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Authority NND968132
By ARA Date 6/11/03

CV-15/L11-1
SECRET

U. S. S. RANDOLPH (CV-15)
c/o Fleet Post Office,
San Francisco, Calif.

50/jhw

31 March 1945

From: Commanding Officer.
To: The Chief of the Bureau of Ships.

Subject: USS RANDOLPH (CV15) - War Damage, Report of.

Reference: (a) BuShips ltr. C-FS/L11-1(374), dated Apr. 10, 1940.

1. In accordance with Reference (a), the following report of war damage to the USS RANDOLPH (CV15) is submitted.

Office of the Chief of Naval Operations
FLEET MAINTENANCE
APR 11 1945
RECEIVED

A. GENERAL

1. Ship was damaged at 2007 (-10) on 11 March, 1945, while at anchor, Berth 27, Ulithi Lagoon.

2. Ship was anchored, Berth 27, Northern Anchorage, Ulithi Atoll Lagoon.

3. Ship was anchored in 21 fathoms of water.

4. Weather was generally fair, with low cumulus clouds, about four tenths cover, a ceiling of 5,000 feet and surface visibility of five miles, very dark

5. Drafts before damage were: forward 28 ft, 00 inches - aft 30 ft, 00 inches - mean, 29 ft, 00 inches; drafts after damage were: forward 28 ft, 00 inches - aft 30 ft, 2 inches - mean 29 ft. 01 inches.

6. Three degree starboard list developed from f[illegible] ments.

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23 Room 2056
10 APR 1945
Ship File No. (or) 2[illegible]/C V15
Doc. No. 163637
2745

7. Not pertinent. Ship was at anchor.

8. Brief narrative of the incident.

On March 11, 1945 RANDOLPH lay at anchor i[illegible] unit of Task Group 58.3 awaiting orders for further operations. RANDOLPH was engaged in supply replenishment, crew training activities, and port routine. At the time of attack the ship was in Condition of Readiness II, Material Condition YOKE. In accordance with SOPA instructions, radar guard was maintained by one ship of the Task Force (HANCOCK) and Air Defense Command on Falalop Island. At 2005 an Air Flash RED was broadcast to all ships by Atoll Commander ULITHI over TBS. At 2007 the RANDOLPH was struck by a Japanese Twin-Engine Bomber, Type Francis, which approached at low altitude and highspeed from a bearing relative to the ship of 120° to 140°. The angle of glide was very slight if any. Impact occured at the edge of the flight deck on the starboar side about 15 feet from the stern. The bomb load, which possibly may have been previously released, penetrated the hull and interior bulkheads several feet before exploding. Point of explosion of the bomb appears to have occurred at frame 203, about 20 feet inboard starboard. This compartment was the CO_2 Transfer Shop (C-0101-E).

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A deckside radio antenna mast was sheared off near the base. Parts of the plane were seen to fall in the water, others fell through the hole in the flight deck, caused by the explosion, and still others were found in various places on the flight deck. The ship went to General Quarters immediately after the explosion. Repair parties reported immediately and led hose aft to the fire. Fire Rooms and Engine Spaces filled with smoke immediately from supply vent trunk taking suction at frame 200 port and starboard. Gas Masks, RBA's and air hose masks were donned rapidly by personnel in these spaces. Engine Room supply blowers taking suction from the main vent trunk were stopped and flaps closed, while supply blowers taking suction from the starboard (Windward) side of ship were left running. With the exhaust blowers running the engine rooms were practically cleared of smoke. All of the fire room supply blowers, which take suction from the vent trunk, were secured, and supply was taken from third deck forward via access hatches, the fireroom exhaust blowers causing a positive suction down from the third deck into the spaces. Smoke drawn from the vent trunk into third deck spaces slowed down the manning of below decks battle stations. At approximately ten minutes after the explosion, the Damage Control Station was completely manned (2017).

