

593

USS THRESHER

SSN-593

1963-1964 Search Photography

Accession # 70A3813

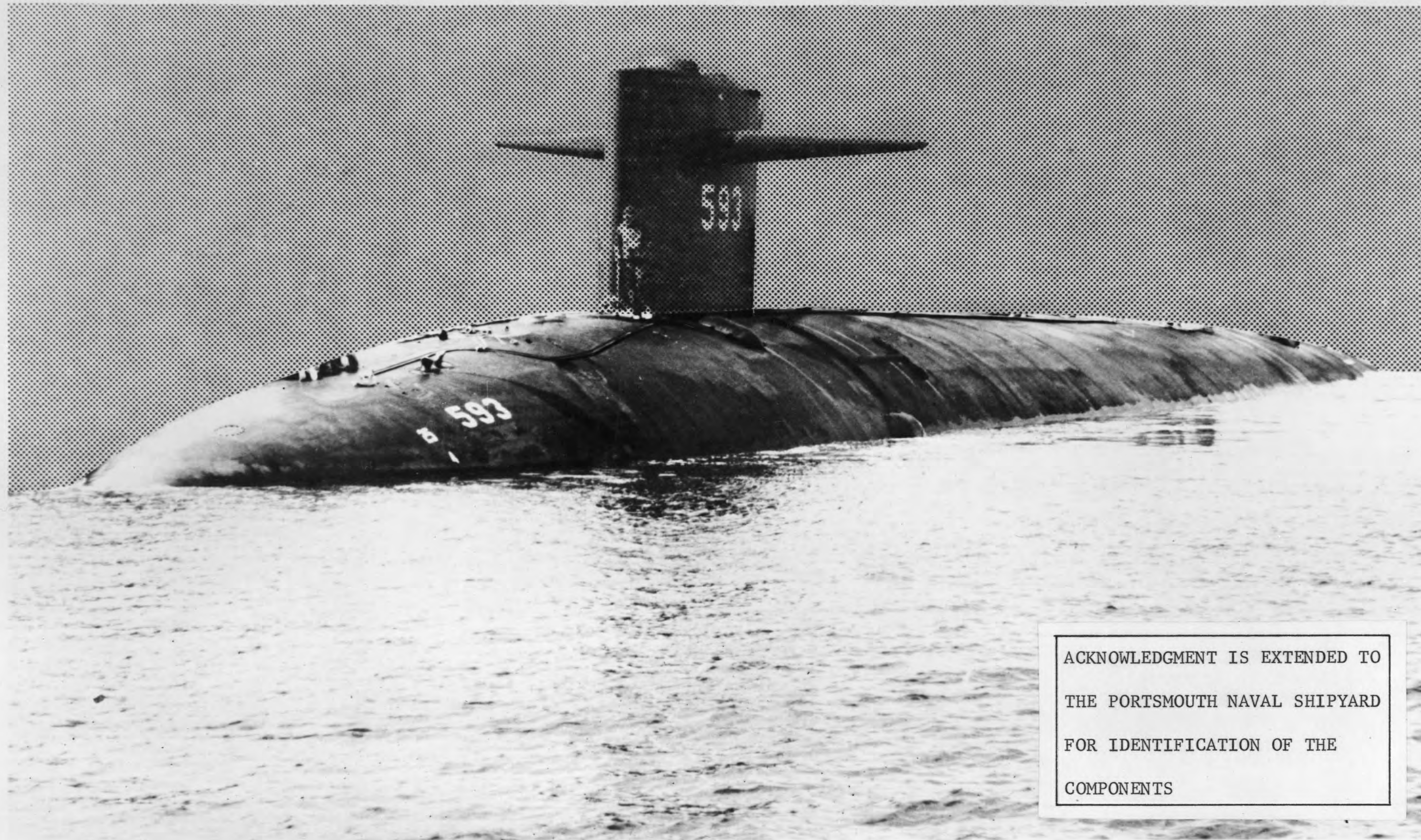
Item # 16

A collection of selected towed camera and R/V TRIESTE
photographs taken in 1963 and 1964 during the search
operations for USS THRESHER.

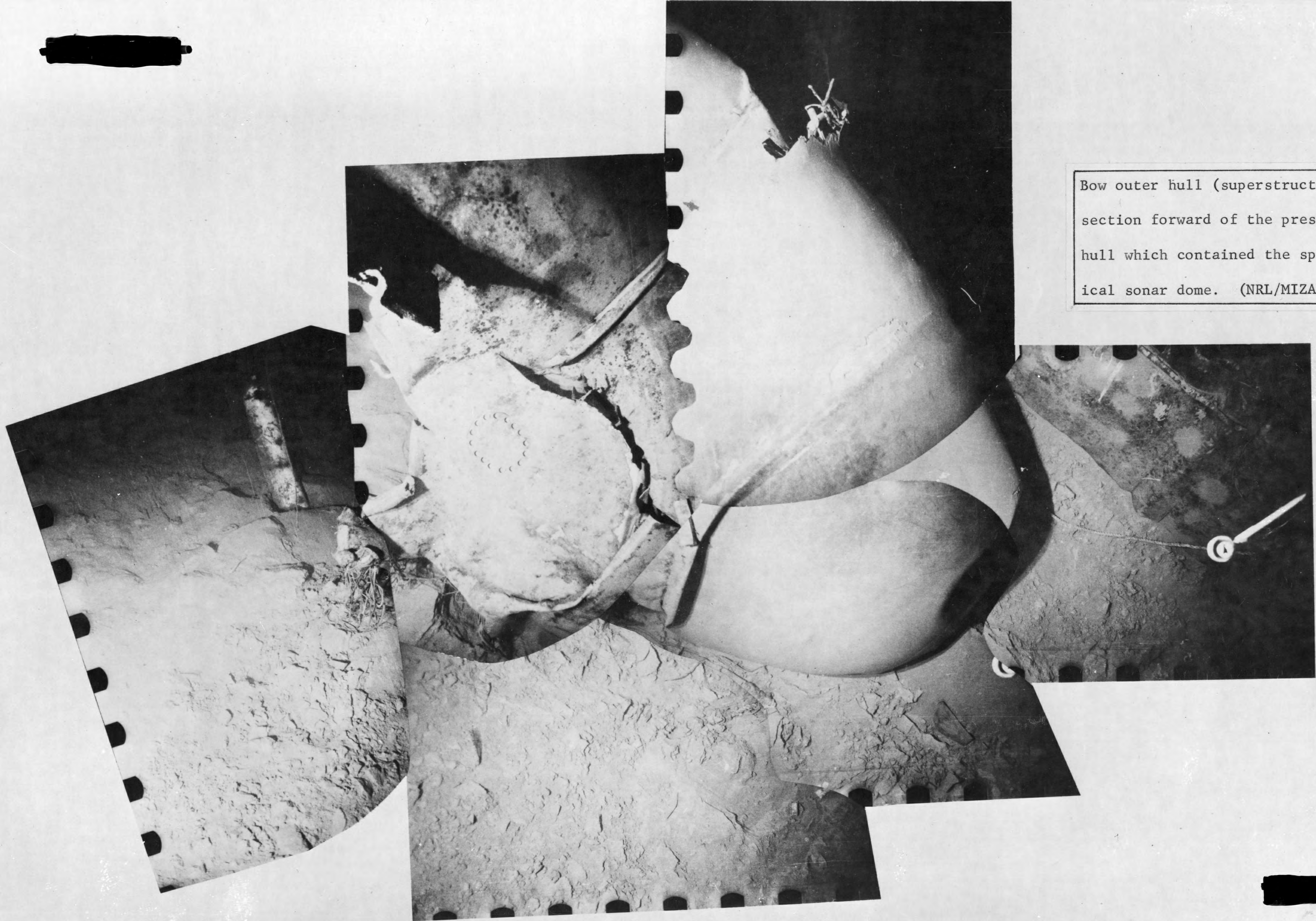
Reprinted February 1965



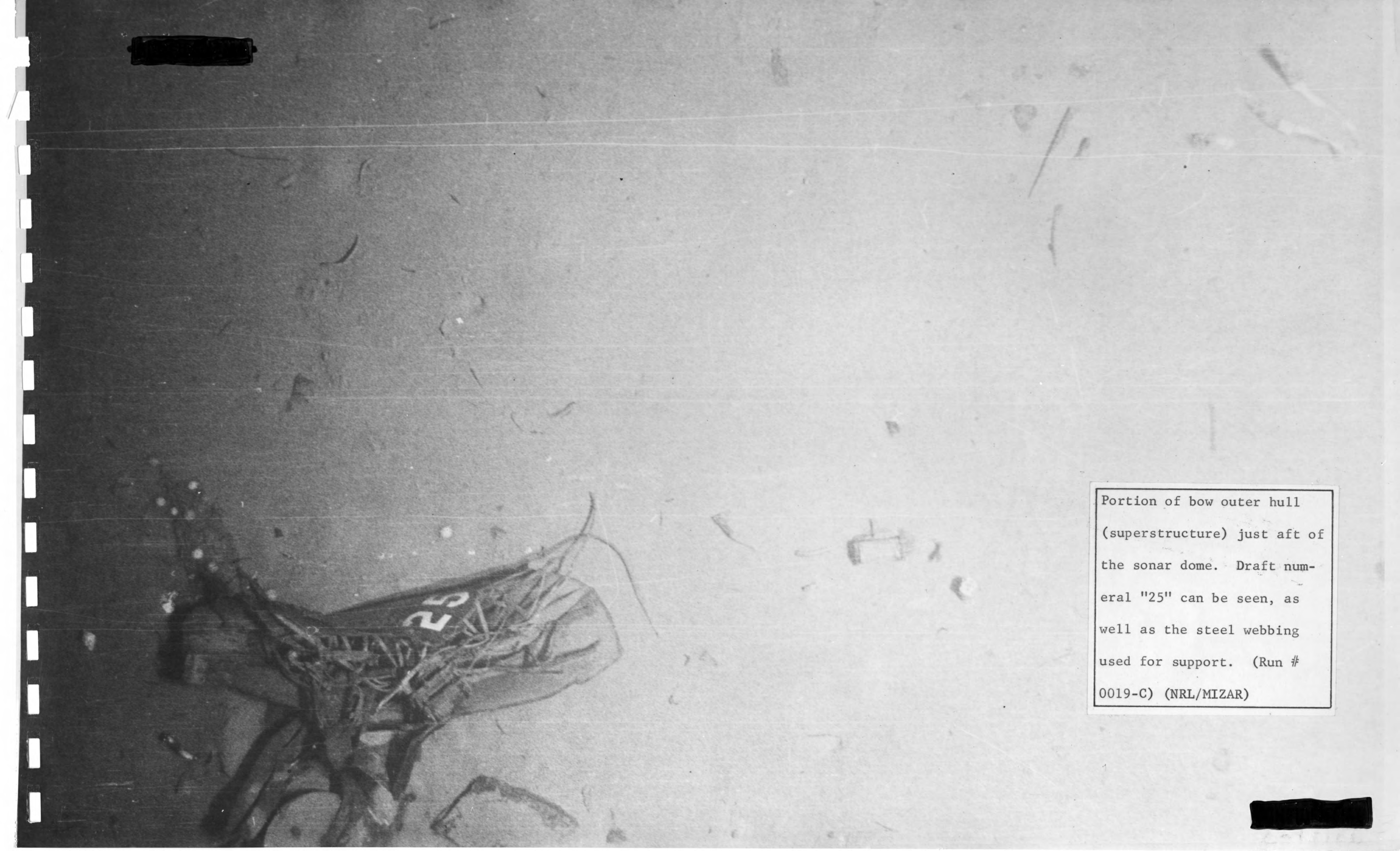
Prepared in September 1964 by the
Naval Reconnaissance and Technical Support Center



ACKNOWLEDGMENT IS EXTENDED TO
THE PORTSMOUTH NAVAL SHIPYARD
FOR IDENTIFICATION OF THE
COMPONENTS



Bow outer hull (superstructure)
section forward of the pressure
hull which contained the spher-
ical sonar dome. (NRL/MIZAR)

