

Please ~~obscure~~ obliterate Classification Markings

DESTROYER REPORT

GUNFIRE, BOMB AND KAMIKAZE DAMAGE
INCLUDING LOSSES IN ACTION

17 OCTOBER, 1941 TO 15 AUGUST, 1945

The Chief of Naval Operations directs that this report be shown only to those persons to whom the report would be of value in the performance of their duties.

Steps shall be taken accordingly to insure that the report will be seen by those persons responsible for design, construction and repair of naval vessels, as well as for their operation, but by no others.

Classification (cancelled) (~~changed to~~
) by authority of

SEA 994
on 3/29/82 *Dubman Hughes*
(Date) (Signature) (Rank)

NAVAL SEA SYSTEMS COMMAND
Department of the Navy

Preliminary Design Section
Bureau of Ships
Navy Department

25 January, 1947

WAR DAMAGE REPORT No. 51



Photo 11-1: ABNER READ (DD526). View taken shortly after Kamikaze hit causing blaze in way of No. 3 upper handling room. Ship standing by is CLAXTON.



Photo 11-2: ABNER READ (DD526). Column of smoke rising following handling room explosion about ten minutes after Kamikaze crash.



Photo 11-3: ABNER READ (DD526). View shortly before ship sank. Black smoke is probably due to oil fire which continued to burn long after ship disappeared. Anti-aircraft puffs are from gunfire directed at third Kamikaze, shot down about 25 minutes after ABNER READ was hit.

