 1945

End--1

To: BuPers

Subj: Bd. of Inves. - Explosion aboard and subsequent
loss of USS MOUNT HOOD and damage to ships and
boats; conv. by Comdr., Naval Base, Navy 3205,
10 Nov. 1944.

1. Forwarded for appropriate action.

By direction of the Judge Advocate General:

B-6
Colonel, U.S.M.C. (Ret)

NAVY
1945 FEB 21 PM 12 45

NOTED:
Amplification
and Study Unit
W.H.W.
By *7/2/45*

~~SECRET~~

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UNITED STATES FLEET
HEADQUARTERS OF THE COMMANDER IN CHIEF
NAVY DEPARTMENT
WASHINGTON 25, D. C.



FFL/A17-25

Serial 00720

~~SECRET~~

~~SECRET~~

22 MAR 1945

FIRST ENDORSEMENT to
BoFI report on loss
of U.S.S. MOUNT HOOD.

All redactions
are B6.

From: Commander in Chief, United States Fleet and
Chief of Naval Operations.
To: Judge Advocate General.

Subject: Board of Investigation to inquire into and report
upon the circumstances surrounding the explosion
aboard and subsequent loss of the U.S.S. MOUNT HOOD
and damage to ships and boats that occurred at or
about 9:00 A.M., on 10 November 1944, in Seadler
Harbor.)

1. Commander in Chief, United States Fleet and
Chief of Naval Operations considers that the attached correspond-
ence contains matters of interest to the records of Captain
, U.S.N., and Lieutenant Commander
U.S.N.R.

2. This command will take no further action in con-
nection with subject report of Board of Investigation.

RECEIVED 3-3 FILES

Room 2055

DATE 22 MAR 1945
FILE NO. A17-25/AE11
JCS NO. 150721
COPY NO. 1
SERIAL NO. 2762

8281

Deputy.

81772

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1110

Op21G-mk
Serial 00873P21
SC A17-25/AE11
Doc. # 185994

23 JUL 1946

End 9

From: Chief of Naval Operations.
To: Secretary of the Navy.

Subj: Board of Investigation - Explosion aboard and loss of USS
MOUNT HOOD; damage to other U.S. naval personnel; convened
by ComNavBase, Navy #3205, 10 November 1944.

Ref: (a) CNO ltr Op-05-G11B/ems, Serial 78705-G, 19 July 1945.
(b) CNO ltr Op34D-Ws Serial 565P34 of 17 April 1946.

Encl: (A) Copy of reference (a).
(B) Copy of reference (b).

1. Action taken by the Chief of Naval Operations as a result of
this casualty is set forth in references (a) and (b).

2. Subject to the above remarks, this Board of Investigation is
forwarded, recommending approval of the proceedings, findings, opinion
and recommendations of the Board and the actions of the convening and
reviewing authorities, subject to the remarks of the convening and
reviewing authorities and the Judge Advocate General.

B-6

J. B-6
By Direction

~~SECRET~~

1012

~~1011~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

RESTRICTED

Op-05-G11B/ems
Serial 78705-G

19 July 1945

From: Chief of Naval Operations
To: All Ships and Stations

Subj: Regulations Governing the Transportation of Military Explosives on Board Vessels During the Present Emergency (NAVCG 108) First Revision Dated 1 August 1945)

1. The authority to amend, promulgate, and to enforce regulations governing the transportation of explosives or other dangerous cargo on board commercial vessels has, during the present emergency, been vested with the Commandant, U.S. Coast Guard, under the direction and supervision of the Secretary of the Navy.
2. In the execution of such authority, the U.S. Coast Guard on 5 March 1942 re-issued under the short title, "Explosives or Other Dangerous Articles on Board Vessels," the Regulations Governing the Transportation, Storage, Stowage, or Use of Explosives or Other Dangerous Articles or Substances and Combustible Liquids on Board Vessels, which had been issued originally by the Bureau of Marine Inspection and Navigation, U.S. Department of Commerce, on 9 April 1941. On 1 October 1943, the U.S. Coast Guard amended the basic regulations by adding sections 146.29-1 to 146-29-100 in order to facilitate the prosecution of the war in the loading of military explosives. These amended sections were published in a pocket-sized, red-covered book (NAVCG 108) and were given wide distribution and application by the naval service in the loading, transportation, and stowage of cargo ammunition and explosives.
3. Experience gained during the past 2 years has indicated that further amendments to the regulations could be accepted as calculated risks due to the exigencies of the war. The U.S. Coast Guard, with the assistance and cooperation of the Army and the Navy, as well as civilian authorities on the subject, has issued this first revision to NAVCG 108. In the preparation of this revision, a careful evaluation was made of the problems involved in the handling and stowage of ammunition and explosives, not only in merchant vessels but also in public vessels such as naval ammunition and cargo ships (AE's and AK's).
4. It is therefore directed that naval ammunition and cargo vessels (AE's and AK's) when engaged in the transportation of military explosives, ammunition, or other hazardous articles as cargo, shall be loaded and stowed in compliance with the U.S. Coast Guard Regulations, "Explosives or Other Dangerous Articles on Board Vessels," of which the sub j revision forms a part, except that the provisions of sections 146.29-8, Application for Permit To Load Explosives; and 146.29-9, Authority to Load-Loading Facilities and Use; need not be complied with. It is further directed that reasonable effort be made to conform to applicable sections of the regulations when loading and transporting explosive and ammunition as cargo in landing ships and craft. The loading and stowage of naval barges, covered lighters, and other district craft, including self-propelled barges and lighters, shall be guided by sections 146.10-1 to 146.10-6 and table 146.10-50 unless modified by instructions issued by the Bureau of Ordnance.