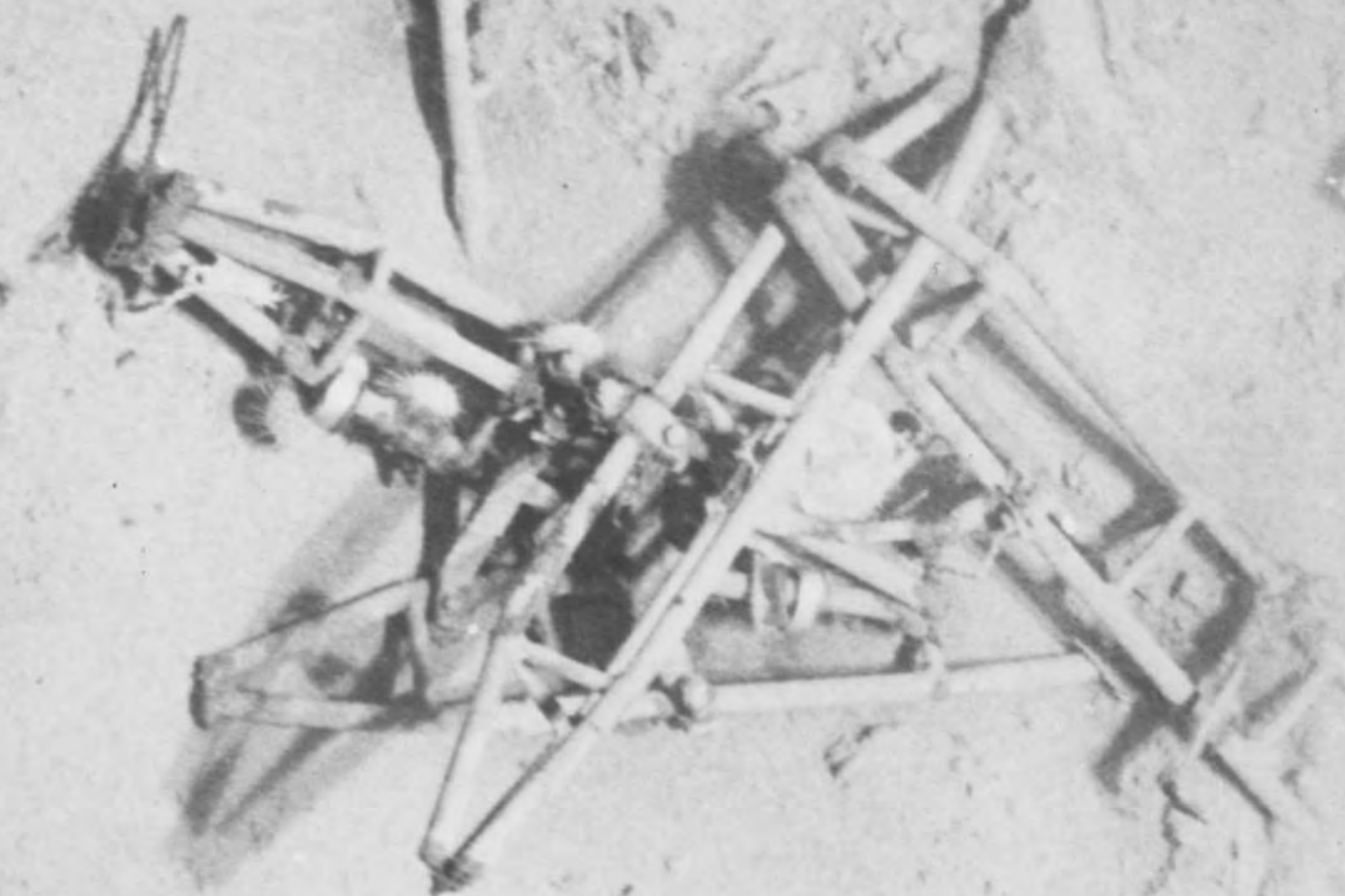


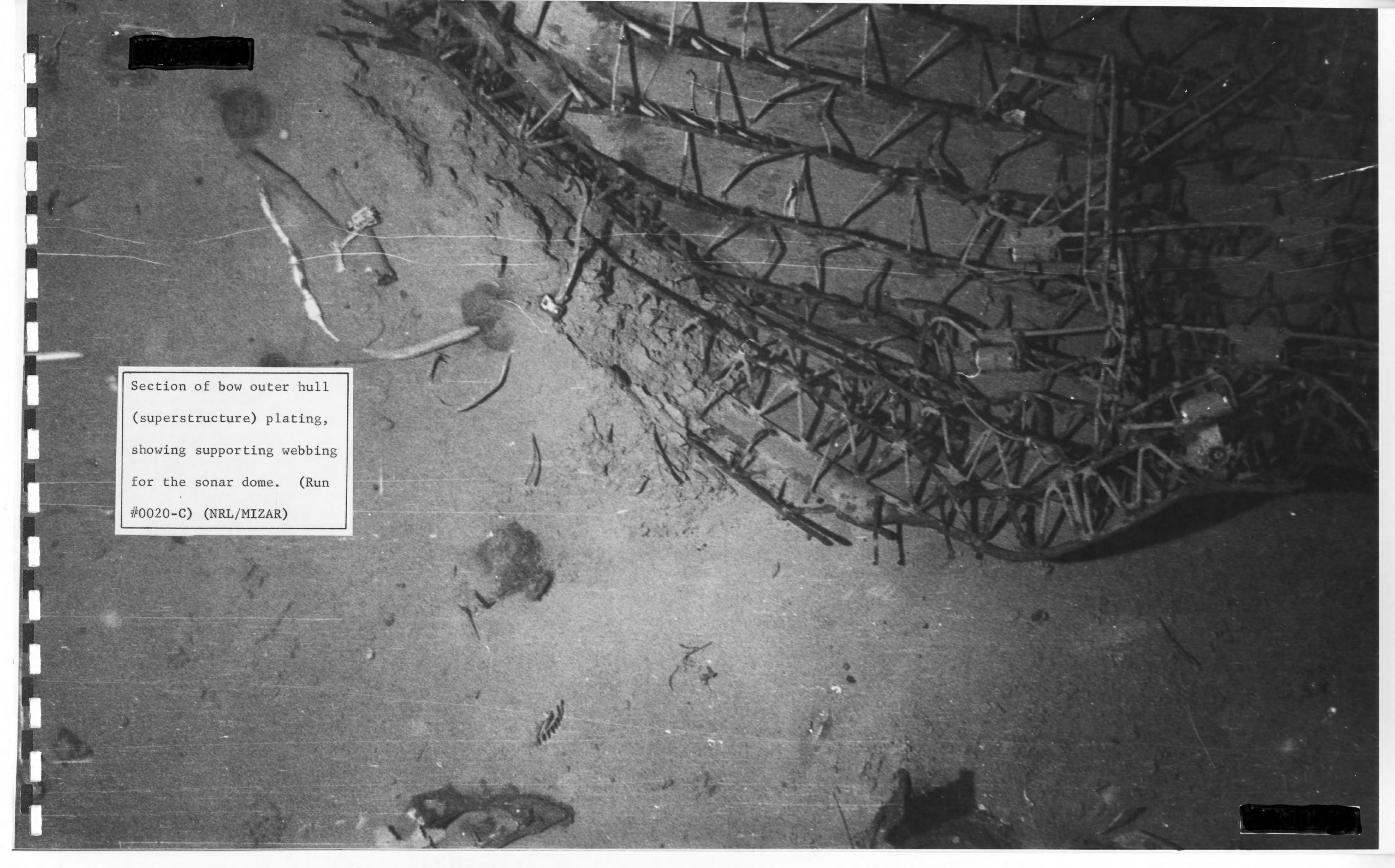
Portion of bow outer hull
(superstructure) just aft of
the sonar dome. Draft num-
eral "25" can be seen, as
well as the steel webbing
used for support. (Run #
0019-C) (NRL/MIZAR)



Portion of the bow plating
with draft marks "4," "3,"
and "0" discernible. (Run
unidentified) (TRIESTE I,
1963)

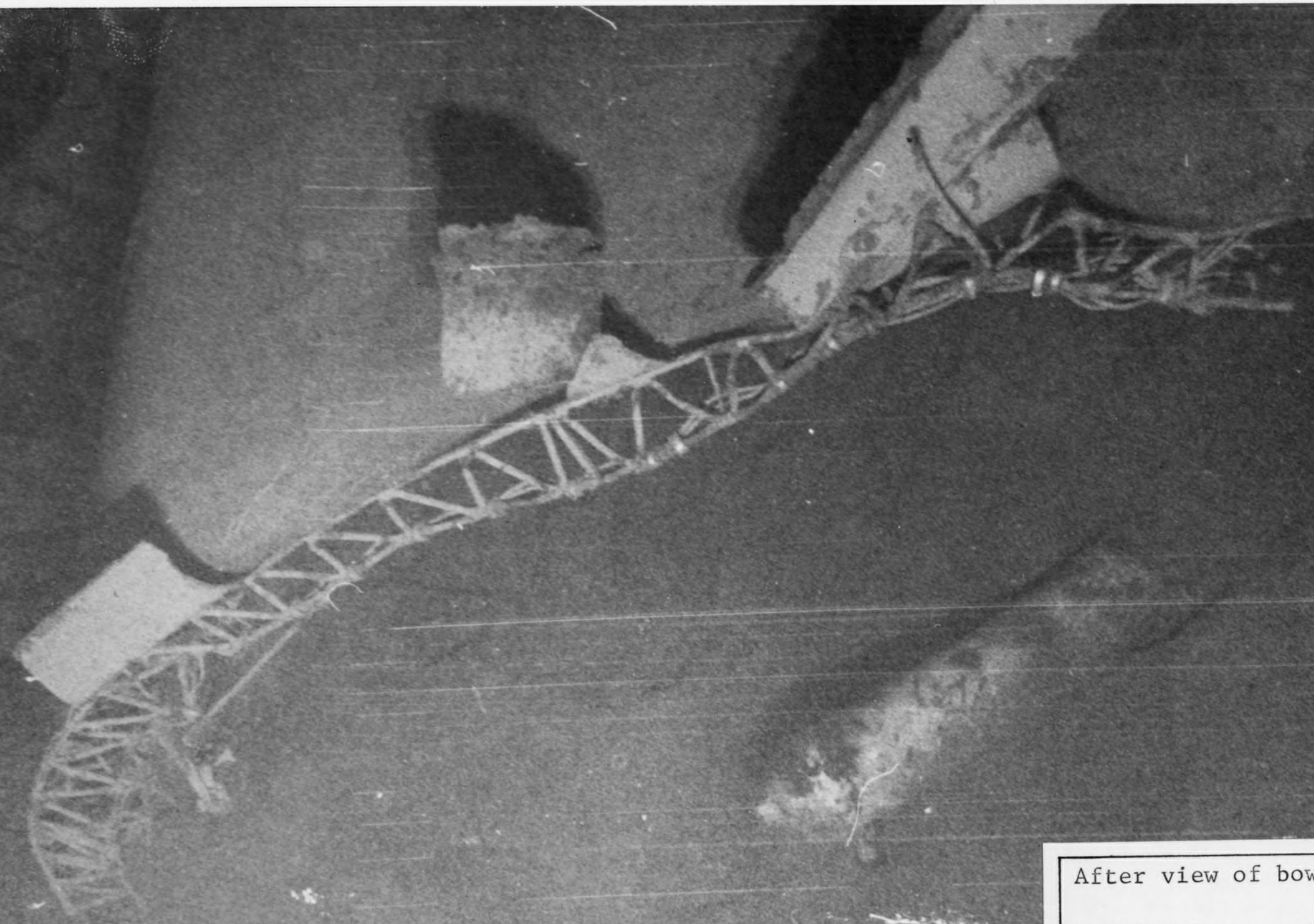
Steel webbing used as sup-
ports for the sonar dome in-
side the bow section. (Run
#0029-C) (NRL/MIZAR)





Section of bow outer hull
(superstructure) plating,
showing supporting webbing
for the sonar dome. (Run
#0020-C) (NRL/MIZAR)

[REDACTED]



After view of bow section
showing torn portion (up-
per left) and an air bottle.
(Run #0028-S) (NRL/MIZAR)

[REDACTED]

[REDACTED]

Bow section seen from aft.