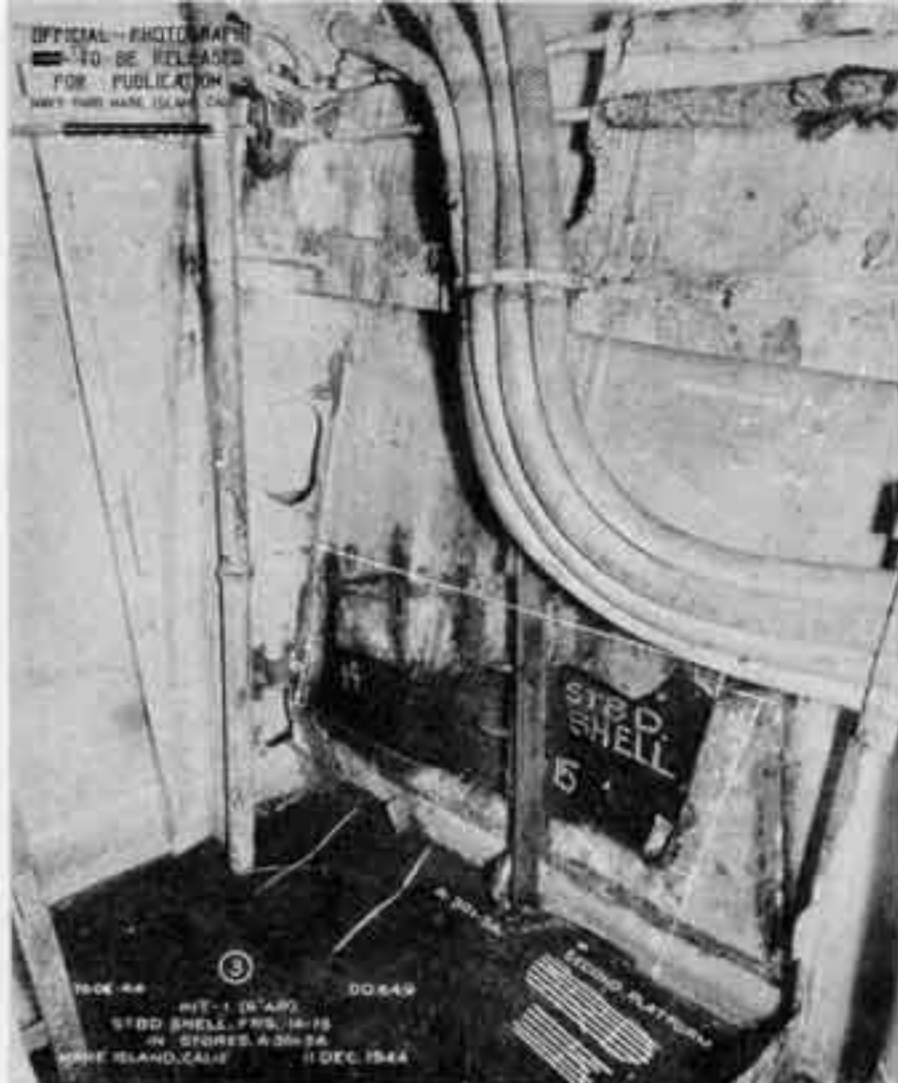


Photo 5-1: A.W. GRANT (DD649) - Hit #1. Temporary patch at entrance hole at frame 15, starboard, in A-301-3A. The entering projectile was apparently a ricochet and did not detonate.

