

San Francisco's Nuclear Explosion

There was a sudden mushroom of bright white light to 1800 feet, then another mushroom of white light to 10,000 feet, an intense roar and then a concussion blast travelling around 720 mph (1 mile every 5 seconds). This was reported by several eyewitnesses before there was any knowledge of what a nuclear explosion looked like.

Everyone within a 50-mile radius felt the blast. The explosion destroyed 5 ships, a diesel engine, 16 boxcars, Port Chicago and an entire town. The damage extended for 200 miles and included 12 other cities. It blew out windows and blew heavy doors off their hinges. "The force of the blast was greater than a 5-kiloton atomic bomb."¹

The blast registered as 3.4 on the Richter scale in parts of distant Nevada and formed a blast crater 700 feet long, 300 feet wide and 66 feet deep (210 m x 90 m x 20 m). Two years later it was twice as big, as the US Government dug out all surfaces of the blast crater. This was presumably to remove radioactive material. There seems to be no other valid reason.

The magnitude of the blast was between (10)¹⁸ ergs and (10)⁷² ergs. The lower (10)¹⁸ ergs is commensurate with a chemical explosion if everything blew up at the same time. The higher (10)⁷² ergs is commensurate with an atomic explosion. All of the chemicals did not blow up at the same time. It was an atomic explosion.

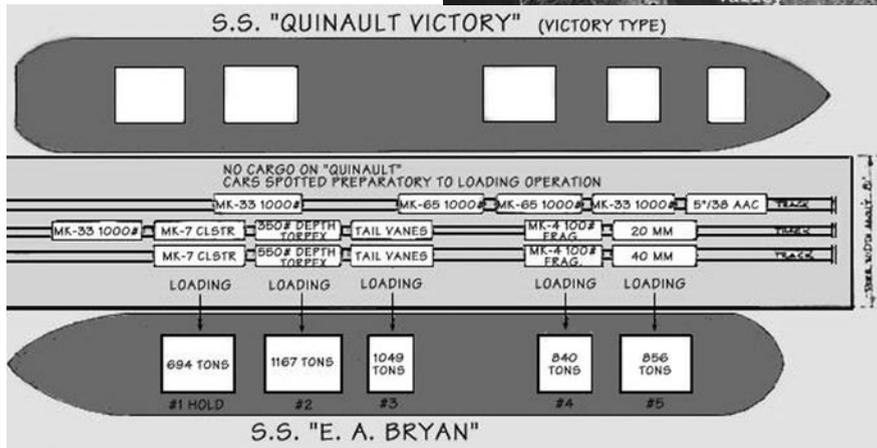
At 10.18 pm on 17 July 1944 a 9000-lb nuclear bomb was set off in Suisan Bay in Port Chicago,² 35 miles northeast of San Francisco and 70 miles southwest of Sacramento; 322 workers, trainmen, ship's crew, stevedores (ship loaders), sailors and marines were killed. Most of them died instantly and most of those that died were Black (202). It was the largest stateside disaster of WWII, yet no conclusions have been reached as to its cause.

¹ *No Share of Glory*, Robert E. Pearson, 1964, p. 19.

² Port Chicago was renamed 'US Naval Ammunition Depot, Concord' aka 'Concord Naval Weapons Station' on 18 January 1946.

The bomb was on a Liberty ship, either the *E.A. Bryan* or the *SS Quinalt Victory* on the other side of the same pier. The *Victory* had no people on board, and those scientists that were on board at 9.30 pm left before the bomb went off at 10.18 pm. The *Bryan* had few people on board except for Black stevedores loading the nearly full ship. Its cargo was ammunition and explosives.

The atomic bomb that exploded was a low-yield weapon set off in the hold below the waterline. The holds went down four storeys. A nuclear explosion below the waterline mimimises the spread of radioactivity. Regardless, Port Chicago's Contra Costa County still has one of the highest rates of cancer in the United States and Port Chicago has been abandoned as a town ever since. It is now considered a buffer zone in case of another explosion.



The US government *did* have the capability to produce several nuclear weapons at the time of the Port Chicago explosion. It needed to test them, was in a position to test them, and tested one in Port Chicago, 35 miles northeast of San Francisco.

Building Port Chicago began in June 1943 and at the time of the explosion it was 80% complete. The first loading pier was ready for use in May 1944, two months prior to the explosion. The reason given for not finishing the pier was a shortage of manpower, yet after the explosion the entire pier was rebuilt within a week. This suggests pre-preparation and a planned nuclear test with self-sabotage and cover involved, quickly followed by a fully functioning unit.

Officially, the entire port of three piers was rebuilt and fully functional "by 1 April 1945". This does not negate the previous statement of one pier rebuilt within a week, but it is sleight of hand in the use of words.



OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED
FOR PUBLICATION
NAVY YARD MARINE ISLAND, CALIF.



Port Chicago, 18 July 1944.

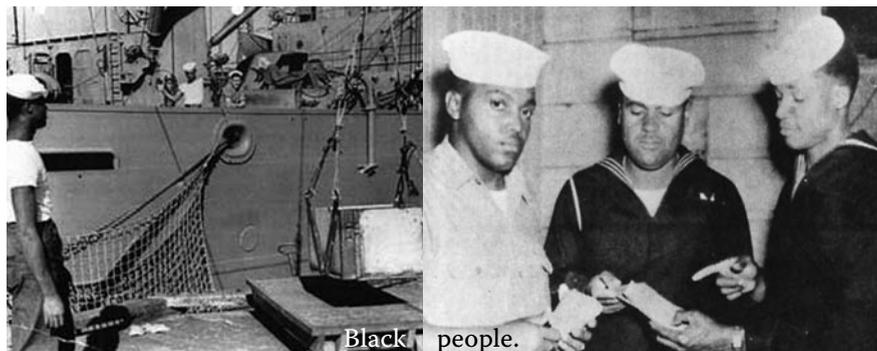
Port Chicago they destroyed the film, which is another way of saying it was classified and don't bother asking.