REF (a)

1013
H42

5. Applications for waivers of the Navigation and Vessel Inspection Laws with respect to subject regulations are authorized by existing Commandant of the U.S. Coast Guard's circulars. In certain instances application for waivers may still be appropriate for merchant vessels, especially in connection with the loading and stowage of so-called Fleet Issue and Selective Discharge loads.

6. Naval ammunition and cargo ships (AE's and AK's) are public vessels and are therefore exempt from the statutory requirement that commercial vessels shall comply with subject regulations. Accordingly, Coast Guard waiver procedures are not applicable to them. Inasmuch as paragraph 4 directs that these vessels likewise shall be loaded and stowed in compliance with U.S. COAST GUARD REGULATIONS, "Explosives or Other Dangerous Articles on Board Vessels," the following waiver procedure is established for them. The commanding officers of such vessels may at their discretion waive specific sections of subject regulations when the military urgency outweighs the hazard involved. In the event that a commanding officer is unwilling to accept the responsibility for ammunition loading and stowage which may be inconsistent with subject regulations, the matter shall be referred to the cognizant naval district commandant for final decision. In either case, the commanding officer shall make a routine written report to the Chief of Naval Operations, prior to departure of the vessel, setting forth the particular sections waived and the reasons therefor.

7. Superficially, the retention of the "waiver system" may indicate that an unrealistic approach was made in the revision of the regulations and that they remain too drastic. Actually, this is not the case. Instances will still occur where only military urgency could dictate the violation of well-established safety precautions. If the subject regulations were so drawn that all vessels could invariably be loaded with no recourse to the waiver procedure, it would be obvious that they failed to prescribe adequate safety standards for the stowage of explosive cargoes. Accordingly, the goal was not to eliminate waivers entirely, but to modernize the regulations in the light of experience and to reconcile necessary safety precautions with the theory of calculated risk. It is believed that the result will be to reduce waivers and at the same time maintain adequate standards of safety.

8. In forward areas the duties of the captain of the port may be carried out by other officers designated by proper authority. In such cases the authority conferred by subject regulations on the captain of the port may be assumed by such designated officers.

18/ B-6

RESTRICTED

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~~1114~~

NAVY DEPARTMENT
Office of the Chief of Naval Operations
Washington 25, D.C.

17 April 1946

Op-34D-7s

Serial: 565P34

RESTRICTED

From: Chief of Naval Operations.
To: All Fleet Commanders.
All Sea Frontier Commanders.
Subj: Ammunition Handling Berths.

1. At the time she exploded, U.S.S. Mt. HOOD (AE-11) was anchored in berth 380, Seeadler Harbor, engaged in handling ammunition. U.S.S. PATHFINDER field charts 1033 and 1034 show berth 380 to be adjacent to the main entrance channel and to be 400 yards in diameter. These charts do not show any "explosives anchorage."
2. At least one ammunition handling berth should, if practicable, be designated at every fleet base and fleet anchorage and provided for in every plan for fleet base harbor development.
3. Ammunition handling berths should, if possible, be well clear of principal traffic lanes. Reports on the MT. HOOD explosion indicate that the minimum radius for an ammunition handling berth should be as near 2000 yards as practicable, as serious topside structural damage was incurred up to 1600 yards. Since it is not possible at all bases to provide a berth of this size, or to reserve one for this use, it will be necessary to make a best approximation and to overlap with other berths to be vacated when an ammunition handling berth is in use as such.
4. Where explosives anchorages are designated and meet the foregoing requirements for explosive anchorages, or can be made to do so by vacating adjacent berths, it is desirable to give such explosive anchorages additional designations as ammunition handling berths.
5. So far as practicable fleet ammunition ships will anchor only in designated explosives anchorages or, where no explosives anchorages are designated, in ammunition handling berths, and their ammunition transfer operations will be conducted in ammunition handling berths or in berths for which equivalent isolation is temporarily provided.