(Run #0028-S) (NRL/MIZAR)

[REDACTED]

Portion of the pressure hull
at frame 19. The forward
escape trunk lower hatch is
at arrow (1) by an air bottle.
Portions of the diesel exhaust
line are at (2). (NRL/MIZAR)

2

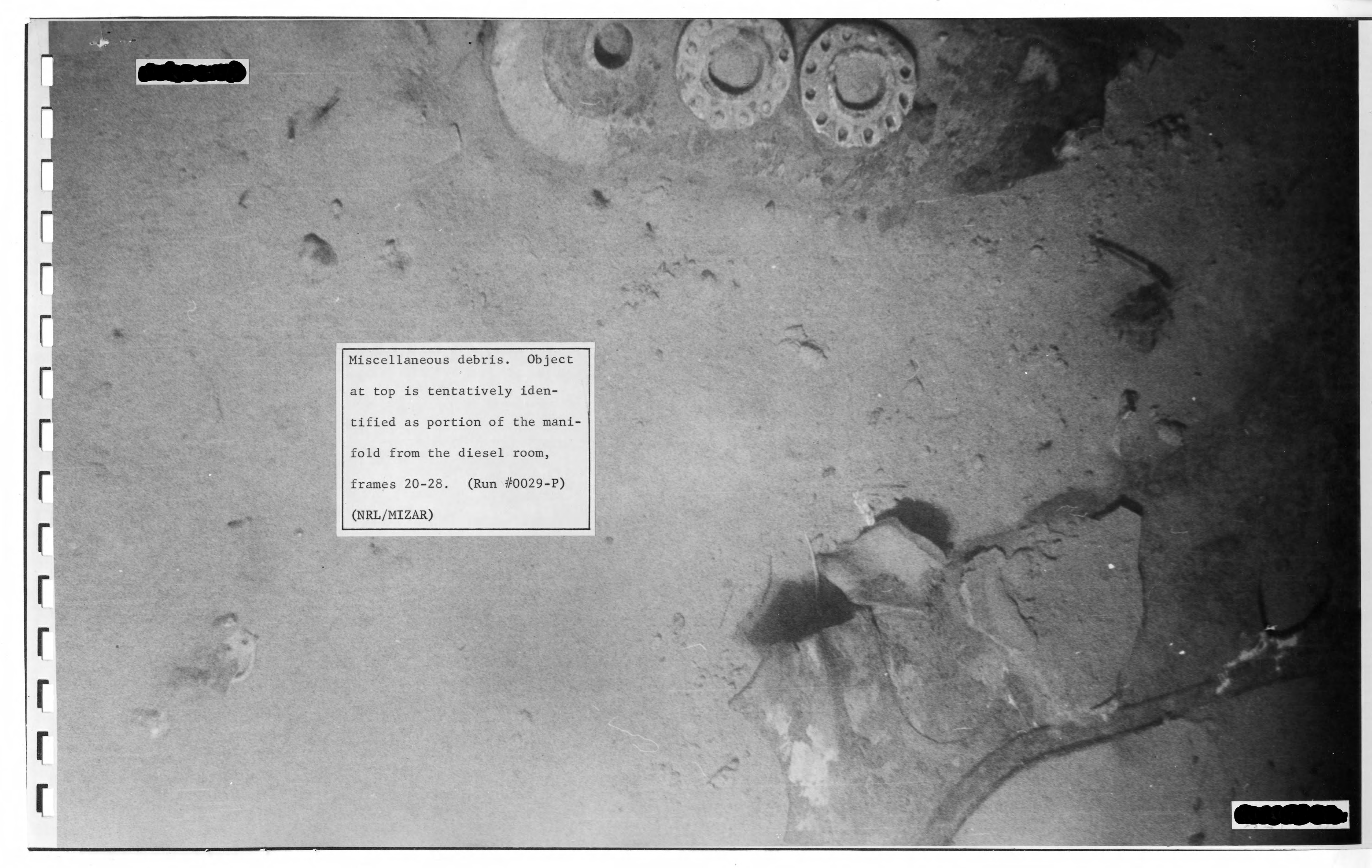
1



Side view of a right hand
portion of the outer hull
(superstructure). (Run #
0021-P) (NRL/MIZAR)



Light debris. At top center
is a portion of a torpedo
handling davit. Lower left
is one of the struts designed
to brace the sonar dome. (Run
#0029-P) (NRL/MIZAR)

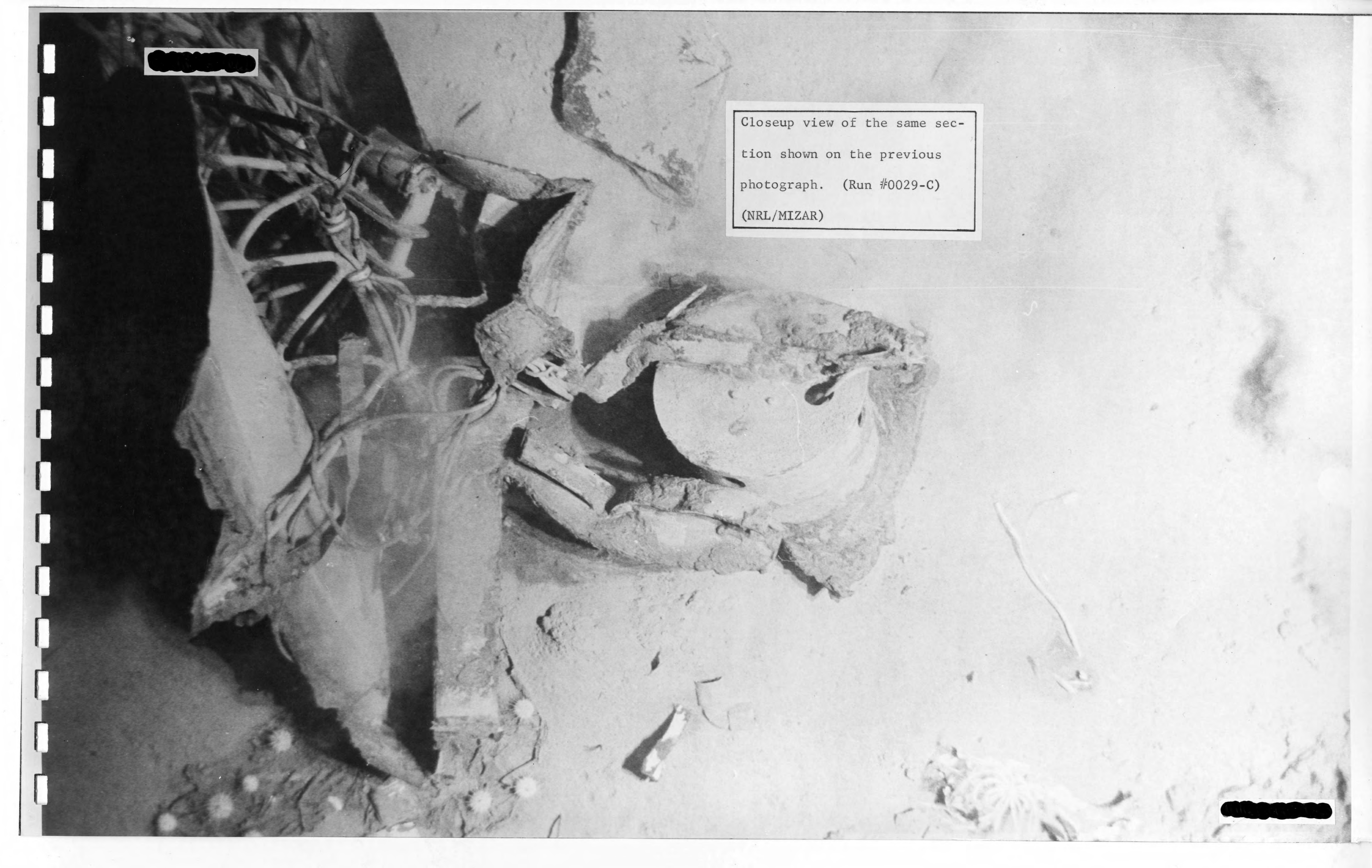


Miscellaneous debris. Object
at top is tentatively iden-
tified as portion of the mani-
fold from the diesel room,
frames 20-28. (Run #0029-P)
(NRL/MIZAR)



Shipyards photograph.