On the Hangar deck, the watch in the conflagration station turned on sprinkler bays 4 and 5 immediately after the explosion. This prevented spread of fire forward and reduced flame intensity. The entire after end of the ship abaft frame 202 was afire from main deck to flight deck. Ammunition in the fire area, principally ready ammunition for the fantail 40MM mounts, was exploding. Intense heat also set off 20MM clipping room (C-022OM Gallery Deck.

Hose was broken out on hangar, gallery and flight decks and led aft fro all available plugs. This resulted in the use of 9(2½") lines on the hangar deck, and 12(2½") lines on the flight and gallery decks. These hoses were all concentrated on the fire aft. The above measures were effective and by 2110 (app.) the larger flames had been extinguished and hose groups were able to move out on the fantail. Subsequently, water streams were concentrat ed on smaller fires, smolders, hot metal, and bulkheads. At about 2200, Repair I reported the fire under control. At 0050, the fire was reported out except for smoldering material at the scene, especially in the Aviation Ready Issue Room. At 0600, all smoldering had ceased and repair parties began clea ing away debris.

As soon as the Damage Control Station was manned, steps were taken firs to establish extent and location of fire, sprinkle necessary magazines and concentrate maximum fire fighting facilities. At this time, orders were given from Damage Control to start #10, #13, and #14 fire pumps to provide maximum pressure aft. At this time, all fire pumps were then on the firemain with the exception of #11 and #12 diesel fire pumps forward. This provided excellent pressure at all deck levels. Firemain was in Condition YOKE, two loop, port and starboard segregation. The fire Marshal estimated the following firemain pressures during the action. Hangar deck, 150 lbs; Gallery deck, 130 lbs; Flight deck, 120 lbs. At 2015 (app.) repair parties were ordered to set Condition ZEBRA since further attack was a possibility. At this time Repair VII reported both Gasoline systems drained back, purged and filled with inert gases, which was the condition prior to attack, and was rechecked at this time.

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CV-15/L11-1
Serial: 005

U. S. S. RANDOLPH (CV-15)

50/jhw
31 March 1945

SECRET

Subject: USS RANDOLPH (CV15) - War Damage, Report of. (Continued)

Damage below decks was confined wholly to Repair III Area. At 2035 (app.) Repair III reported that compartments on second deck aft were flooding and bulkhead 198 was being shored on the second deck. Flooding was small in extent and caused entirely by fire fighting water draining through shrapnel holes on the main and second decks and by the destruction of #25 firemain riser. The following was extent of the flooding: C-216-A, flooded to overhead; C-217-L, flooded to overhead; C-221-AC, flooded to overhead; C-222-M, flooded to overhead; C-220-AC, flooded to 33" depth; C-321-L, flooded to 50" depth; C-320-L, flooded to 53" depth.

After shoring was accomplished, Repair III undertook pumping operations with submersibles to unwater compartments. Firemain riser cutout valves to #20 and #25 firemain risers were closed. Unwatering occupied Repair III until late the following morning. They were assisted by personnel from other below deck repair parties.

At 2246, Ship secured from General Quarters but Repair Parties remained on stations. As a result of flooding aft, ship took a three degree starboard list which was ordered removed at 2337. This was accomplished by 2357. By 0230 ship had rolled over to one and three quarters degrees port, due to free surface water aft. This was reduced to three quarters of a degree port. Transverse or longitudinal stability was never threatened. Ship trimmed by stern about two inches due to flooding aft.

9. Effect of Damage on Battle Efficiency: The attack and subsequent damage to this ship resulted in the following loss of battle efficiency:
Air Department: Flight deck rendered inoperative until major repairs can be made. Loss of Arresting Gear Motor #1 reduces number of wires in commission. Landing Signal Platform must be rewired to conduct night flying operations.
Hull Department: Battle Efficiency not reduced appreciably. Losses in equipment notably RBA's must be replaced. Loss of #20 & #25 firemain risers reduce fire fighting facilities only on fantail and extreme after flight deck.
Engineering Department: Smoke from Vent Trunk reduced efficiency in all engineering spaces until ventilation could be secured. An alteration to vent trunk at next Navy Yard availability to prevent reoccurance is suggested.
Communication Department: Complete loss of Radio III and Radio V does not reduce battle efficiency provided no hits are received in Main Radio Area.
Medical Department: No loss of battle efficiency when expended medical supplies are restored.
Gunnery Department: Loss of fantail 40mm mounts considerably reduces firepower to cover attack from astern.