AUTHENTICATED BY:

B-b
Deputy Chief of Naval Operations (Operations)

/s/ *B-b*, Lieut., USN

Copy to: SecNav Op-43 Chief of Engineers, U.S. Army
Op-03 Op-411BComdt., Coast Guard
Op-04 Op-415 BuOrd

RESTRICTED

10/15
Ref (L)

AND REFER TO

JAG:I:RCB:nrc
(SC)A17-25/AE11
Doc.#185994

5 AUG 1946

End--10

All redactions are B-6

Subj: Bd. of Inves. - Explosion aboard and loss of
USS MOUNT HOOD; damage to other USS vessels;
Deaths of and injuries to U.S. naval personnel;
conv. by ComNavBase, Navy #3205, 10 Nov. 1944.

1. The Secretary of the Navy has this date approved, subject to the remarks and actions thereon, the attached case.

2. The Secretary of the Navy held that there is matter of interest contained herein, which, within the purview of Title 34, Section 276, United States Code, relates to the records of the following named officers:

Captain _____, U.S.N.
Lieutenant Commander _____, DM, U.S.N.R.

By direction of the Judge Advocate General:

The transmission of this letter by registered mail within the domestic mail system of the United States is necessary and therefore, is hereby authorized.

Commander, U.S.N.R.

- CC:
- BuShips
- BuPers
- BuOrd
- BuMed
- CinCPac.
- Comdr, 3rdFlt.
- Comdr, SerForce, 7thFlt.
- Comdr, NavBase, Navy#3205.
- Capt. _____, USN
- Lt. Comdr. _____, USNR

(with copies of 3rd, 6th and 7th)
(
(
(
(ends.)

Finished file _____

~~SECRET~~

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tance of the MOUNT HOOD, but it would seem that this boating and communication difficulty could have been solved by other means. It is for the board to decide, after considering all the evidence on these factors, whether changing the MOUNT HOOD from berth 270 to a central position in the harbor was justified.

If the board finds that the move was justified, then the question arises whether the same advantages achieved by the change could not have been enjoyed to their fullest extent with considerably less danger to other ships.

Lieutenant Commander B. B. testified on cross examination that the same smoothness of water, facility of communication and short boating distances would have applied had the MOUNT HOOD been placed in berths 13, 18, or 20, all 1000 yard berths, or berth 122, a 750 yard berth. Exhibit No. 1 shows that these berths are each bounded on one side by a shoal area. Consequently, they all have the advantage of freedom from next door neighbors on a portion of their circumference. Moreover, their mere size, being all but one, 1000-yard berths, would have left all ships at a greater distance than either the U.S.S. MINDANAO or the U.S.S. OBERRENDER on November 10. Furthermore, exhibit No. 57 shows that, during the entire period from September 23 through November 10, berth 13 was vacant 20 days, and was at no time occupied by any ship bigger than a destroyer. Berth 18 was vacant 22 days and, when occupied, housed CVEs, an AGC, and an APA. Berth 20 was vacant 34 days and, when occupied, housed only CVEs, except for one day when the U.S.S. NICHITA was berthed there. Berth 122, a 750 yard berth, was vacant 20 days and during the remaining 28 days housed only merchant ships, with the exception of the U.S.S. BILOXI for two days and another for six days. It has not shown in any way that these berths were not available, or could not have been made available with very little effort.

Two further questions now present themselves. First, should not the defendants, with a due regard for the safety of other ships, have removed the MOUNT HOOD to the comparative isolation of one of these larger, equally convenient berths? Second, assuming berth 380 to be, for some unexplained reason, of paramount desirability, should they not have arranged for her safe isolation there by keeping the contiguous anchorages vacant? Either one of these simple measures might have saved more than a hundred men from death or injury, and greatly reduced the extent of the damage to nearby shipping.

1018

UNITED STATES COAST GUARD
WASHINGTON

Date 25 June, 1946

RESTRICTED

From: **Judge Advocate General, Navy Department, Washington, DC**
To: **Commandant (Classified Mail Section) U. S. Coast Guard**

1. Receipt of the following Secret Officer Messenger mail
is hereby acknowledged:

<u>Identification</u>	<u>From</u>	<u>To</u>
CGOM 29	(MVI) Comdt. U.S. Coast Guard	Judge Advocate General Navy Department Washington, D.C.

