

CONFIDENTIAL

USS SUWANNEE

CVE-27

SERIAL 065

29 MAY 1945

DAMAGE REPORT

REPORT OF DAMAGE INCURRED FROM EX-  
PLOSION OF A 100 BOMB IN THE BOMB  
BAY ON AN AIRCRAFT WHICH HAD COMPLETED  
LANDING PROCEEDURE .



MIDDLE 1959

CVE27/A9  
(10-wdr)  
Serial: 065

U.S.S. SUWANNEE  
(CVE-27)

c/o Fleet Post Office,  
San Francisco, Calif.,  
29 May 1945.

**DECLASSIFIED**

C-O-N-F-I-D-E-N-T-I-A-L

From: The Commanding Officer.  
To: The Commander in Chief, United States Fleet.  
Subject: Damage Report.  
Enclosure: (A) Six (6) photographs of damaged area.

1. At 1042, Thursday 24 May 1945 TBM-3 Bureau Number 68368 exploded on flight deck immediately after coming to a stop following normal landing on board. The accident apparently was caused by the explosion of a 100# bomb in the bomb bay.

2. The explosion occurred on the flight deck at frame 70, centerline. Two large holes, one having a three foot diameter, and the other a two foot diameter, were made in the deck at this location. The deck was deflected downward from normal about six inches, in the vicinity of the holes, buckling five longitudinal 12' x 5" x 12" x 5" deck beams. (transverse girders were not disturbed). The deflection of the deck extended irregularly over an area of approximately 12 feet diameter. Numerous holes were caused by bomb fragments, damaging the deck over an area of approximately 30 feet, to an extent to be dangerous for operation. Four drain and securing tracks were buckled and perforated by bomb fragments. One yielding element was damaged. The hangar deck sprinkling lines were punctured in several places and 16 - 3/4" sprinkler branches, with fog nozzles, were broken off by blast effect.

3. Necessary repairs of a temporary nature, were completed by 1600, consisting of the following:

- (a) Filling pieces of 4" x 4" shoring were fitted in the deflected area, these were covered by welding together 15 lb. plate secured to the deck with screws and made water tight by a gasket of canvas and white lead. The deck drains and securing tracks were dammed by welding in a fore and aft partition.
- (b) The hangar deck sprinkling system was made partially operational in this area by plugging all fragment holes and broken fittings. It is believed the above will suffice until such time as operations will allow proper repairs.

  
D. S. CORNWELL.

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