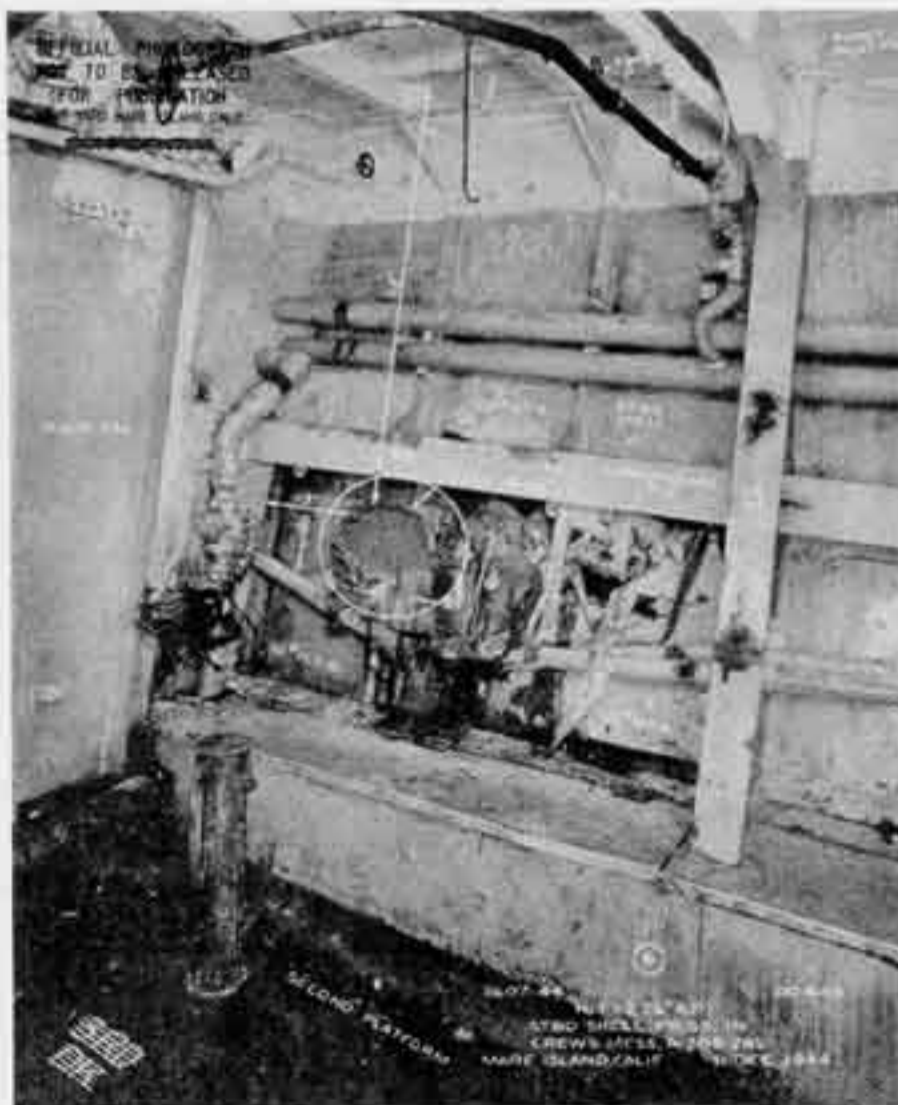


Photo 5-2: A.W. GRANT (DD649) - Hit #2. Welded patch over hole in shell at frame 55, looking forward and to starboard in compartment A-305-2A.