All redactions are B-6

CLASSIFICATION CHANGED TO UNCLASSIFIED
 BY AUTHORITY OF: OPNAVINST 5500.40
 DATE: 25 JUN 1959 OPNAVINST 5510.1B
 BY: [Signature]
 LT, USN
 Office of JAG, Navy Dept.

Date, sign, and return original to:
Commandant (Classified Mail Section)
Coast Guard Headquarters, Washington, D. C.
Room 1300, Station 1-10

Signature

Date Received 27 June 1946

Rank Comdr

174

1019
#47

UNITED STATES COAST GUARD

ADDRESS REPLY TO
THE COMMANDANT (OPS)
REFER TO FILE: CG-6613

WASHINGTON 25, D. C.

23 January, 1946

Judge Advocate General
Navy Department
Washington 25, D. C.

*All redactions
are B6.*

Attn: Colonel

Dear Sir:

It is requested that there be made available to the Coast Guard a copy of the Board's report, including exhibits, covering the casualty resulting in the loss of the USS MT. HOOD.

The report is to be used to evaluate the accuracy of theories relative to vessel separation within explosive-anchorage areas in our harbors. Any conclusions drawn will not involve the contents of the report covering the MT. HOOD casualty or disclose their source.

It is contemplated the report will be returned to your office within two or three weeks after receipt.

By direction of the Commandant.

Very truly yours,

RECEIVED SC FILES

Box 255

ROUTE TO:

30 APR 1946

Rear Admiral, USCG
Chief, Office of Merchant Marine Safety

No. to CG

A 17-25/AE/11

No. to

199889

199880

Copy to

By

147445

~~SECRET~~

Finished file *inc*

You can't be careless with explosives



Twice!

1020

ADDRESS REPLY TO
JUDGE ADVOCATE GENERAL

AND REFER TO

JAG: I: LTF: edn
(SC) A17-25/AE11
Doc. #147445

NAVY DEPARTMENT
OFFICE OF THE JUDGE ADVOCATE GENERAL
WASHINGTON 25, D. C.

Mr. Butler

29 APR 1946

End--1

To: Comdt., U.S.C.G.

Attn: Chief, Office of Merchant Marine Safety.

Subj: Bd. of Inves. - Explosion on and loss of U.S.S.
MOUNT HOOD; deaths of naval personnel; conv. by
Comdr. Naval Base #3205, 10 Nov. 1944.

Ref: (a) Your ltr. dated 23 Jan. 1946.

Encl: (A) Advance copy of subject board with exhibits
attached thereto.

1. In accordance with the request contained in reference (a), Enclosure (A)
is forwarded herewith.

2. It is requested that this record be returned to this office when it
has served its purpose.

By direction of the Judge Advocate General.

B-6

Commander, U.S.N.R.

Ind-2
THE COMMANDANT (MVI)
CG-MIN-6613
24 June, 1946

UNITED STATES COAST GUARD
WASHINGTON 25, D.C.

To: The Judge Advocate General, Navy Department

subject report having served its purpose is returned herewith.

B-6

By direction

~~SECRET~~

1021
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MERCHANT MARINE
REGISTRATION DIVISION
MAY 2 2 PM 4 00

MERCHANT MARINE
REGISTRATION DIVISION

ADDRESS REPLY TO
THE JUDGE ADVOCATE GENERAL

NAVY DEPARTMENT

OFFICE OF THE JUDGE ADVOCATE GENERAL
WASHINGTON 25, D. C.

AND REFER TO
JAG:I:LJF:nrc
(SE)L11-1/AE11
Doc.#144072

9 MAY 1948
End--2

To: BuShips
Via: (1) CMO
(2) BuMed
(3) BuPers
(4) BuOrd

Subj: Ltr. A9/L11-1 dated 14 Nov. 1944, from Lt. Lester
H. Wallace, USNR, Senior Survivor, USS MOUNT HOOD
(AE 11).

1. Forwarded.

By direction of the Judge Advocate General:

The transmission of this letter by
registered mail within the domestic
mail system of the United States is
necessary and therefore, is hereby
authorized.

B-G
Commander, U.S.N.R.

Finished - Mailbox - Pile

1740-25

SECRET

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SC) 111-1/1441

Document No. 1440

SUBJECT: US MOUNT HOOD (A-11) Explosion-Report on.

Date received

11-24-44

Parcel or Postal No. 5283

FROM	TO	FILE	SERIAL	DATE	COPY NO.	WITH EN-CLOSURES
Land: ComSerkon10 Rep. Navy 3205	SecNav	A9/112-1	00493	11-15-44	1-1	- - - -
1st Lt. -6 USNR, Senior Survivor, US MOUNT HOOD	SecNav	A9/111-1	- - - -	11-14-44	1-1	A-B

23 DEC 1945

ROUTED TO	COPY NO.	WITH EN-CLOSURES	NO. OF EN-CLOSURES	REMARKS
Jag	1-1	A-B		A-Roster of Officer and Enlisted Personnel to have been killed by the explosion. B-Roster of survivors.