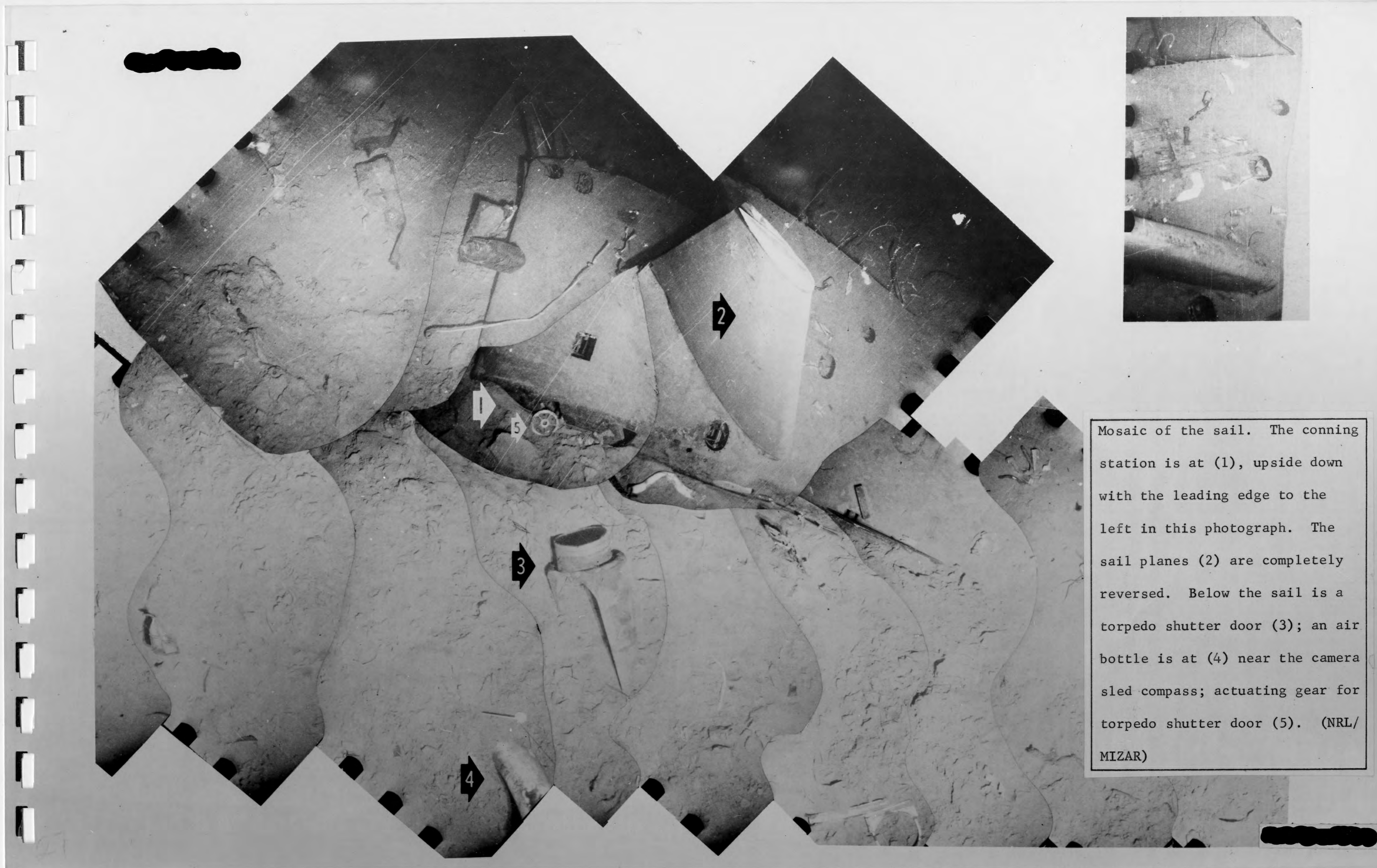




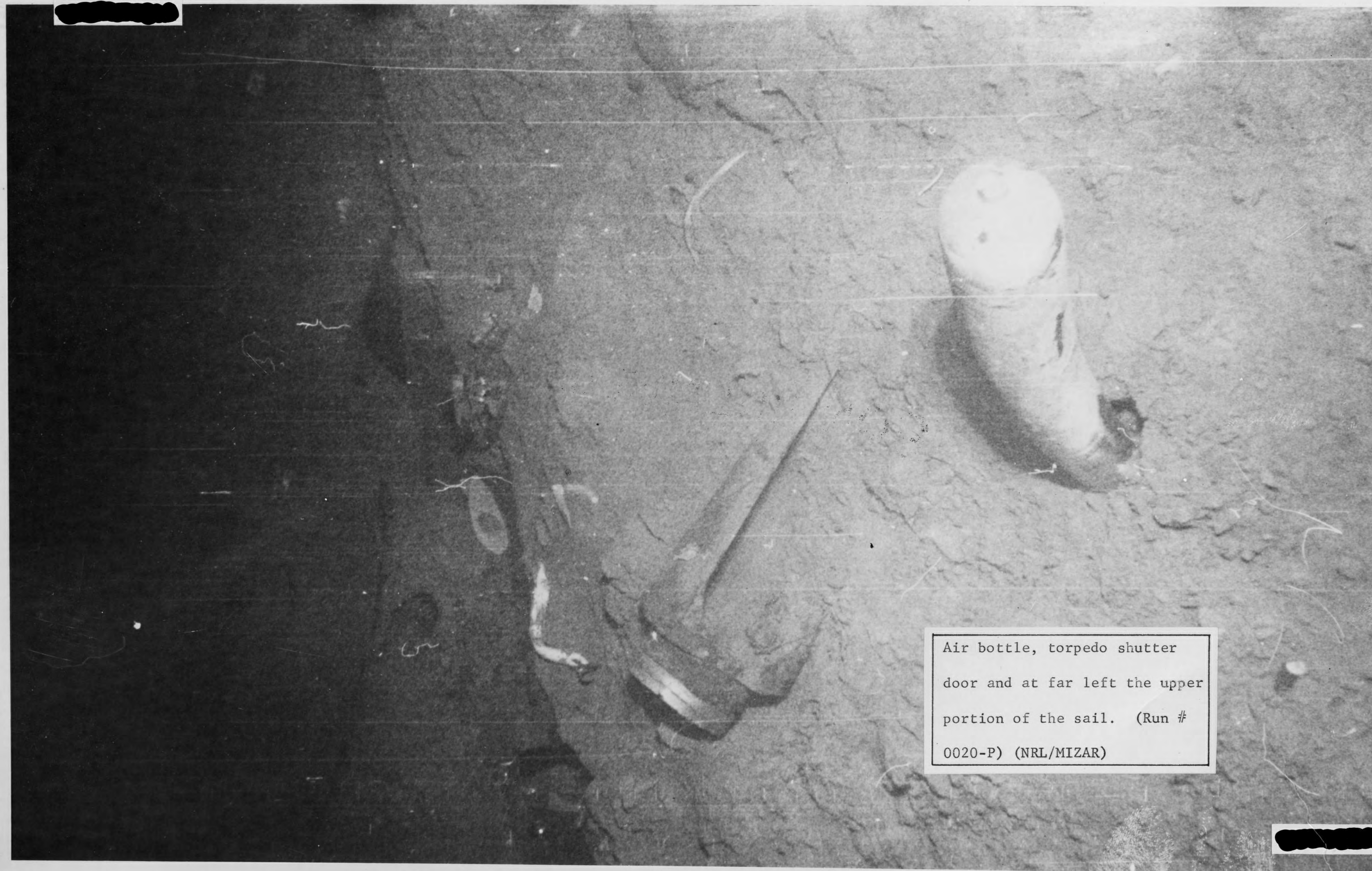
Closeup view of the same section shown on the previous photograph. (Run #0029-C)
(NRL/MIZAR)



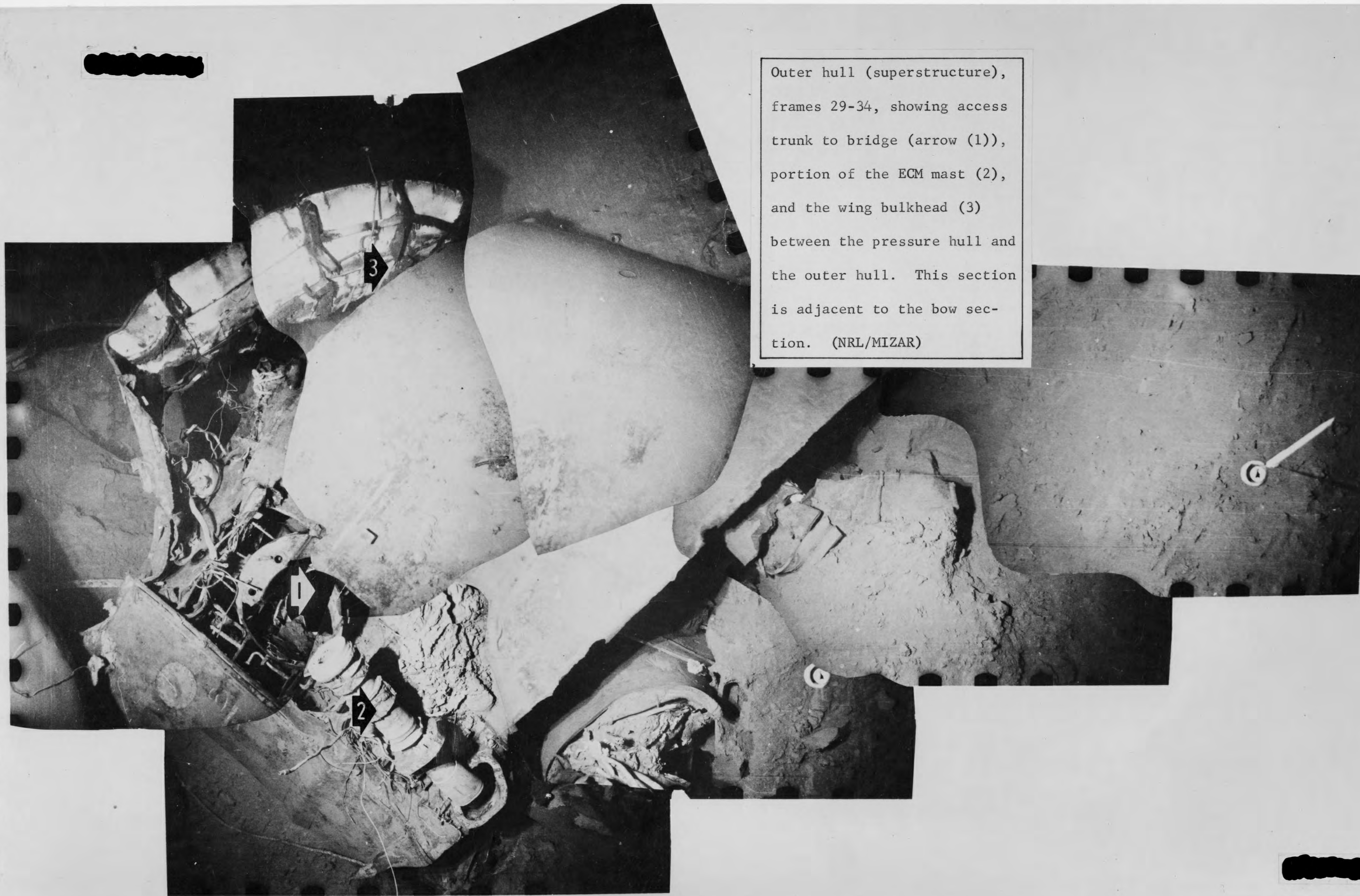
Starboard side of the sail
showing the first two digits
of the 593 pendant number.
(Run #0020-P) (NRL/MIZAR)



Mosaic of the sail. The conning station is at (1), upside down with the leading edge to the left in this photograph. The sail planes (2) are completely reversed. Below the sail is a torpedo shutter door (3); an air bottle is at (4) near the camera sled compass; actuating gear for torpedo shutter door (5). (NRL/MIZAR)



Air bottle, torpedo shutter
door and at far left the upper
portion of the sail. (Run #
0020-P) (NRL/MIZAR)



Outer hull (superstructure), frames 29-34, showing access trunk to bridge (arrow (1)), portion of the ECM mast (2), and the wing bulkhead (3) between the pressure hull and the outer hull. This section is adjacent to the bow section. (NRL/MIZAR)



Closeup view of bridge access
trunk arrow (1) and portion
of the ECM mast (2) shown on
the previous photograph. This
section of the superstructure
is separated from the sail.

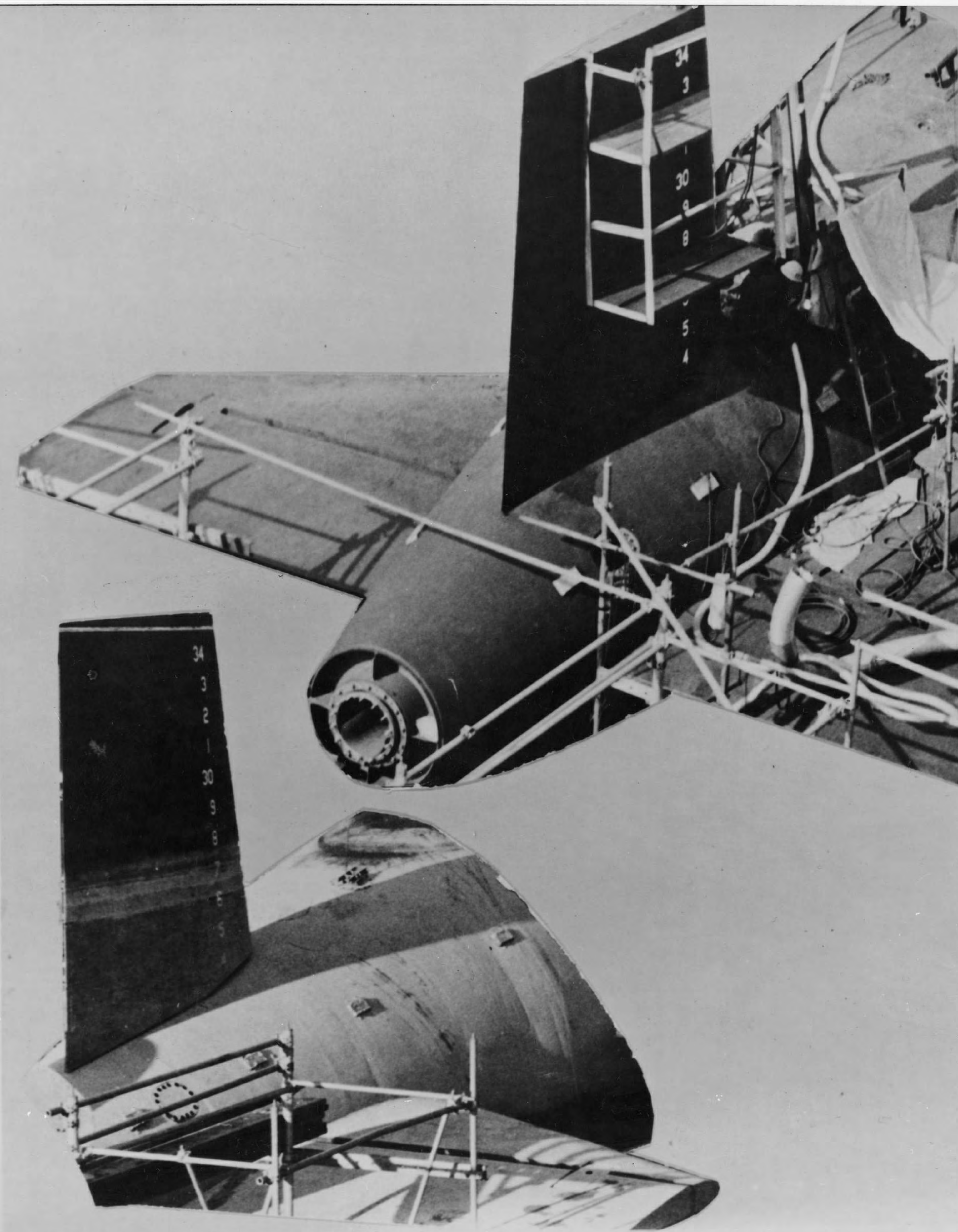
(Run #0022-C) (NRL/MIZAR)