Photo 5-3: A.W. GRANT (DD649) - Hit #2. View looking aft at hole in forward starboard corner of A-2-F caused by 6-inch AP dud which passed through A-305-2AL. Shown looking aft on second platform.



Photo 5-4: A.W. GRANT (DD649) - Hit #2. Hole in after port corner of A-3-F caused by 6-inch AP dud as it entered the forward fireroom. The projectile apparently broke into several large fragments before it emerged from A-3-F.

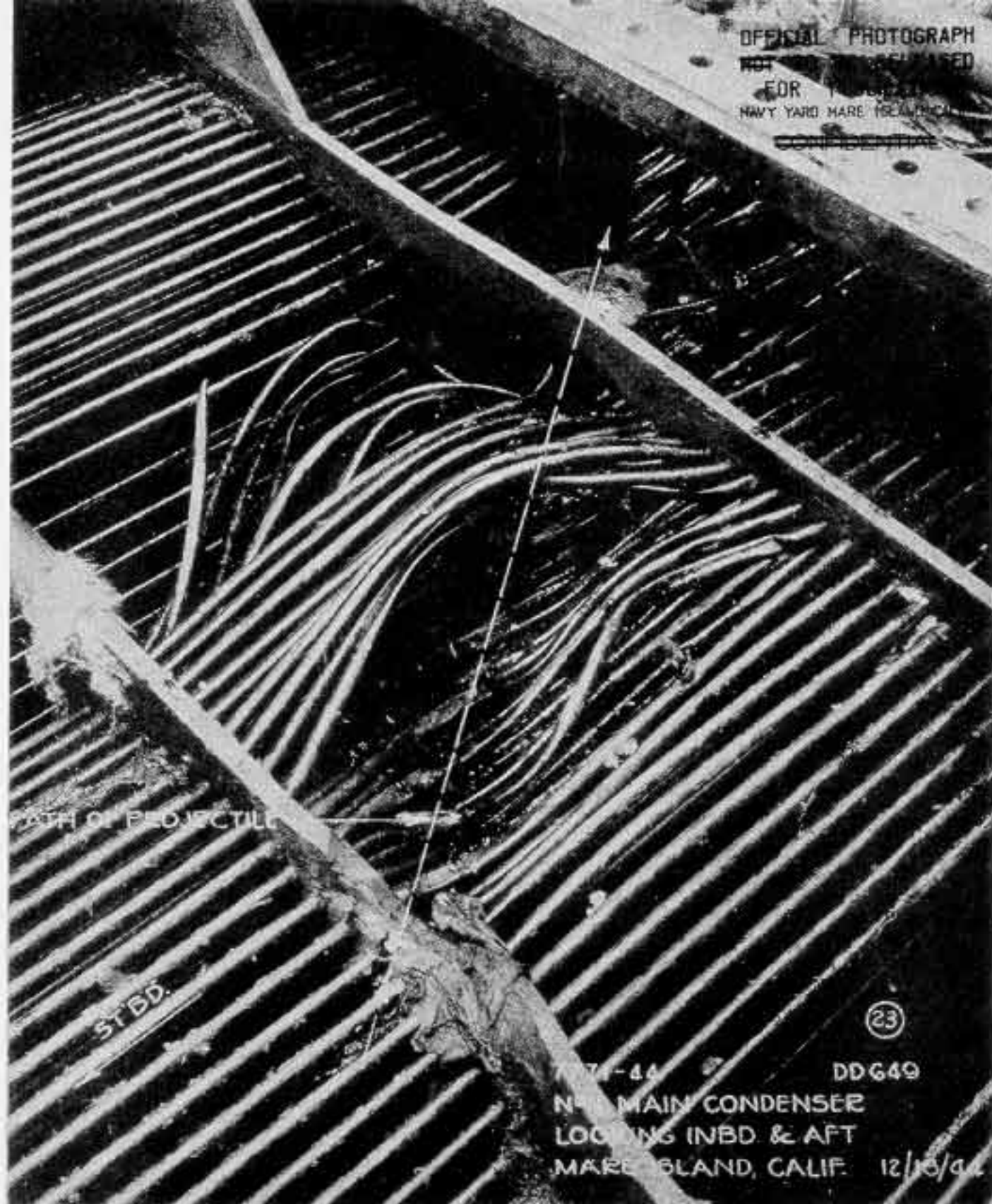


Photo 5-5: A. W. GRANT (DD649) - Hit #3. Damage to forward main condenser caused by dud 6-inch AP projectile which entered the tube nest after passing through the skirt of the L.P. turbine and fracturing the lower casing.

OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED
FOR PUBLICATION
NAVY YARD, SAN FRANCISCO, CALIF.
CONFIDENTIAL

MAIN STEAM PIPING

MAIN STEAM PIPING

PATH OF HIT-4

STANCHION
DESTROYED

LOOKING ALONG
PATH OF HIT-5

BHD 92 1/2
LOOKING FORD

26

7623-44

DD 649

HITS-4 & 5 (6" A.P.)

PATHS OF PROJECTILES, LOOKING FORD
FROM FR 105, STBD SIDE, FORD ENG. RM. B-2
MARE ISLAND, CALIF. 11 DEC 1944

Photo 5-6: A.W. GRANT (DD649) - Hits 4 and 5, showing dents in main steam piping in the forward engine room caused by direct impact of 6-inch AP projectiles.

OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED
FOR PUBLICATION
NAVY YARD MARE ISLAND CALIF

~~CONFIDENTIAL~~

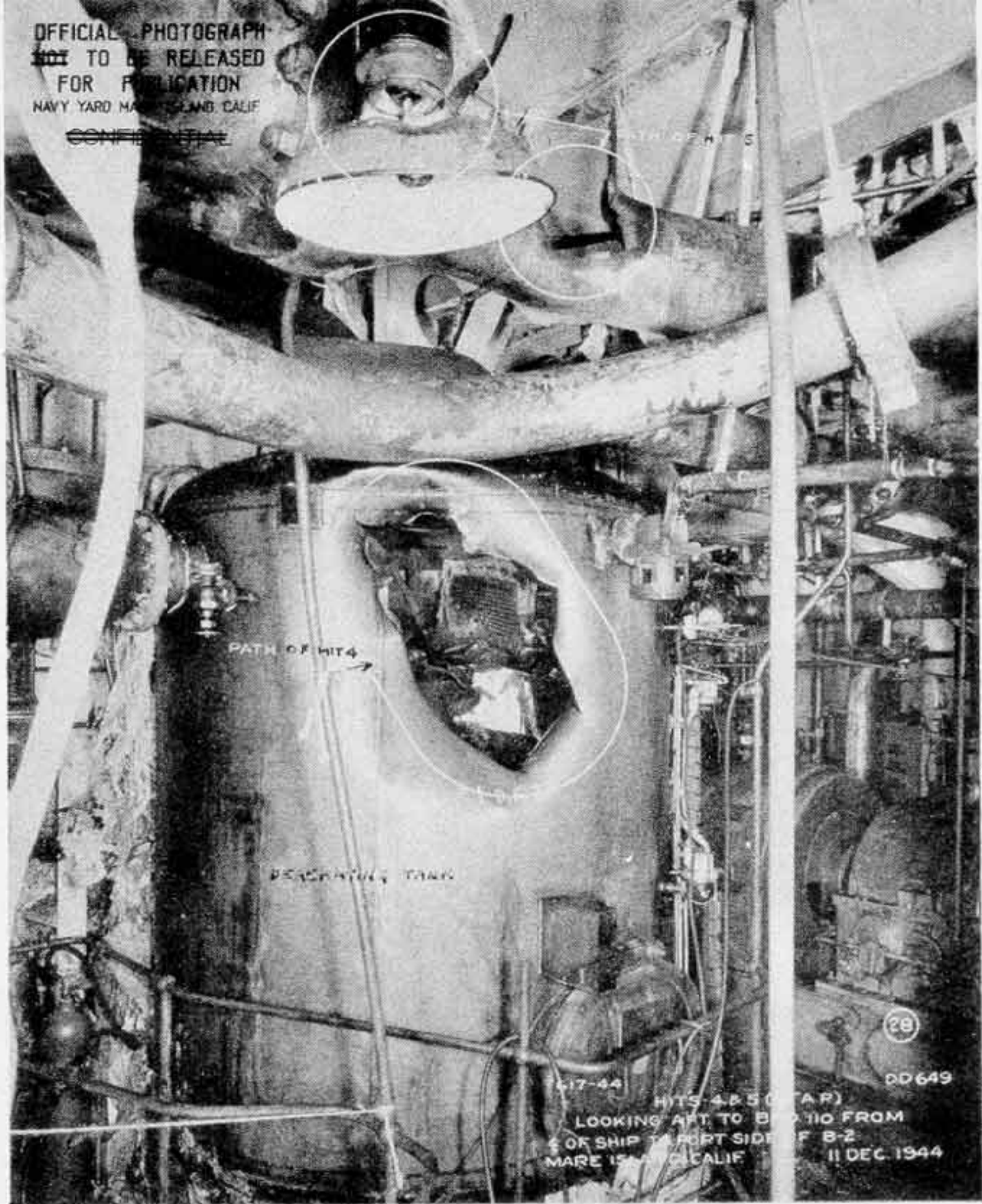


Photo 5-7: A.W. GRANT (DD649) - Hits 4 and 5. Looking aft and to port at deaerating tank and main steam line in forward engine room.

OFFICIAL PHOTOGRAPH
TO BE RELEASED
FOR PUBLICATION
NAVY YARD MARE ISLAND CALIF

PROJECTILE DUD HITTED ITSELF ON AIR COMPRESSOR
HERE WITHOUT EXPLODING

31

1638-44 HIT #5 (A.P.)
LOOKING AFT AT H.P. AIR COMPRESSOR
AT FR. 119 ON PORT SIDE OF AFT FIRE RM. 2-3-1
MARE ISLAND, CALIF. 12 OCT 1944

Photo 5-8: A.W. GRANT (DD649) - Hit # 5. Damage to H.P. air compressor in forward engine room caused by direct hit with 6-inch AP dud projectile.

OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED
FOR PUBLICATION
NAVY YARD MARE ISLAND CALIF

~~CONFIDENTIAL~~

PROBABLY
FRAGMENT HOLES
FROM HIT-7

PATH OF HIT 8

PATH OF HIT 9

(42)