~~SECRET~~ ~~CONFIDENTIAL~~

WHEN NO LONGER REQUIRED FOR ACTION OR IMMEDIATE REFERENCE PLEASE RETURN ATTACHED DOCUMENT(S) TO ROOM 2055, OFFICE OF THE CHIEF OF NAVAL OPERATIONS.

IF IT IS DESIRED TO RETAIN ATTACHED DOCUMENT(S) INDEFINITELY PLEASE REMOVE ORIGINAL THIS ROUTING AND TRANSFER SLIP AND RETURN SAME TO ROOM 2055, OFFICE OF C. N. O.

Doc. No. 144072	Copy No. _____	Doc. No. 144072	Copy No. _____
With enclosures _____		With enclosures _____	
9 Received _____		Received _____	
Op. _____	(Signature)	Op. _____	(Signature)
Doc. No. 144072	Copy No. _____	Doc. No. 144072	Copy No. _____
With enclosures _____		With enclosures _____	
7 Received _____		Received _____	
Op. _____	(Signature)	Op. _____	(Signature)
Doc. No. 144072	Copy No. _____	Doc. No. 144072	Copy No. _____
With enclosures _____		With enclosures _____	
5 Received _____		Received _____	
Op. _____	(Signature)	Op. _____	(Signature)
Doc. No. 144072	Copy No. 1-1	Doc. No. 144072	Copy No. _____
With enclosures _____		With enclosures _____	
3 Received _____		Received _____	
Op. _____	(Signature)	Op. _____	(Signature)
Doc. No. 144072	Copy No. 1-1	Doc. No. 144072	Copy No. _____
With enclosures _____		With enclosures _____	
1 Received _____		Received _____	
Op. _____	(Signature)	Op. _____	(Signature)

B-6

A9/L11-1

COMMANDER SERVICE SQUADRON TEN
SERVICE FORCE, PACIFIC FLEET

Serial M- 00203

REPRESENTATIVE, NAVY NO. 3205

~~SECRET~~

~~SECRET~~

FIRST ENDORSEMENT on
Senior Survivor, USS
MT. HOOD ltr. A9/L11-1
dated Nov. 14, 1944.

NOV 15 1944

From: Commander Service Squadron TEN Representative, Navy No. 3205.
To: The Secretary of the Navy, Navy Department, Washington 25, D.C.
Subject: U.S.S. MOUNT HOOD (AE 11) Explosion - Report on.
1. Forwarded.

B-6 →

Copy to:

BuPers
Bureau of Supplies and Accounts,
Field Branch, Allotments Division,
Cleveland 15, Ohio.
Senior Survivor, USS MOUNT HOOD.

11 1532

RECEIVED S-C FILES

Room 2055

DATE TO: 24 NOV 1944
Op File No. (66) 41-11A-11
Doc. No. 144072
Copy No. 1
Pg. No. 1213

Finished file

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020 41

1944 NOV 28 8 48

COMMANDER-IN-CHIEF
FLAG OFFICE
RECEIVED

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~~SECRET~~
~~SECRET~~

NOV 14 1944

From: Lieutenant ^{B-6} USNR, Senior Survivor,
U.S.S. MOUNT HOOD (AE 11).
To: The Secretary of the Navy.
Via: Commander Service Squadron TEN Representative, Navy No. 3205.
Subject: U.S.S. MOUNT HOOD Explosion - Report on.

Reference: (a) BuPers Manual, Article D-9601.

Enclosure: (A) Roster of Officer and Enlisted Personnel believed to
have been killed by the explosion.
(B) Roster of survivors.

1. In compliance with reference (a) the following report is submitted.

2. The U.S.S. MOUNT HOOD (AE 11) was completely destroyed by an explosion on 10 November 1944 at approximately 0847 local time (ITEM). The ship was anchored in berth number 380 in Seeadler Harbor, MANUS Island, in twenty fathoms of water with approximately sixty fathoms of chain at the waters' edge to the port anchor.

3. When I left the ship at approximately 0825 to call for officer messenger mail at the transshipment mail office, I was informed by the officer of the deck that ammunition was being loaded into the ship in four holds. Although I do not know what was being loaded in the other holds, depth bombs were being loaded into hold number three. Several LCM's were tied up along the starboard side of the ship loaded with ammunition. I cannot state definitely how many were there, but I believe there were four. I do not know what was on the port side. Conditions appeared to be normal when I left the ship.