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Closeup view of the diesel
exhaust line at arrow (1).
(Run #0022-C) (NRL/MIZAR)

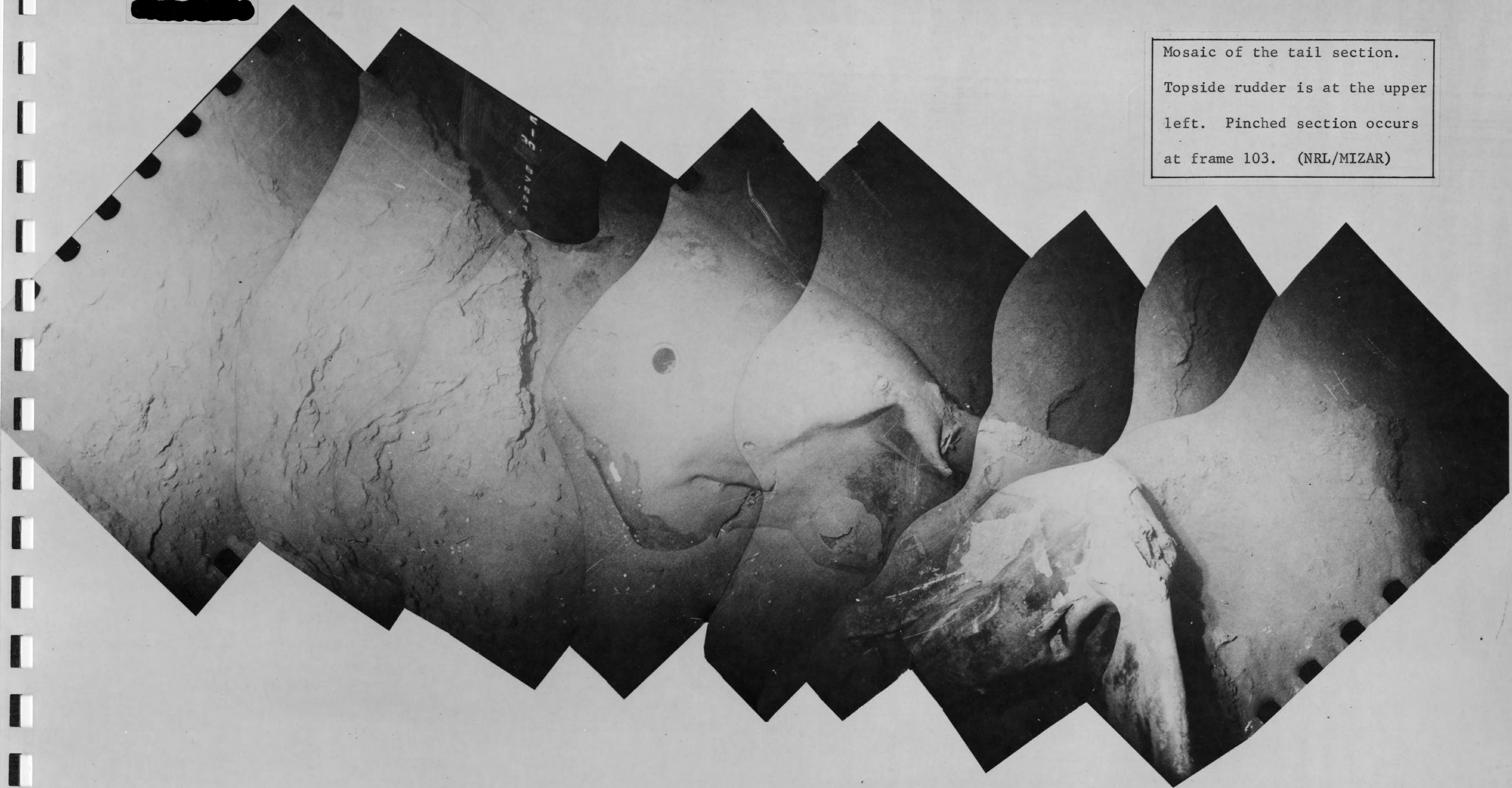


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Shipyards photograph.

Mosaic of the tail section.
Topside rudder is at the upper
left. Pinched section occurs
at frame 103. (NRL/MIZAR)



4 5 6 7 8 9 30 1 2 3 34

Draft markers on the topside
rudder. In the foreground is
the port stern plane. The line
on the lower right is associated
with the camera sled. (Run #
0030-S) (NRL/MIZAR)

[REDACTED]

Port stern plane with PUFFS
hydrophone. (Run #0030-C)
(NRL/MIZAR)

[REDACTED]

[REDACTED]

Starboard stern plane with
PUFFS hydrophone. This is
completely separate from the
tail section and was photo-
graphed about 100 yards from
the remainder of the tail
section. (Run #0023-P)

(TRIESTE II)

[REDACTED]

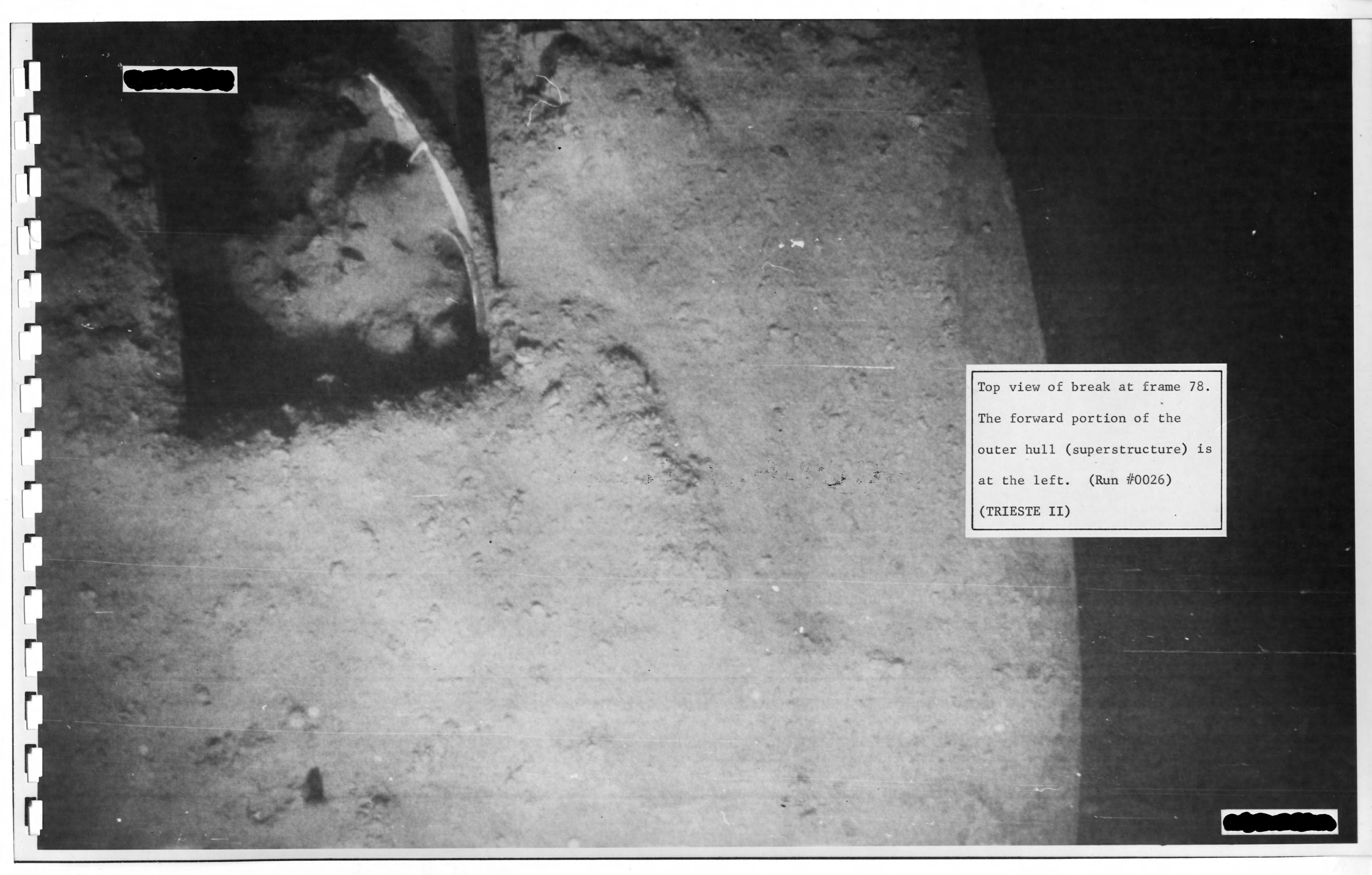
Top view of tail section. Hole
at top left-center is 7 MBT
vent. (Run #0023-P) (NRL/
MIZAR)

[REDACTED]



Anchor. (NRL/GILLIS)

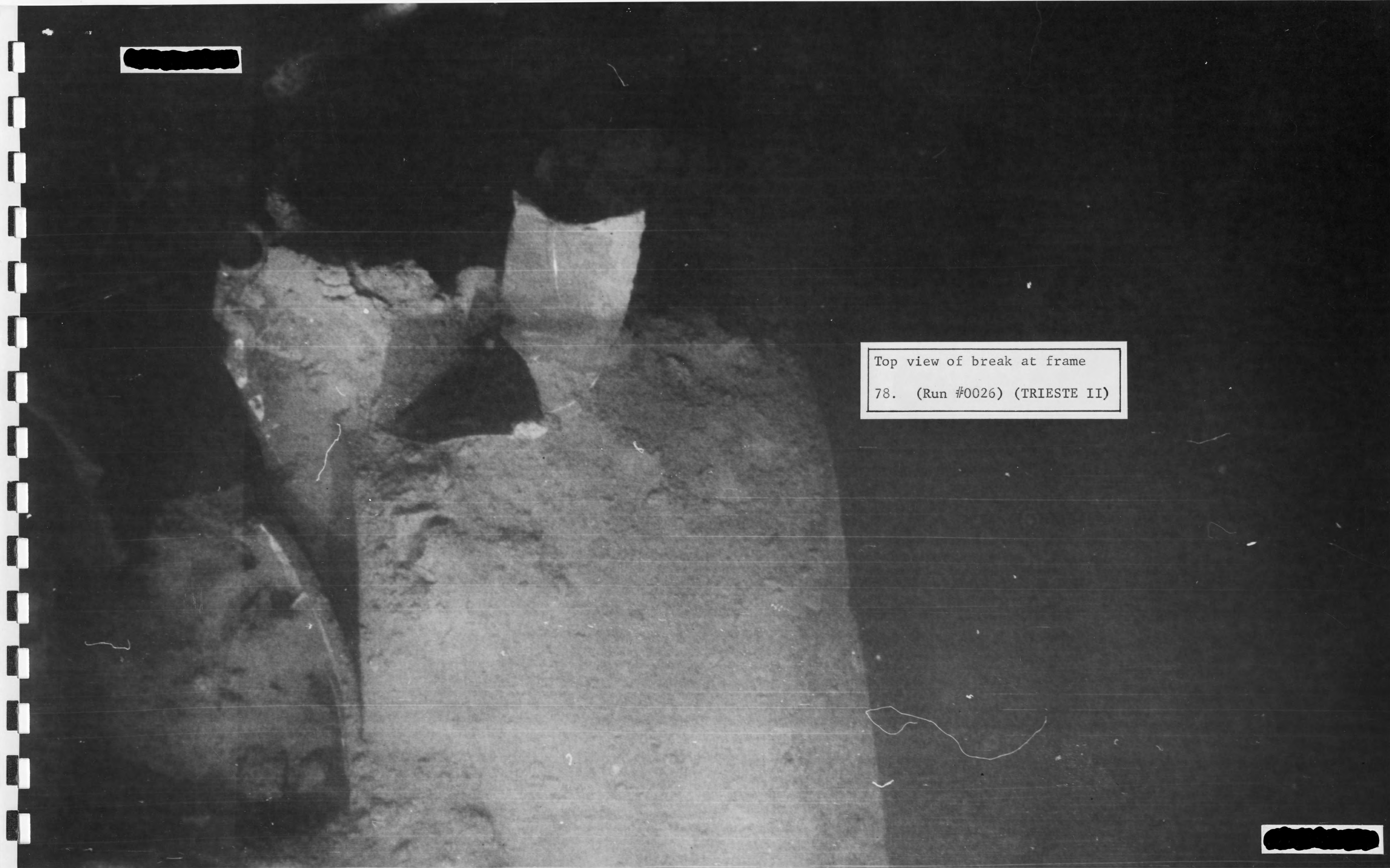
[REDACTED]



Top view of break at frame 78.