No other Departments suffered loss in battle efficiency due to this action.

B. Direct Hits by Projectiles or Bombs.

1. It is believed that the enemy plane carried one 250 K.G. bomb fuzed with B-3-A short delay (possibly 0.025 sec.) and one or two small bombs, 63 K.G. with very short delay fuzes. Damage indicates normal effectiveness for this type and weight of bombs.

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2. Plane evidently released bombs immediately before impact with the ship. Plane made horizontal release since angle of dive was nearly horizontal. Line of flight was between 120° - 140° relative to the bow of the ship.

3. Plane crashed the flight deck at frame 203 starboard side and exploded.

4. Bomb is thought to have hit the ship at about frame 204, between flight and gallery deck, passed through the starboard bulkheads and deck of the Engine Overhaul and Propeller Shop (C-0207-E) and exploded below in the CO_2 Transfer Shop (C-0101-E).

5. All plating in the explosion area varied in thickness from 1/4" to 5/8". None of this defeated or deflected any missiles in the vicinity of the explosion. The 20MM Ready Service Ammunition Rm. (C-0220-M) was made up of 30# S.T. Steel. This armor defeated the continued explosions of all ammunition inside it. No projectiles exploding inside this space penetrated the 30# S.T.S. bulkheads or decks.

6. It is estimated that the large bomb (250KG) traveled a distance of approximately 20-22 feet from point of impact to point of detonation. One of the small bombs (63KG) exploded in Radio V, traveling a distance 6-8 feet before exploding.

7. Detonations were of a high order. All bomb fragments found were small in size, generally 3/4" to 1" in diameter.

8. Following is a brief description of damage to structure, instruments, and machinery:

(a) Effect of Impact -- Flight Deck.

Antenna mast #4 was cut off at catwalk level, catwalk from frame 195 to 205 was driven down into ship's side. One landing strut from plane jammed into starboard edge of flight deck. Impact of plane plus resultant explosion and fire caused the flight deck to be blown out from 193 to 207.

Gallery Deck.

Impact of the bomb penetrated starboard bulkhead of Aviation Engine and Propeller Shop (C-0207-E). This bomb also pierced outboard bulkhead between gallery and flight decks, driving bulkhead inboard. Passage of one of plane's motors carried away starboard catwalk from frames 195 to 205.

No decks below the gallery deck appear to have been damaged by impact.

(b) Direct effects of the explosion caused the following damage:

Flight Deck.

The flight deck was blown up from frame 193 to frame 207, from six feet in from the starboard side to thirty-six feet in from the port side. A hole was made by explosion and concussion which measured 56 feet fore and aft and 58 feet athwartships. The flight deck from frame 185 aft was buckled by the explosion. All tie-down channels in the vicinity of the hole in the flight deck were damaged beyond repair.

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Gallery Deck.

From fr.185 aft, the Gallery Deck was damaged considerably. Starting at the light labyrinth at frame 185, the walkway leading from #2 arresting gear engine platform to the starboard outboard walkway was destroyed. Light labyrinth was blown open and Gallery walkway from frames 185 to 188 was buckled. Emergency Radio V (C-0211-CE), Antenna Platforms and Gearing Motor Generator Room, and 20MM Ready Service Ammunition Room (C-0209-M) were destroyed. Aviation Engine and Propeller Shop (C-0207-E) was destroyed and walkways abaft frame 202½ from amidships to starboard side were demolished. All catwalks immediately below the flight deck and abaft frame 205 were destroyed.