7578-44 DD 649
HITS 8 & 9 (G.A.P.)
LOOKING FORD AT STACK NO 1
FROM SUPER DECK
MARE ISLAND, CALIF 10 DEC 1944

SUPER DK

5780-44

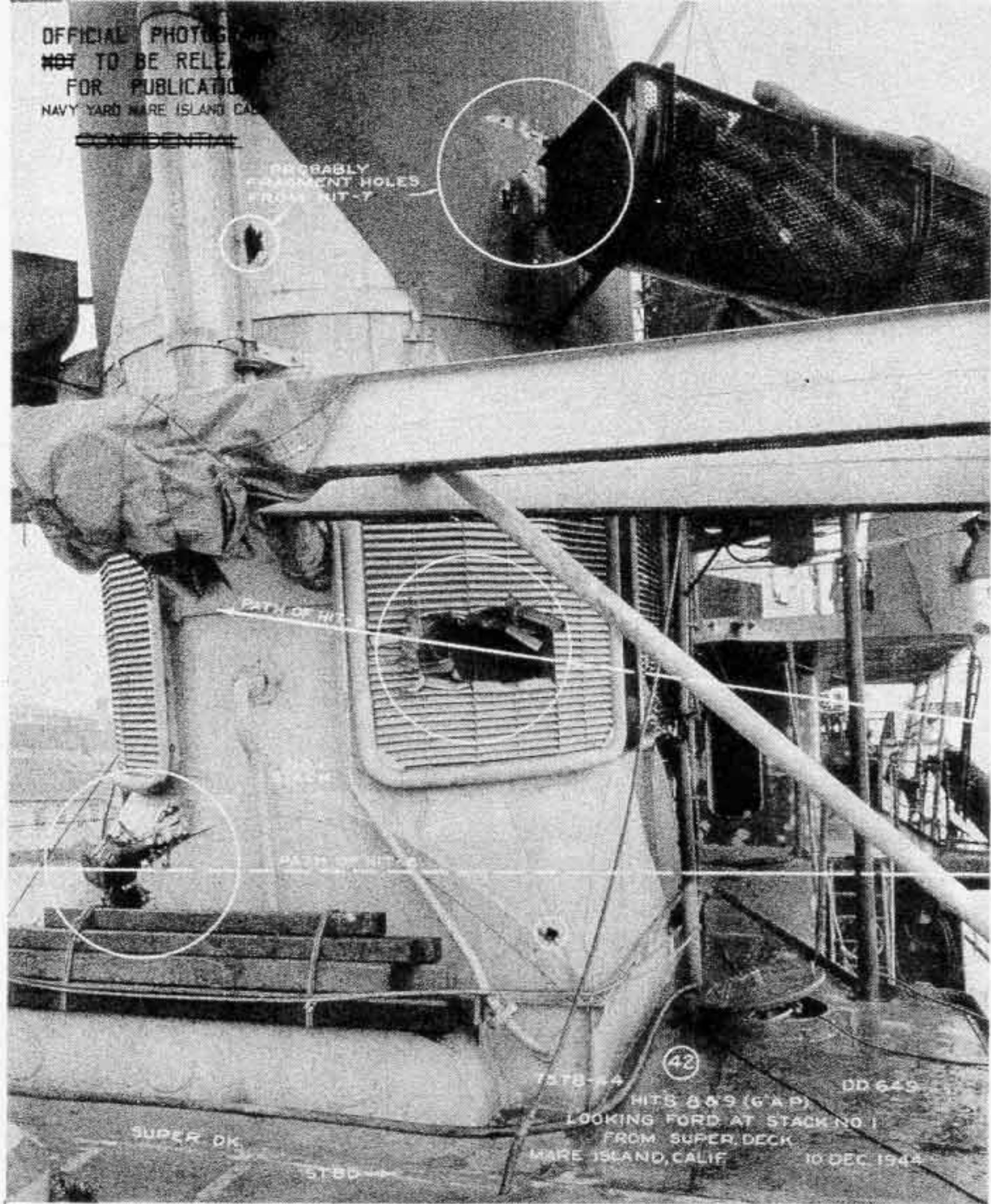


Photo 5-9: A.W. GRANT (DD649) - Hits 8 and 9. Stack damage caused by 6-inch projectiles.

OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED
FOR PUBLICATION

NAVY YARD, MARE ISLAND, CALIF.