The forward portion of the
outer hull (superstructure) is
at the left. (Run #0026)

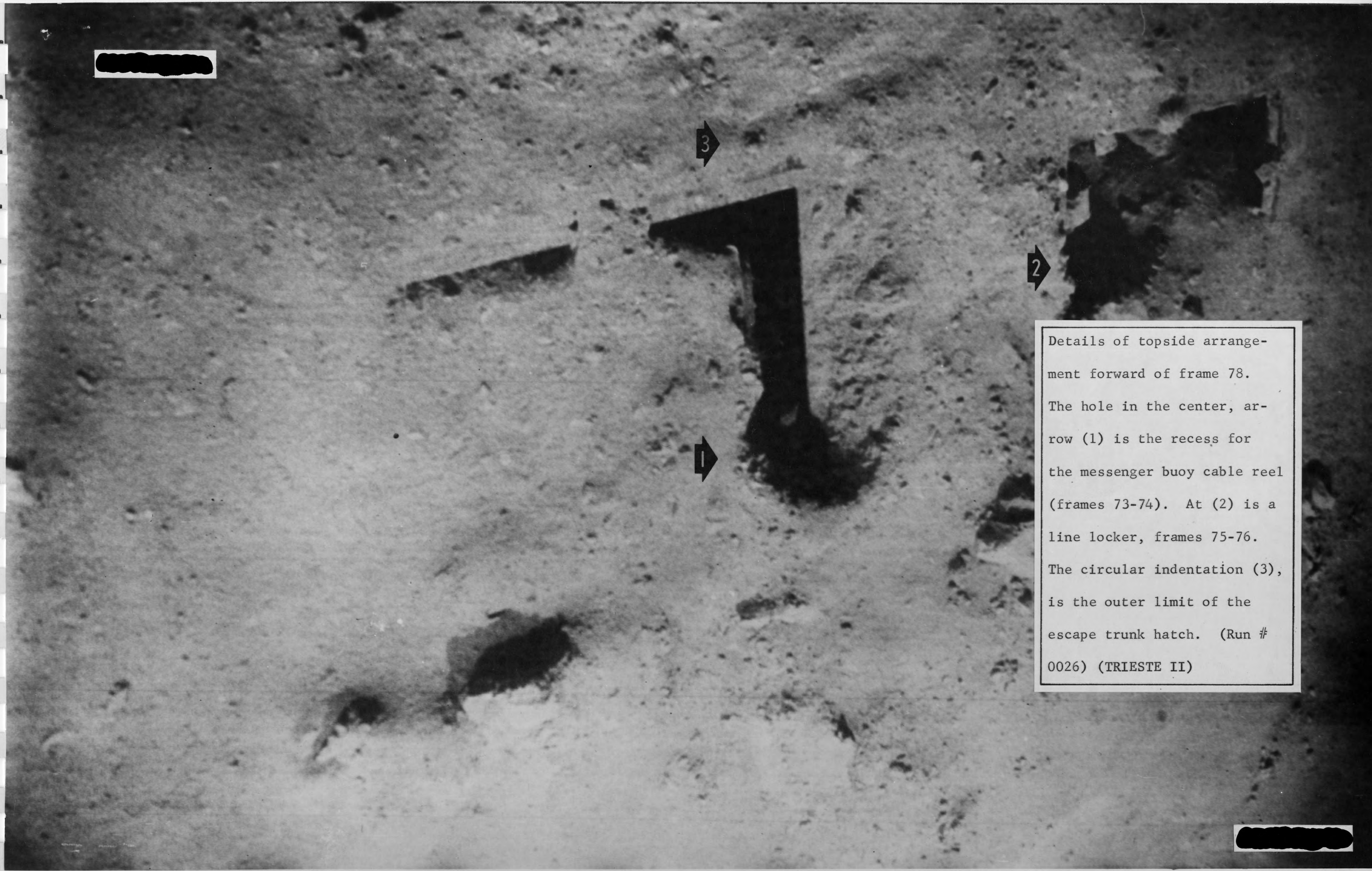
(TRIESTE II)



[REDACTED]

Top view of break at frame
78. (Run #0026) (TRIESTE II)

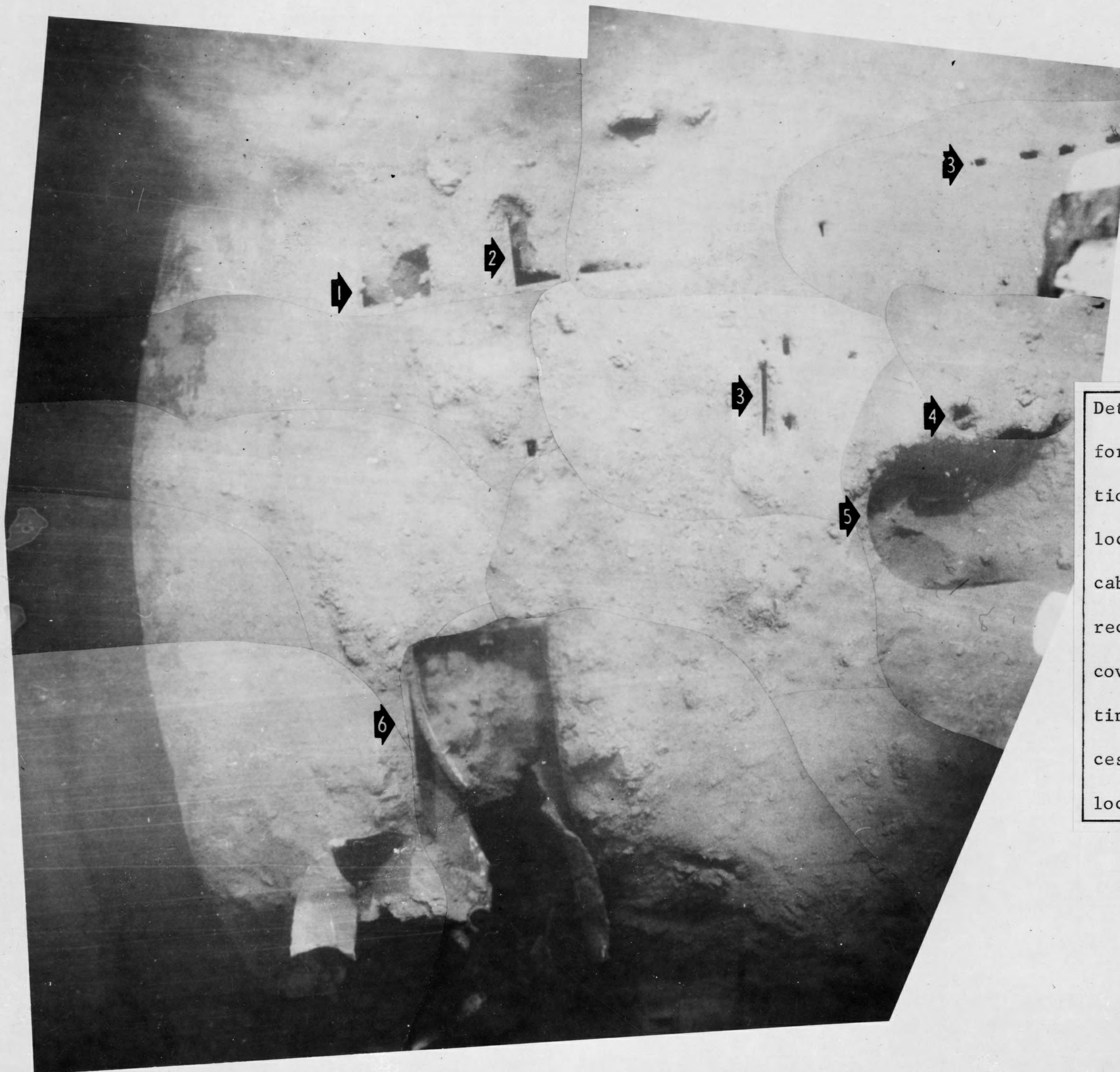
[REDACTED]



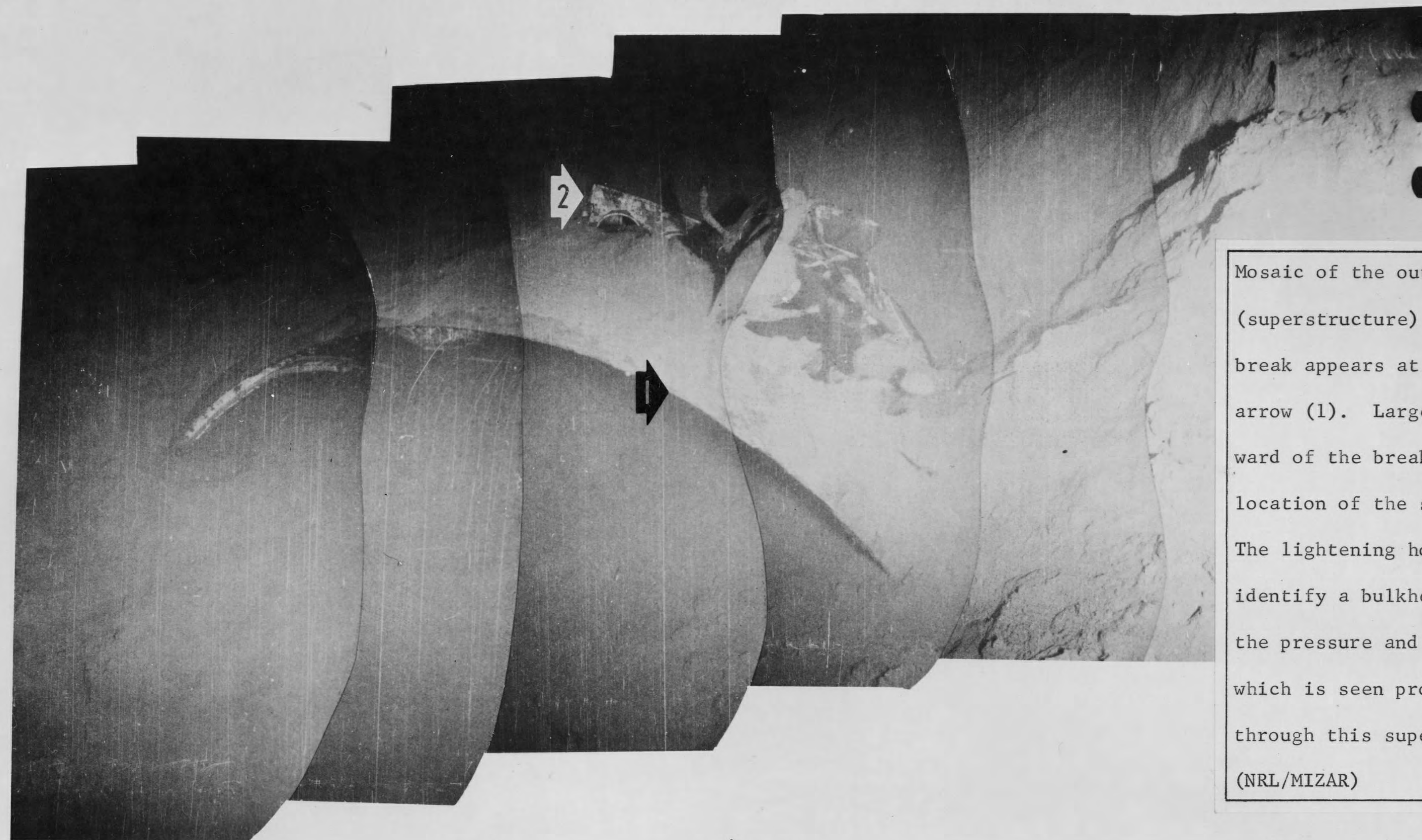
Details of topside arrangement forward of frame 78.

The hole in the center, arrow (1) is the recess for the messenger buoy cable reel (frames 73-74). At (2) is a line locker, frames 75-76.