The 20MM Ready Service Ammunition Space (C-0220-M), the Decontamination Shower Room (C-0218-1), the Undressing Room (C-0216-1), the Dressing Room (C-0214-1) and all sheetmetal bulkheads in the surrounding passageway were buckled. The after bulkhead of the Engine Overhaul space (C-0207-1) was blown away from the centerline to a point 9 feet in from the starboard side. The transverse bulkhead at frame 197 was blown in against Arresting Gear #1. Arresting Gear Engine #1 was destroyed.

Forecastle Deck.

The CO_2 Transfer Shop (C-0101-E) was destroyed. The Oxygen Transfer Shop (C-0101 was destroyed; the forward and after bulkheads were left standing, but were bulge out and all framing is beyond repair. All smoke tanks were blown overboard, port and starboard. Both adetylene stowages, port and starboard side of transverse bulkhead 202½ were blown up. All walkways aft of frame 207 were blown loose.

Main Deck.

Main Deck buckled from frame 95 to 200. Light locks leading to flight deck, fr. 156, port and frame 183 port, were blown open. Roller curtains at frames 159-164 port; 164-169 port; 173-178 port; 184-188 starboard; 194-198 starboard; 198-200 starboard were blown apart. Hatch 1-191-1 was sprung. Hatch 1-205 was demolishe Door 1-202-2 was blown off. Athwartship frame 194 was broken loose from bulkhead on port side and bent amidships. Athwartship frame 188 was bent one and one half feet out of line. Vertical frame 184 was bent slightly out of line. Bulkhead 1-202½ was ruptured. Twenty-five feet of this bulkhead were demolished, measured from a point 7 feet to port of the centerline to a point where the bulkhead abutted C-101-M. Vent trunk was demolished at frames 201 to 203, from amidships outboard to starboard. Firemain and sprinkling systems, from frame 200 aft, whic led to upper decks, were demolished. Fresh water lines leading to fantail and Aviation Engine and Propeller Shop were carried away. Explosion forced deck down eight inches at frame 204.

Second Deck.

In passage C-221-AC the firemain, ventilation and sprinkling systems were carried away. C-221-AC was flooded to the overhead, because inboard bulkhead was destroyed by explosion. C-217-L flooded because explosion warped door 2-202-3 and blew away bulkhead 202½ from door 2-202-3 to six feet outboard. C-219-E flooded because explosion demolished hatch 1-205, allowing water to enter from above. C-222-E flooded through open door to damaged spaces. Ship was in condition YOKE when damage occured.

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Third Deck.
In compartment C-321-L at frame 204, the starboard shell plating was twisted and dented inboard. It is believed concussion caused this damage.

(c) Fragment effect.

Flight Deck.
After Ramp of flight deck sustained minor damage from shrapnel.

Gallery Deck.
Many small shrapnel holes in 1/4" plate which made up bulkheads in this area.

Forecastle Deck.
Many shrapnel holes in bulkheads and decks not destroyed by explosion. All plating in this area was 3/16" to 1/4" in thickness.

Main Deck.
Framing from frame 142 aft penetrated or dented. Vertical starboard frame 145 bent. Water curtain at frame 164 cut with 3" hole. Capstan hit by shrapnel around lower lip. Hole in deck frame 200, centerline, 18" diameter. Deck on fantail riddled with shrapnel holes, the largest 12" in diameter. Main deck aft is 5/8" in thickness. Personnel Boat at frame 180, was holed b shrapnel. Many personnel in vicinity of after hangar deck killed or wounded by shrapnel.

Second Deck.
In passage C-221-AC, there were fifteen small shrapnel holes, varying from one inch to two inches in diameter. The overhead of C-219-E had numerous small shrapnel holes, the largest being five inches by seven inches, at frame 206. Supply Storeroom (C-216-A) flooded to the overhead because of many shrapnel holes in the overhead. Largest hole was at frame 199, where shrapnel made a hole 12" by 7". This deck was 5/8" thick. Shrapnel holes in second deck frame 203-206, caused flooding into C-321-L. This deck is 1/4" thick.

