



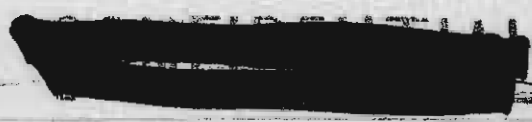




NAME

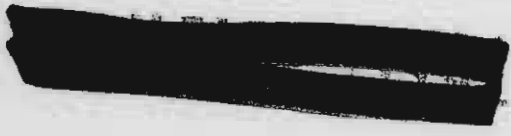
SERVICE NO.

NATURE & EXTENT OF INJURIES



40

ALL BG



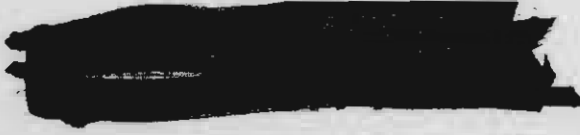
NAME

SERVICE NO.

NATURE & EXTENT OF INJURY



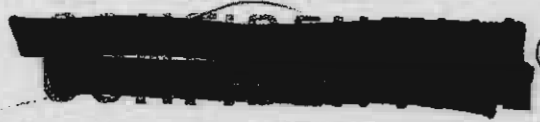
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NAME

SERVICE NO.

NATURE AND EXTENT  
OF INJURIES



(42)

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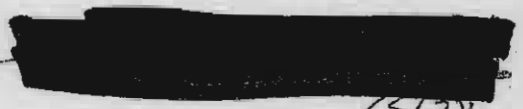


NAME

SERVICE NO.

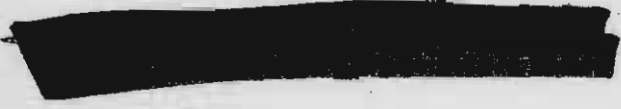
NATURE & EXTENT OF INJURY

MARINE CORPS PERSONNEL



(93)

ALL B6



41. That the following named members of the U.S. Navy Reserve, attached to U.S. BENNINGTON, all of whom were then on extended active duty and were then in a duty status, suffered injuries requiring hospitalization, for various determinate and indeterminate periods, all of whom are or were hospitalized at Newport Naval Hospital, Rhode Island, or NAS Infirmary, Quonset Point, Rhode Island as a result of said explosions occurring in said ship, the nature and extent of their injuries being set opposite their respective names:

<u>NAME</u>	<u>SERVICE NO.</u>	<u>NATURE AND EXTENT OF INJURIES</u>
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42. That the following named U. S. Navy personnel attached to U.S.S. BENNINGTON, all of whom were then in a duty status, suffered injuries requiring treatment, all of whom were treated at U.S.S. BENNINGTON Sick Bay, as a result of said explosion occurring in said ship, and were returned to duty on 26 May 1954, the nature and extent of their injuries being set opposite their respective names:

<u>NAME</u>	<u>SERVICE NO.</u>	<u>NATURE AND EXTENT OF INJURIES</u>
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ALL BG

[REDACTED]

NAME

SERVICE NO.

NATURE & EXTENT OF INJURY

[REDACTED]

(45)

ALL B6





[REDACTED]

45. That there remained after the accident only one ship's company doctor and one air group doctor aboard.

46. That helicopters were used extensively in transfer of casualties ashore.

47. That passageways were blocked by damaged metal joiner bulkheads, ventilation and furniture on the second deck.

48. That, Lieutenant *Ble* stated he heard a yell from the vicinity of the port catapult room prior to the first explosion, as follows: "This thing is going to blow. Let's get out of here."

49. That witnesses reported variously hearing a clank or bang "like a hammer thrown against a bulkhead...." followed by a hissing noise "like the sound of high pressure air escaping...." in the vicinity of the port catapult compartment.

50. That, on or about the early evening of the day of the casualty, a Marine guard was placed near the only access to the port catapult machinery and pump rooms to prevent unauthorized entry into these spaces.

51. That a fire occurred in the forward starboard part of the port catapult room as evidenced by shallow paint blisters, burned paper, charred rags, etc., over which was a heavy deposit of soot.

52. That the port catapult engine was an H8 Catapult, No. 365, manufactured by the McKiernan-Terry Co. of Harrison, N.J.

53. That, since installation, the port catapult was fired about 2,446 shots.

54. That the hydraulic oil in the catapults was replaced by new oil in March 1954 and anti-foaming agent had been added.

(47)

[REDACTED]

ALL B6