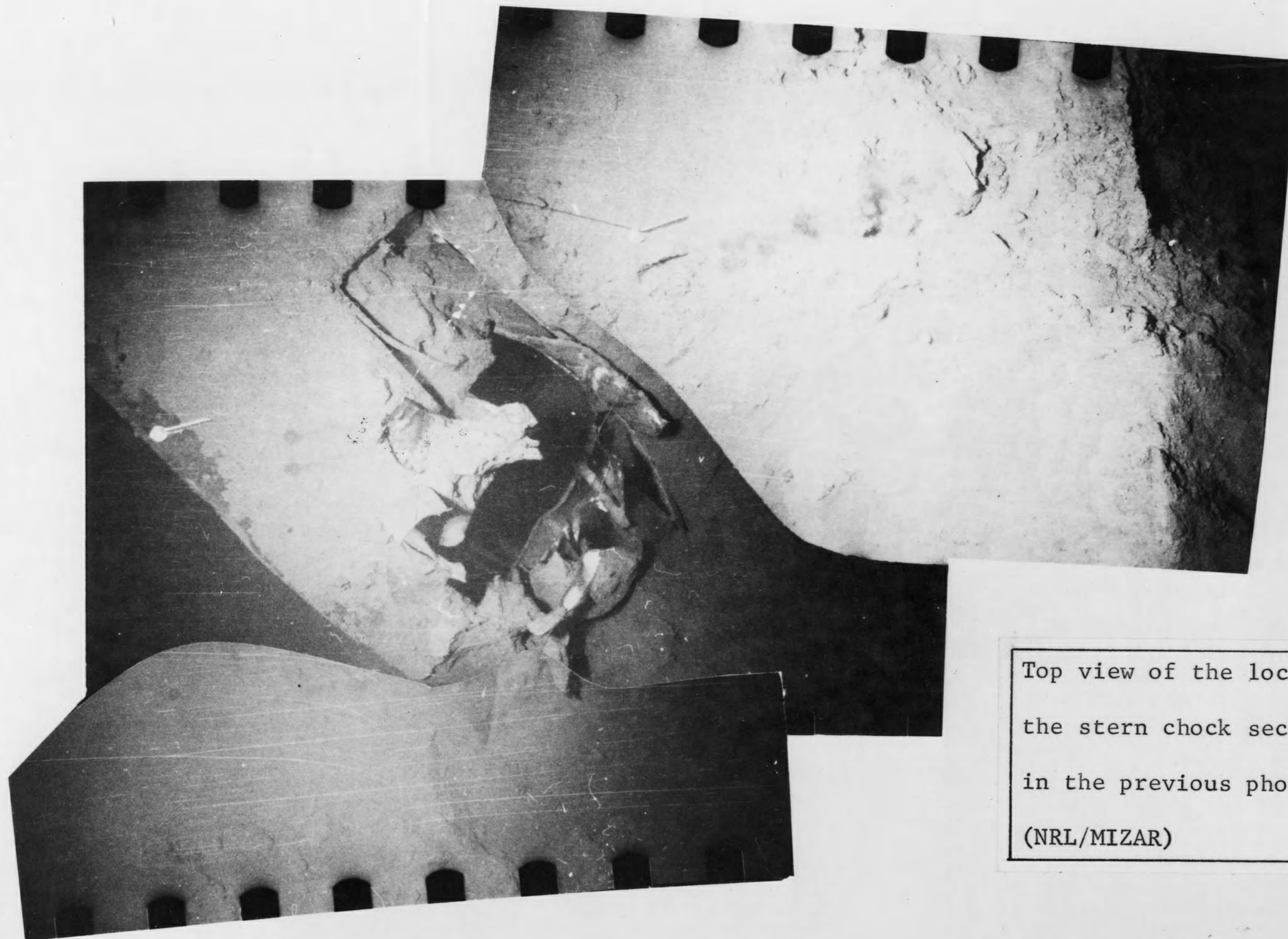
The circular indentation (3), is the outer limit of the escape trunk hatch. (Run # 0026) (TRISTE II)



Detail of topside arrangement forward of frame 78. Annotations are as follows: line locker (1), messenger buoy cable reel recess (2), hand recesses for various hatch covers (3), salvage air fitting (4), messenger buoy recess (5), and stern chock location (6). (TRIESTE II)



Mosaic of the outer hull
(superstructure) aft. Clean
break appears at frame 78,
arrow (1). Large hole for-
ward of the break is at the
location of the stern chock.
The lightening holes (2)
identify a bulkhead between
the pressure and outer hulls
which is seen protruding
through this superstructure.
(NRL/MIZAR)



Top view of the location of
the stern chock section seen
in the previous photograph.

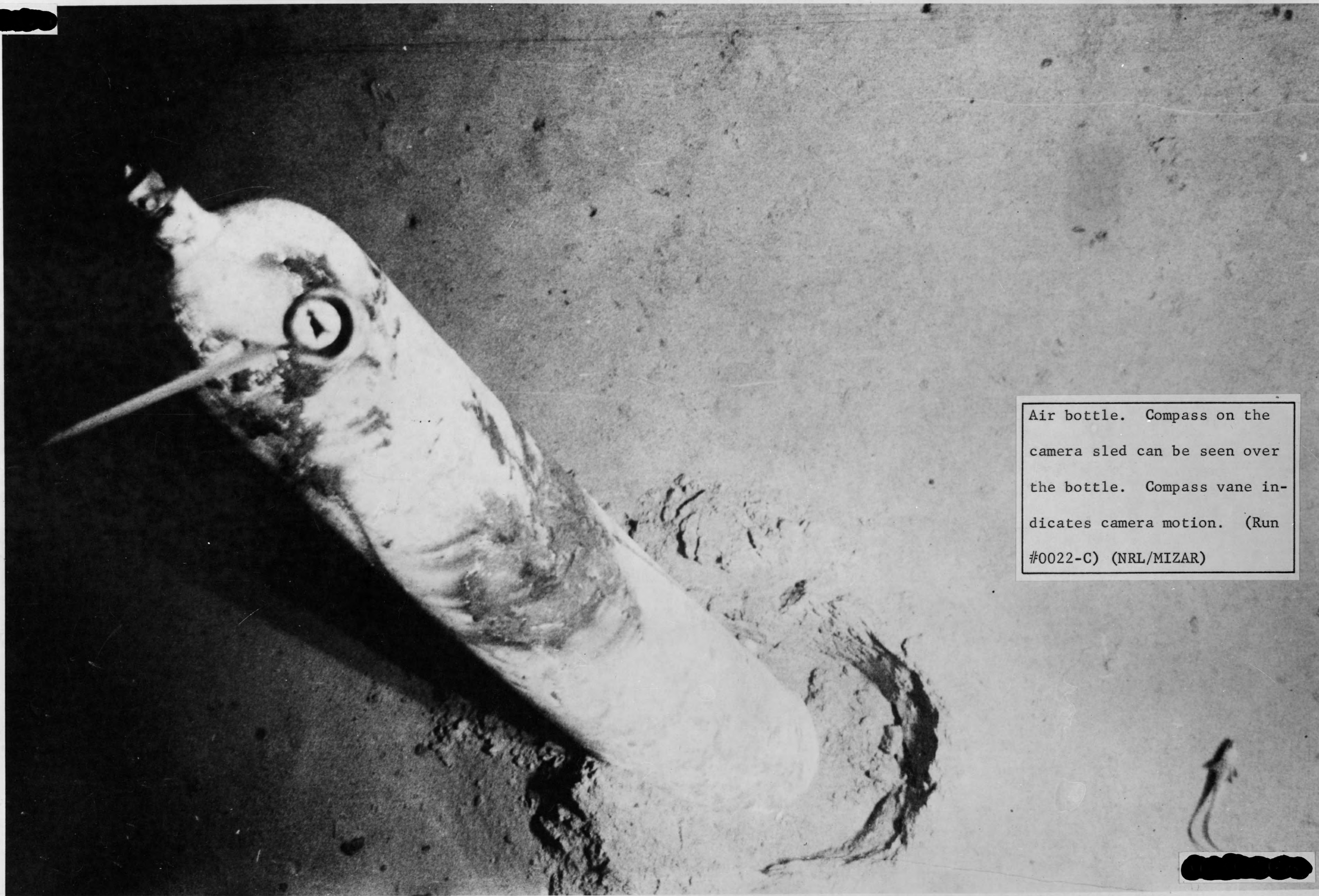
(NRL/MIZAR)



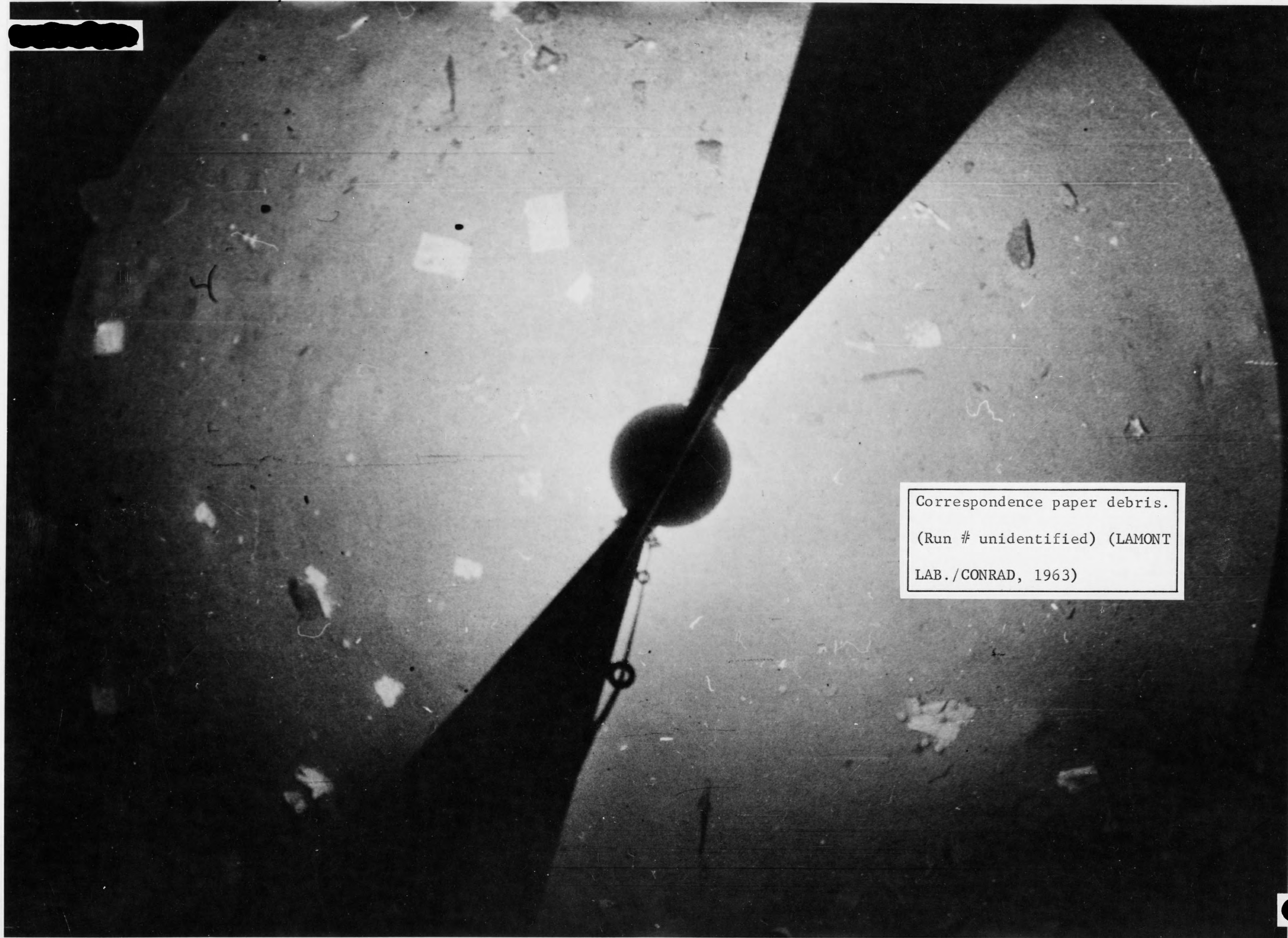
Typical photograph of light
debris (Run 0020-S) (NRL/
MIZAR)