Third Deck.
In C.P.O. W.C. (C-321-L) shrapnel caused a hole in the shell plating frame 203, starboard, four feet above deck. This hole was 2" x 8". Shell plating was 5/8" thick at this point. Third deck in this area was dented by shrapnel but not pierced.

(d) Only subsequent explosions noted were magazine explosion (C-0220-M) and 40MM ready service ammunition (fantail 40MM mounts) which were caused by intense heat of the fire. Fire damaged decking on after flight deck beyond repair. Wire rope on hawser reels on fantail had core burned out. Fire damaged loading machines and fantail 40MM mounts beyond repair. Main sources of fuel from resulting fire were: gasoline and oil from the plane; eleven drums of hydraulic oil (stowed on 01 deck); drift signals and pyrotechnics stowed in C-0102-M, cylinders of acetylene gas; and ordinary combustibles normally in the area. After part of the Ready Service Airplane parts and Issue room contributed fuel in the form of airplane tires, tubes, life rafts, life vests and rubber tired tail wheels.

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CV-15/L11-1 U. S. S. RANDOLPH (CV-15) 50/jhw
Serial: 005
SECRET 31 March 1945
Subject: USS RANDOLPH (CV15) - War Damage, Report of. (Continued)

Oxygen in the Oxygen Transfer Shop intensified the flames. All planes on hangar had been defueled, reducing the gasoline fire. Planes on after end of the flight deck burned with other material

(e) Flame ruined all electrical equipment in the fire area. Flash burned personnel on after hangar deck and fantail but did not seriously affect anyone forward of frame 180. Flash of explosion was confined to some extent by transverse bulkhead 202½.

9. No noxious fumes or gases other than smoke was noticed.

10. Action taken to localize flooding: Bulkhead 198 was shored on both second and third decks, starboard side. On third deck, bulkhead 198 was shored on both sides. Holes were cut in longitudinal bulkhead of C-320-1L and submersibles placed in C-320-3L, thus pumping out the third deck. The same procedure was used on the second deck. Hole was cut in bulkhead 198 and submersible dropped into C-217-L. Later a P-500 was employed in unwatering under the fantail. Difficulty was experienced in keeping suction, due to clogging of the basket strainer. The starboard list was taken off the ship by transferring fuel oil. This is described in the summary of events.

Felix Baker
FELIX BAKER

Copies to: (Less ANNEX "B")
COMINCH
Chief of Naval Operations
ComAirPac
Commander Service Force,
Pacific Fleet (FMO)
Chief of the Bureau of Ordnance
CinCPac

ANNEX "A" - Descriptive Plates, attached herewith.
ANNEX "B" - Photographs, attached herewith.

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ANNEX "A"

SECRET

DESCRIPTIVE PLATES

PLATE NO.	TITLE
1.	Inboard Profile
2.	Athwartships Section at frame 202½, looking aft.
3.	Flight and Gallery Decks.
4.	Forecastle and Main Decks.
5.	Second and Third Decks.

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ANNEX "B"