4. I had reached the Fleet Post Office landing at Lorengau and had walked about 300 feet when the explosion occurred. The blast knocked me and most of the men who came in the boat with me off our feet. We were approximately 4600 yards away from the ship at that time.

5. The only body which has been recovered and identified was that of Lieutenant Winfred D. COLLIE, Jr., SC, USN (B-6). At the time of the explosion, Lieutenant COLLIE was aboard the U.S.S. MINDANAO which was anchored in berth 381 about 450 yards away from the MOUNT HOOD. A thorough search of the harbor for bodies has been made. The other survivors and I have viewed four unidentified bodies in the morgue and have been unable to identify any of them.

A9/L11-1

~~SECRET~~
~~SECRET~~

NOV 14 1944

Subject: U.S.S. MOUNT HOOD Explosion - Report on.

6. Although Lieutenant COLLIE's body is the only one recovered, it is my belief that every officer and man listed on enclosure (A) was killed instantly. Such enclosure was compiled from memory and one name is missing. At the time of the explosion twenty-two officers and 296 men were attached to the MOUNT HOOD. No one was transferred from or to the ship between 1 November and 10 November 1944, according to the records of the Receiving Station, MANUS Island.

7. No records were saved. The forty-foot motor launch which I left the ship in is intact.

8. By copy of this letter the Bureau of Supplies and Accounts, Field Branch, Allotments Division, Cleveland 15, Ohio, is requested to institute the proper procedure concerning the allotments of the missing and deceased.

B-6

Copy to:

BuPers
Bureau of Supplies and Accounts,
Field Branch, Allotments Division,
Cleveland 15, Ohio.

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A9/111-1

U.S.S. MOUNT HOOD (AE-11)

ROSTER OF OFFICERS AND ENLISTED PERSONNEL BELIEVED KILLED BY THE EXPLOSION
(Compiled from Memory and Mail)

TURNER, H. A.	Commander	USN
MYERS, J. E.	Lieut. Comdr.	USNR
ORR, V. J.	Lieutenant	USNR
CHAPELL, W. T.	Lieutenant	USNR
BAIR, C. T.	Lieutenant	USN
SABOL, S.	Lieut.(jg)	USN
MILLER, M. M.	Lieut.(jg)	USNR
HANLON, B. A.	Lieut.(jg)	USNR
MACKENZIE, J. B.	Lieut.(jg)	USNR
CHIVERS, N. W.	Ensign	USNR
METZ, K. B.	Ensign	USN
EMMELMANN, R. C.	Ensign	USNR
SCHWETZER, R. E.	Ensign	USNR
STROM, L. S.	Ensign	USNR
McKAY, D. R.	Lieutenant	USNR(MC)
COLLIE, W. D., Jr.	Lieutenant	USN
WISE, R. T.	Chief Gunner	USN
CALHOON, M. F.	Boatswain	USN
ANDREWS, T.	Machinist	USN
LEICHT, H.	Acting Pay Clerk	USN
VALLERY, J. V.	Acting Pay Clerk	USN

ABBOTT, F. L.	Slc
ADAMS, R.	Slc
ANTONIAZZI, H.	MM2c
ARCHER, H.	Slc
ACQUATTA, C.	MM1c
BROOKS, A. L.	RDM3c
BRANKS, J. T.	RDM3c
BOBOTAS, A. G.	RM2c
BARNES, J. E.	SC2c
BROWNE, S. L.	SC2c
BRENNAN, J. W.	Slc
BROWN, J.	StM1c
BROWN, S.	StM1c
BOWERS, L.	Slc
BIEGEL, E.	Slc
BLOOM, Edgar N.	Slc(GM)
BERRY, F. L.	CM2c
BAIRD, D.	CM2c
BARSTOW, C. E.	PhM1c
BARKER, W. L.	Flc
BERTIN, R. J.	Blc
BRAGG, H. R.	Slc
CASTAGNETTI, H.	S2c
CHORLEY, T. D.	SK2c
CALL, F. D.	SC2c
CHRISTMAS, H.	Slc
COCHRAN, H.	StM1c

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PAGE 2 - ROSTER OF OFFICERS AND ENLISTED PERSONNEL BELIEVED KILLED BY EXPLOSION