At Port Chicago, post-test caution was the same as for a nuclear test elsewhere. The only pre-test caution not taken was to remove people out of the area, but the test had to be done in an area where there were other explosives so it could be blamed on chemical explosives. For the test scenario to be as valid as possible, the atomic explosion had to occur on a ship, in a harbour, with people around. Those people were mainly Black people in a heavily racist America. Since all the chemical explosives came together at a port and Port Chicago was the largest US loading point for munitions, the world's first nuclear explosion had to occur at Port Chicago for maximum cover.



Four days after the explosion, on 21 July 1944, the District Intelligence Officer wrote a confidential memorandum to the Commandant Twelfth Naval District. He confirmed 'a "shiny black car" at 9.30 pm at the foot of the pier of the [Port Chicago] Naval Magazine. The vehicle was not a navy vehicle and not a business vehicle, but it did have authorisation to be near the pier, and the shiny black vehicle had to have authorisation to be near the pier.'⁹

As soon as the Port Chicago atomic bomb exploded, a team of Los Alamos Laboratory scientists were at Port Chicago assessing it in record time. This resulted in 400–600 pages of memoranda and reports citing parameters and artefacts.



Black people.

⁹ Slightly paraphrased from the District Intelligence Officer's confidential memorandum #11-3-16137.

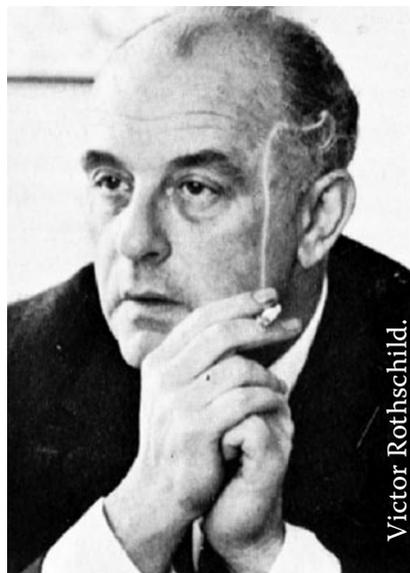
A short time after the Port Chicago explosion, it was reported that nine German officers and two guard dogs were secretly buried at Benicia, California. This could have been a German suicide mission, and indeed a lot of the Los Alamos scientists were Germans (and German Jews) and were as prone to corruption as easily as their latest lap dance or other shame.¹²

Equally, and more likely, the burial of the nine German officers and two guard dogs was a leaked bluff designed to keep one off the scent that the Port Chicago atomic explosion was an inside job, another Pearl Harbor, another 9-11, with the Blacks taking the blame the Muslims now have, and the Los Alamos scientists performing their nuclear test on a friendly population while avoiding all blame.

And when you dig a little deeper there is another time delay of blame two months after the atomic explosion in the form of a leaked classified document. Confidential memorandum ND12-16-Bd (SC) S78 Serial 40312 from the Commandant Twelfth Naval District to the Officer-in-Charge, Naval Ammunition Depot, Port Chicago (23 September 1944). This memorandum called attention to the Torpex bombs, all 97 tons of them: "Torpex generates a hydrogen gas which causes expansion within the projectile, rendering it necessary on occasion to release this gas in order to reduce the projectile's sensitivity to accidental detonation."

At the time of the atomic explosion, Victor Rothschild, the Second Baron Rothschild, was stealing as much of the Los Alamos nuclear data as he could get his hands on. These were then taken straight to Russia or given to the Cambridge Five and leaked to Russia. Victor Rothschild was the fifth man in the Cambridge Five.

Among these documents would have been 'History of a 10,000 Ton Gadget' and the Army-Navy Explosives Safety Board's Technical Paper # 6 'Port Chicago Explosion', as was 'Project Y'.



Victor Rothschild.

¹² Jewish scientists have long been considered by intelligence to have at least three masters – the Zionist Intelligence Betar, the Soviet Union, and the country employing them.



25 April 1954, 6.9 megaton nuke, Bikini Atoll.

The first atomic bomb was delivered on the SS *Quinault Victory*, which was laid up next to the chemical-laden *E.A. Bryan*. The atomic bomb on the *Victory* was destined for Guam/Tinian Island, as were all ships carrying atomic bombs.

Black American Navy personnel were the first victims of an atomic blast, not the Japanese. The atomic explosion at San Francisco's Port Chicago was a test made to look like an accident.

In 1957, 13 years after Port Chicago, an Air Force plane accidentally dropped a 42,000-pound MK-17 hydrogen bomb when it hit turbulence over New Mexico. It was America's first 'droppable' hydrogen bomb and its largest bomb, 625 times the size of the Hiroshima bomb. When it landed it left a 25-foot crater. The nuclear device was not detonated and it did not explode. Lucky for all America.

This incident was denied for 28 years, until 1985, when the Air Force Inspection and Safety Center confirmed the incident after an Albuquerque journalist asked the simple question: "Have they ever had any nuclear accidents?" followed by a Freedom of Information Act request with the Pentagon and a 10-month wait.



28 April 1958.



24 July 1946, 21 kiloton nuke, Bikini Atoll.



6 July 1945.



8 Nov. 1957.



27 March 1954.

I ask a similar simple question, “Why”, and a reader somewhere can lodge this “Y” with the Air Force Inspection and Safety Center followed by a Freedom of Information Act request with the Pentagon. Like a Japanese prostitute, I’m sure the Pentagon will say “Love you long time”.