SECRET PHOTOGRAPHS

Picture No.	Description or Caption
667	Flight deck damage looking aft and to starboard.
698	Damage Gallery deck level looking aft and to starboard frame 198-207.
649	Flight deck looking aft.
629	Flight deck damage looking aft and to port.
640	Flight deck damage looking aft.
684	40MM Gun port, fantail looking aft.
683	40MM Gun stbd, fantail looking aft.
681	40MM Gun port, fantail looking aft.
682	40MM Gun stbd, fantail looking aft.
685	40MM Gun stbd, fantail looking stbd.
655	Tug damage port side third deck, frane 194.
710	Fragmentation hole in overhead of compt. C-320-3L, fr. 200, looking to stbd.
711	Fragmentation holes in overhead of compt. C-321-L looking aft, frames 206-207.
697	Fragmentation hole in deck looking forward and to port, frame 203.
696	Flight and gallery deck damage looking aft on stbd side, fr. 204-208.
699	Damage between hangar and flight deck looking aft, frame 206.
650	Stern view of damage.
633	Fighting fire on flight deck, looking aft.
637	Stbd. quarter view of damage, frames 204-208.
651	Flight deck damage looking aft and to stbd.
664	Flight deck damage looking aft.
663	Stbd. quarter view, frames 204-207.
662	Flight deck damage looking aft.
727	Gallery deck damage stbd side, frames 207-209.
726	Gallery deck damage stbd side, frames 207-209.
622	Flight deck damage looking up from hangar deck. (Note SB-2C landing gear assembly in center).
620	Flight deck damage looking aft.
692	Damaged walkway and life raft looking aft on stbd side, frames 196-210.
639	Flight deck damage looking to port frame 207.
694	Foc'sle and gallery deck level looking to port, frames 202½-207.
690	Walkway and Flight deck damage, stbd. quarter view, fr. 200-207.
648	Flight damage looking forward and to starboard.
665	Gallery deck level looking to port from point of impact, Frames 202½-205.
661	Gallery deck line looking to stbd. Frames 195-201.
641	Flight deck looking up from hangar deck and aft to stbd. Frames 200-210.
701	Hangar deck level looking to starboard. Frame 207.
702	Foc'sle deck level looking to port. Frames 201-203.
703	Hangar deck level looking forward and to stbd. Frames 205-206
704	Gallery deck level looking aft and to port, fr. 202-207.

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706 Gallery deck level looking to port. Arresting gear damage, frames 195-196.
707 Arresting gear damage. Gallery deck level looking forward. Frames 181-184.
708 Arresting gear damage. Gallery deck level looking to port. Frames 181-184.
709 Arresting gear damage. Gallery deck level looking to stbd. Frames 195-196.
747 Fire fighting on foc'sle deck level. Looking aft at frame 207.
746 Fire fighting at point of impact on foc'sle deck level looking aft, fr. 207.
739 Foc'sle, Gallery and Flight deck damage looking aft and to stbd from hangar deck, frames 202-210.
729 Gallery deck level looking forward frames 202-204.
728 Gallery deck level (Engine Overhaul Shop) looking forward, frames 202-204.
666 Gallery deck level looking aft and stbd, frames 207-208.
632 Fire fighting on foc'sle deck level (Oxygen Transfer Shop) looking aft, frame 207.
743 Fire fighting on foc'sle deck level frame 207.
604 Damage to flight deck looking up and aft. (Note landing gear assembly in center hanging on beam) Frames 200-208.
695 Damage to Engine Overhaul Shop and catwalks. Frames 200-207 looking up, aft and to starboard.
691 Damage to Engine Overhaul Shop and flight deck looking up, aft, and to stbd. Frames 201-207.
687 Aviation shop looking aft and to port. Frames 202-207.
625 Damage to aircraft and hangar deck space, looking aft, frames 195-202.
626 Fire fighting in Ready Service Airplane Parts and Issue Room, frames 198-202.
628 Damage to aircraft and Hangar deck space, looking aft, frames 183-207.
627 Damage to Aircraft, looking aft.
630 Damage to Aircraft, looking aft.
642 Foc'sle, gallery deck, and flight deck looking forward to stbd, frames 202-208.
644 Roller curtain damage port side, frames 157-167.
646 Damage on fantail, foc'sle and gallery deck levels, frames 202-stern.
647 Damage starboard side showing point of impact.
653 Damage starboard side.
654 Damage starboard side.
657 Damage to athwartship vent trunk, foc'sle and gallery deck levels, frames 202-207, looking aft.
658 Damage to athwartship vent trunk, foc'sle and gallery deck levels, frames 202-207, looking aft.
659 Damage to overhead of hangar space, looking aft, frames 194-207.
660 Damage to Engine Overhaul Shop looking forward, frames 202-207.
669 Damage to hangar space, looking aft.
745 Fire fighting in Ready Service Airplane parts and Issue Room, looking to port, frames 195-202.