COCHRAN, C.	StMlc
COOKS, C.	StMlc
COFIELD, J.	StMlc
CLINTON, S.	CBM
COWART, B. E.	SoM2c
CONANT, K. C.	Slc
CHUBA, A. A.	Cox.
CROSS, D. E.	SF2c
COUGHLIN, F.	Slc
COVINGTON, D. L.	Flc
CARIDEO, C.	MoMM2c
CROW, T. C.	MM2c
CAYTEN, E.	Flc
DENNARD, K. W.	GMlc
DINEEN, W.	Slc
DEARDOFF, G.	COM
DENSER, R. W.	SoM3c
DZIERZEK, E.	Slc
DIFRANCESCO, N. A.	Slc
DETORE, P. J.	Slc
DIMAURO, L.	S2c
DRAKE, H. A.	Slc
DODGE, J.	Slc
DENWLEY, A.	Slc
DESROSIERS, R.	Slc
DICHIARO, N.	Slc
DIVILIC, D.	Slc
DUFF, William H.	Slc(GM)
DILILLO, G. G.	Slc
DIPIPPA, C.	Slc
DANIELS, H.	Slc
DYER, E.	Slc
DURR, W.	Slc
DITIERI, A.	Slc
DINITTO, L. P.	Slc
DAVIDSON, A.	BM2c
DOUBBLESTEIN, G.	MoMMlc
DESKINS, G. F.	EM3c
DAVIS, C. A.	Flc
DICKSON,	Flc
EVEHETTS, V. A.	S2c
EBERHARDT, R. F.	Slc
EBERHARDT, R. J.	Slc
ESPOSITO, R.	Slc
EVERMAN, E.	Slc
EDWARDS, A. A.	Slc
ELLINGER, W. L.	Slc
ELESMORE, L.	Slc
ENTERLEIN, G.	Slc
EDWARDS, R. L.	WTlc

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U.S.S. MOUNT HOOD (AE-11)

PAGE 3 - ROSTER OF OFFICERS AND ENLISTED PERSONNEL BELIEVED KILLED BY EXPLOSION

EDWARDS, M. L.	Slc	
FARLOW, G. B.	FC3c	
FUNKEY, G. T.	GM1c	
FAZZINO, S.	Slc	
FUCHS, J. M.	Slc	
FLAXER, A.	Slc	
FUCHS, G. I.	Slc	
FINNELL, C.	EM2c	
FORD, R. F.	Slc	
FERRIGNO, L.	Slc	
FERRY, W.	Slc	
GUZZO, Richard C.	S2c	USNR
GROVER, Oliver A.	S2c	USNR
GRUVER, C.	S2c	USNR
GROETZINGER, D. R.	SC3c	
GRIMES, Darrell V.	S2c	USNR
GRIMES, Jack E.	S2c	USNR
GRIFFIN, Alvin S.	S2c	USNR
GUTHERIE, Cleon J.	S2c	USNR
GUALTIERI, Vincent P.	S2c	USNR
GRIFFIS, W. R., Jr.	S2c	USNR
GUTHRIE, R.	CMM	
GOTLIBOSKI,	CWT	
GALASSI, A. V.	MM3c	
GENDRON, R.	MoMM3c	
GRIFFITH, P. W.	MM2c	
GUNN, M. J.	EM3c	
HELLS, L.	GM1c	
HUDAK, A.	GM3c	
HALLICK, E. A.	S2c	USNR
HALL, Richard L.	S2c	USNR
HARDEN, Joseph J.	S2c	USNR
HOBAN, M. J.	SM3c	
HALL, M. L.	Slc	
HARSTON, W.	ST3c	
HARMON, Arthur R., Jr.	S2c	USNR
HUDSON, J.	Slc	
HARLEMAN, John D.	S2c	USNR
HANCOCK, Roy L.	S2c	USNR
HALLIGAN, Richard I.	S2c	USNR
HANNABARGER, M. E.	S2c	USNR
HARDEED, Henry (n)	S2c	USNR
HARGRAVE, Clarence F.	S2c	USNR
HARPER, Leon G.	S2c	USNR
HAM, Charles H.	S2c	USNR
HAASE, Albert C.	S2c	USNR
HALLAHAN, Francis L.	S2c	USNR
HANLY, John M.	S2c	USNR
HALL, Raymond E.	S2c	USNR

All redactions
are B-6

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U.S.S. MOUNT HOOD (AE-11)