Shoe cover with "SSN"
stenciling on the sole.
(Run # unidentified)
(TRIESTE I, 1963)

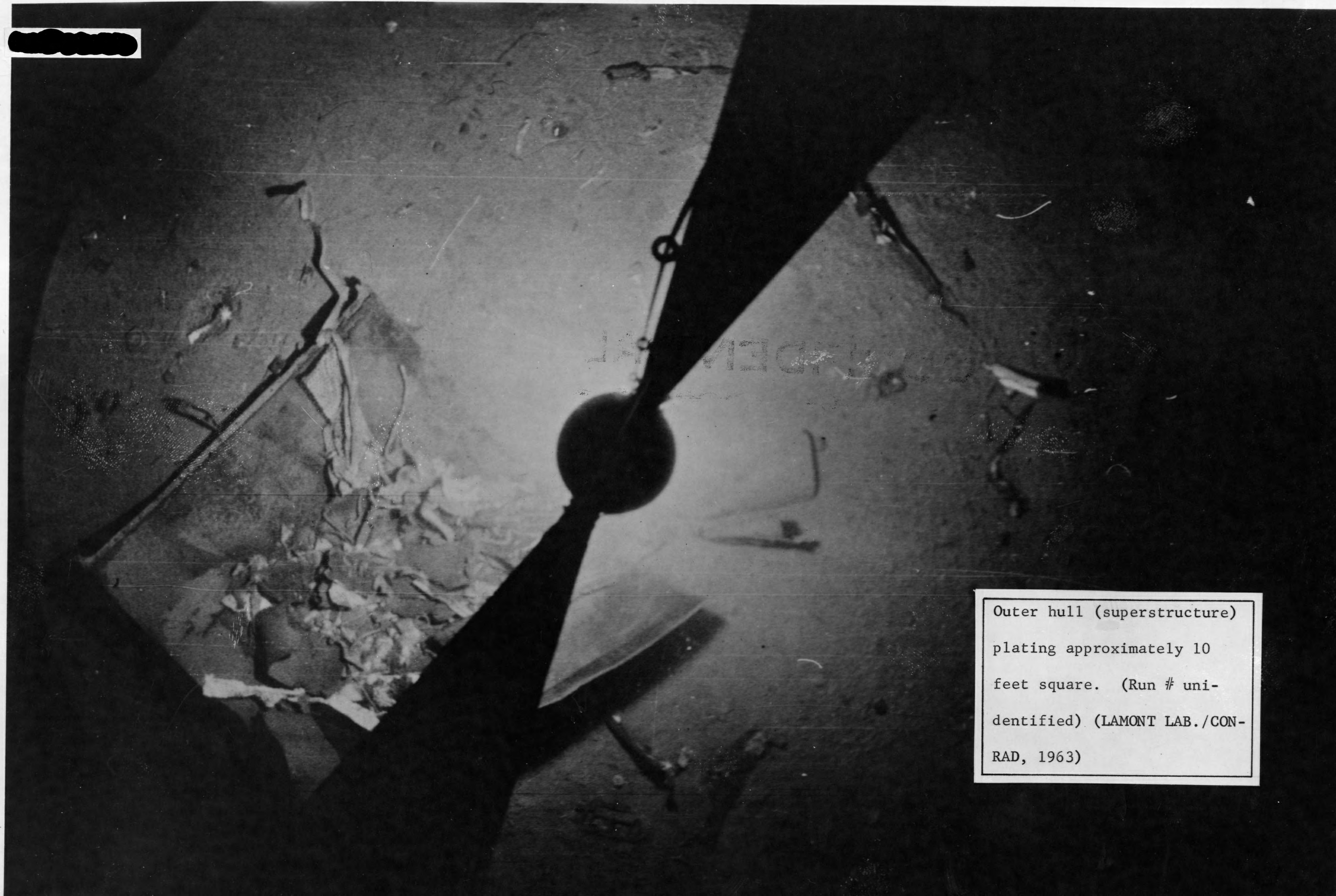




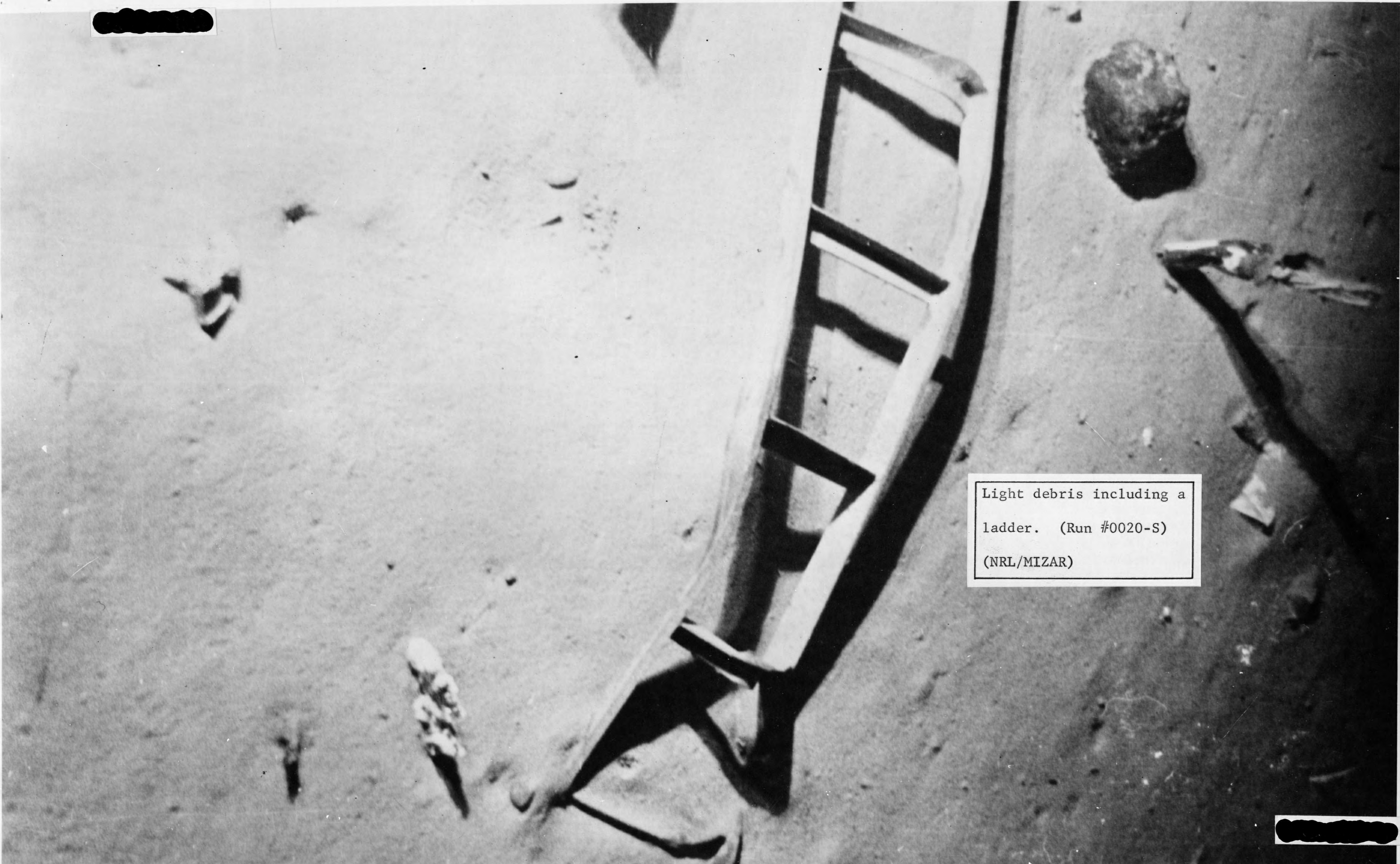
Air bottle. Compass on the camera sled can be seen over the bottle. Compass vane indicates camera motion. (Run #0022-C) (NRL/MIZAR)



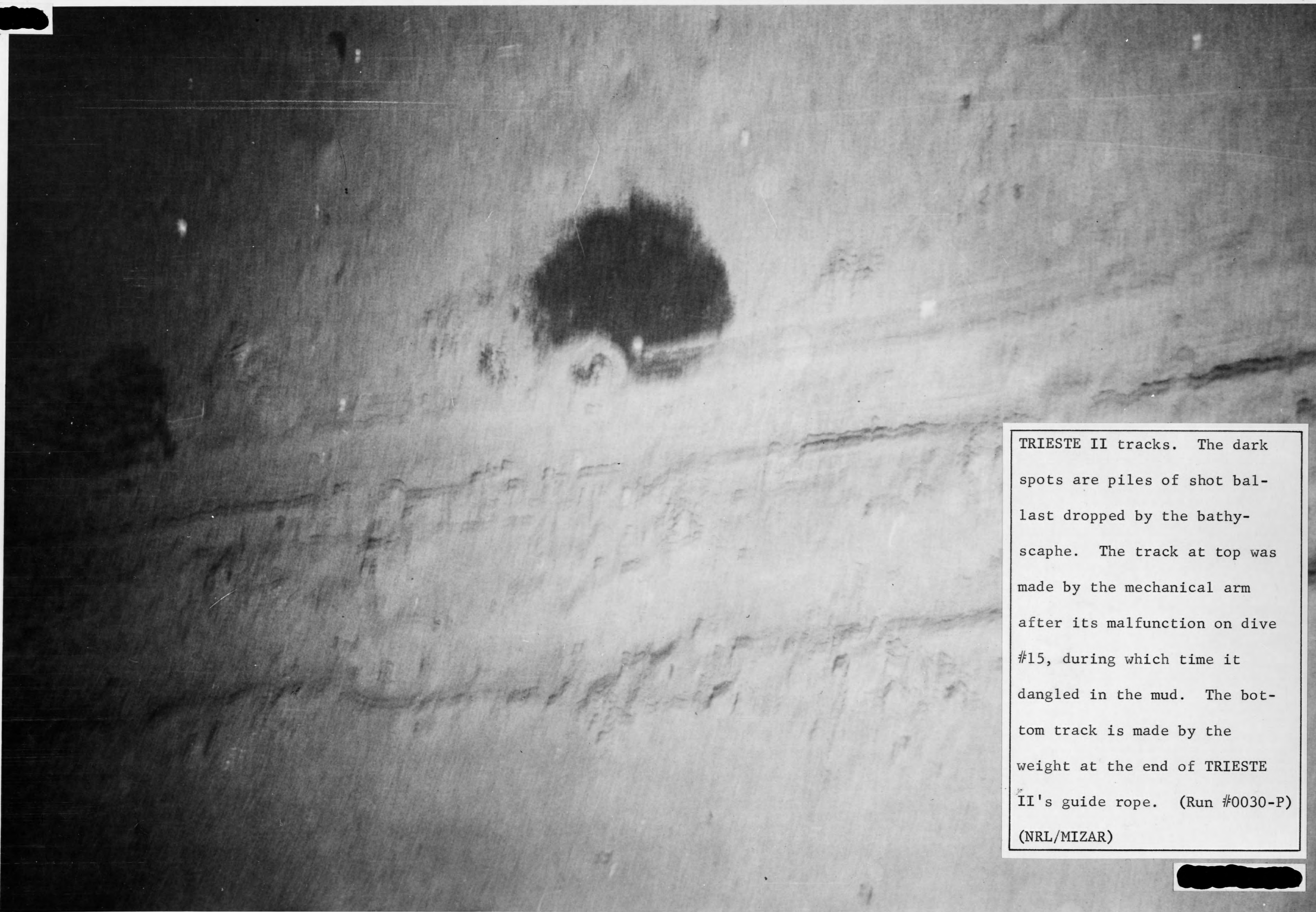
Correspondence paper debris.
(Run # unidentified) (LAMONT
LAB./CONRAD, 1963)



Outer hull (superstructure)
plating approximately 10
feet square. (Run # uni-
dentified) (LAMONT LAB./CON-
RAD, 1963)



Light debris including a
ladder. (Run #0020-S)
(NRL/MIZAR)



TRIESTE II tracks. The dark spots are piles of shot ballast dropped by the bathyscaphe. The track at top was made by the mechanical arm after its malfunction on dive #15, during which time it dangled in the mud. The bottom track is made by the weight at the end of TRIESTE II's guide rope. (Run #0030-P)

(NRL/MIZAR)