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744	Same as above but from frames 190-202.
742	Same as above.
741	Removing ammunition from damaged plane.
619	Removing wounded on hangar deck, looking aft.
616	Removing wounded on hangar deck, looking starboard.
615	Giving aid to wounded on hangar deck.
614	Damage to aircraft.
613	Damage to athwartship vent trunk and bulkhead at frame 202 looking aft.
612	Damage to aircraft, hangar sprinkling bay operation, looking aft and to port, frame 190.
611	Damage to aircraft and hangar sprinkling bay in operation, frames 150-165.
610	Fighting fire on hangar deck.
609	Damage to aircraft.
606	Wounded on hangar deck receiving first aid.
668	Damage to hangar space, looking aft.
598	Hose for fighting fire running aft - looking aft.
602	Damage to aircraft and overhead on hangar deck, frames 190-202.
599	Fire fighting and hangar sprinkling bay in operation.
600	Damage to aircraft.
601	Damage to aircraft.
603	Removing wounded from hangar deck.
605	First aid to wounded.
688	Damage on fantail and hatch 1-205, looking to port, frame 205.
686	Damage to 40MM mount on fantail looking aft.
670	Damage on foc'sle and gallery deck levels looking aft, frames 202-207.
752	Adjusting R.B.A.
719	Damage on overhead compt. C-217-L, frame 202, looking to starboard.
720	C-222-M, 40MM ready service ammunition, after flooding water was removed.
718	Damage to compt. C-221-AC, looking aft.
717	Damage to Compt. C-221-AC, looking forward at frame 205.
714	Damage to overhead in C-219-E, looking to stbd, frame 203.
715	Damage to C-219-E, looking to port, frames 202-207.
716	Damage to overhead in passage, C-221-AC, looking aft, fr. 202-207.
712	Damage to overhead in C-219-E, looking to stbd. frame 202.
713	Damage to overhead in C-219-E, looking to port, frames 205½-207.
725	Hole cut in deck port side, gallery deck level, to fight fire in Ready Service Airplane Parts and Issue Room, looking aft, frame 200.
723	Hole cut in deck, port side, on Gallery deck level, to fight fire in Ready Service Airplane Parts and Issue Room, looking aft, frame 200.
721	Damage in Compt. C-221-AC, looking forward.
722	Damage to overhead and bulkhead in Compartment C-221-AC, looking to port, frames 202-203.
734	Walkway starboard, gallery deck level, looking forward and to port, frames 202½-204.

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ANNEX "B" (Cont'd.)

SECRET

733 Damage to capstan motor in C-219-E, looking to port and aft, frame 203.
735 Damage to passage in C-221-AC and looking into Ordnance Stores, looking forward, frame 206.
756 Damage to overhead in vent trunk B-201-2T, looking forward, frame 195-198.
754 Damage to overhead in vent trunk B-201-2T, looking forward, frames 192-193.
755 Damage to overhead in vent trunk B-201-2T, looking forward, frames 195-197.
730 Water in Blower room, B-201-2T, second deck, frames 181½-184.
732 Water damage to compt. C-216-A, looking aft, frame 198-202½.
731 Hole cut in bulkhead into compartment C-216-A, to unwater compt at frame 198, looking aft.
679 Water damage in compt. C-217-L, looking aft.
676 Water damage in compt. C-217-L, looking starboard.
672 Water damage in compt. C-217-L, looking forward to starboard.
673 Water damage in compt. C-217-L, looking aft to starboard.
736 Tug damage in compt. C-318-L, looking forward, frame 194.
677 Fragmentation hole in compt. C-321-L, looking forward to starboard, frames 203 to 204.
674 Water entering compartment C-320-3L from C-217-L, looking to starboard.
678 Tug damage in compt. C-318-L, looking to port, frame 194.
680 Damaged door looking to starboard in C-321-L, frame 202½.