PAGE 4 - ROSTER OF OFFICERS AND ENLISTED PERSONNEL BELIEVED KILLED BY EXPLOSION

HAMEL, Harry R.	S2c
HAYES, H. E.	Slc
HARDIN, J.	PhM2c
HALTERMAN, B. A.	MM1c
HILL, N.	S2c
INGRAM,	F1c
JONES, H.	StM1c
JEFFERSON, J.	St1c
JONES, L. N.	F1c
JOHNSON, S. A.	EM1c
JASPER, J.	Slc
JORDAN, G. K.	BM2c
IMBEAU, J. D.	CEM
KIECAK, F.	S2c
KRAITZ, C.	RM3c
KREGER, L. D.	SK1c
KING,	WT3c
KOSS,	MM3c
KOSIUK,	MM3c
KELLEY, E.	M1c
KIEI, Walter C.	Slc(GM)
LAW, W. L.	CCS
LINZER, W. L.	Bkr3c *
LARTNER,	Slc
LANGSTON, H.	Slc
LONG, J.	Slc
LOWREY, R. B.	Y1c
LICHENSTEIN, B.	Slc
KROEPER, F.	Slc
LAFRANCE, J. H.	Slc
LLOYD, D. W.	CMM
LEAF, W.	MM3c
LEWIS, D.	EM2c
MORSE, A. R.	Slc
MURPHY, H. J.	CGM
MAYS, G. E.	RM2c
MONTALBAN, C. M.	St1c
MILLER, J.	Slc
MARTIN, J. M.	Slc
MAGUIRE, J. C.	Slc
MAYO,	S2c
MULA, M.	Slc
MALINOWSKI, J. S.	Slc
McCANN, R.	Slc
MAUNE, J. J.	MM1c
MOLON, M.	Slc
MARCHIANO, P. J.	BM2c
MISTRETTA, M.	PhM3c
McCONNELL, M. H.	B1c
MARES,	F1c
MADSEN, K.	F1c

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U.S.S. MOUNT HOOD (AE-11)

PAGE 5 - ROSTER OF OFFICERS AND ENLISTED PERSONNEL BELIEVED KILLED BY EXPLOSION

NOBLE, C. L.	Y2c
NAUMAN, J.	MM2c
NUCKLES, H.	Flc
OLIVER, A.	Slc
OMALLEY, J. J.	Slc
OTT, W.	EM1c
PFEIFER, R.	GM3c
PERRY, R. M.	Slc
PERILLOUS, H.	Slc
PERTILE, A.	CGM
PETERSON, M.	RdM3c
PITZER, J.	QM3c
PARKER, R. A.	Slc
PAYNE, A.	Slc
PATILLO, R.	CSK
POZOLANTE, M. A.	SK1c
PROWELL, R. A.	CK1c
PRIVITERA, S.	Slc
PARKER, K.	Slc
PASSALACQUA, L.	Slc
PROCTOR, S. L.	SFlc
PACELLA, M.	SFlc
PHILLIPS, G. L.	Slc
POPOVICH, M.	HALc
PHELPS, L.	CGM
PALMER, M. O.	MM1c
PULLIAM, R.	WT3c
POERIO, Joseph M.	Slc
PHILLIPS, O.	Flc
PETRUSKEY, J.	Flc
PREZIOSI, C.	Flc
McCLELLAN, S.	Flc
QUICKEL, H.	WT2c
ROBINSON, G.	GM2c
REED, R. C.	GM3c
REYNOLDS, R.	CY
RESCIGNO, A.	Slc
ROACH, W.	EM2c
ROBB, W.	S2c
ROUTON, S. W.	Slc
ROBINSON, T. B.	MM1c
ROLFE, W.	WT1c
ROSE, F. W.	MM3c
ROSE, H. E.	MM3c
ROBBINS, W. G.	Flc
RIDER, L. W.	Flc
RICHARDS, T.	MM3c
RICHARDSON, U.	Flc
SUDOVICH, M.	BM1c
SOKOLOSKI, S.	Slc
SMITH, J. W.	Slc
SWITZER, J.	Slc

~~SECRET~~ROSTER OF SURVIVORS

WALLACE, Lester H.	Lieut. C-V(S), USNR
FLANDERS, Robert Algernon	Slc USNR
CLINGMAN, Grover Lewis	SoM3c USNR
FANTERI, Joseph	Slc USNR
MAY, Milton Eugene	F1c USN
DROSCOLL, James Cornelius	Slc USNR
TRADER, Archie Thomas	F1c USNR
ZIPOWITZ, Edward	SK3c USNR
FUTIA, Anthony	Slc USNR
BABBRO, Victor	Slc USNR
BOELTER, Warren Lee	FC3c USNR
PAOLI, Steven Arthur	Slc USNR
DILENA, Daniel	Slc USNR
HOUGH, James John	F1c USNR
TERRY, Ray Roscoe	Slc USN
EDWARDS, Walter	MoMM3c USNR
KATSANIS, Nicholas George	Slc USNR
DONATO, Cornelius Anthony	Slc USNR

Ensign ¹ D-V(S), USNR (395013) reported 10 November
Receiving Station, MANUS for further transfer to the MOUNT HOOD, but had
not reported aboard at the time of the explosion.

All redactions are B-6.

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ENCLOSURE (B)

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