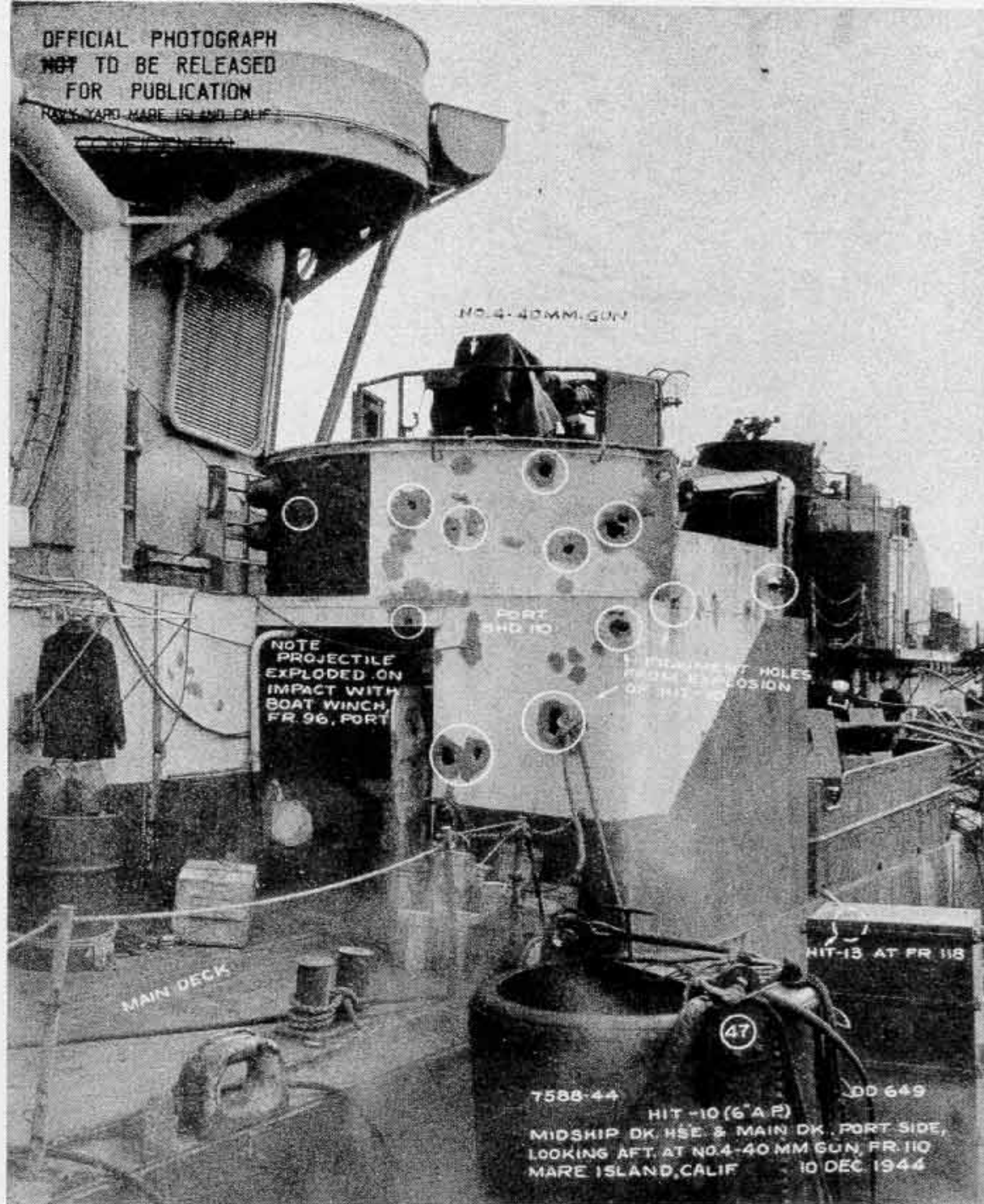


Photo 5-10: A.W. GRANT (DD649) - Hit #10. Fragment damage caused by 6-inch projectile which detonated on striking the boat winch at frame 96, port side.



Photo 12-1: HUGH W. HADLEY (DD774). View of midship deckhouse, frames 130 to 150, in way of third Kamikaze crash and ensuing fire. Plane hit at base of director tower, left center, bomb at 40mm mount No.4, lower right.



Photo 12-2: HUGH W. HADLEY (DD774). Close-up view of deckhouse top at frame 140 in way of plane crash and fire, looking down into officers' quarters aft.



Photo 12-3: HUGH W. HADLEY (DD774). After torpedo mount, frame 163, showing fragment damage. Foam used in fighting fire is in foreground.

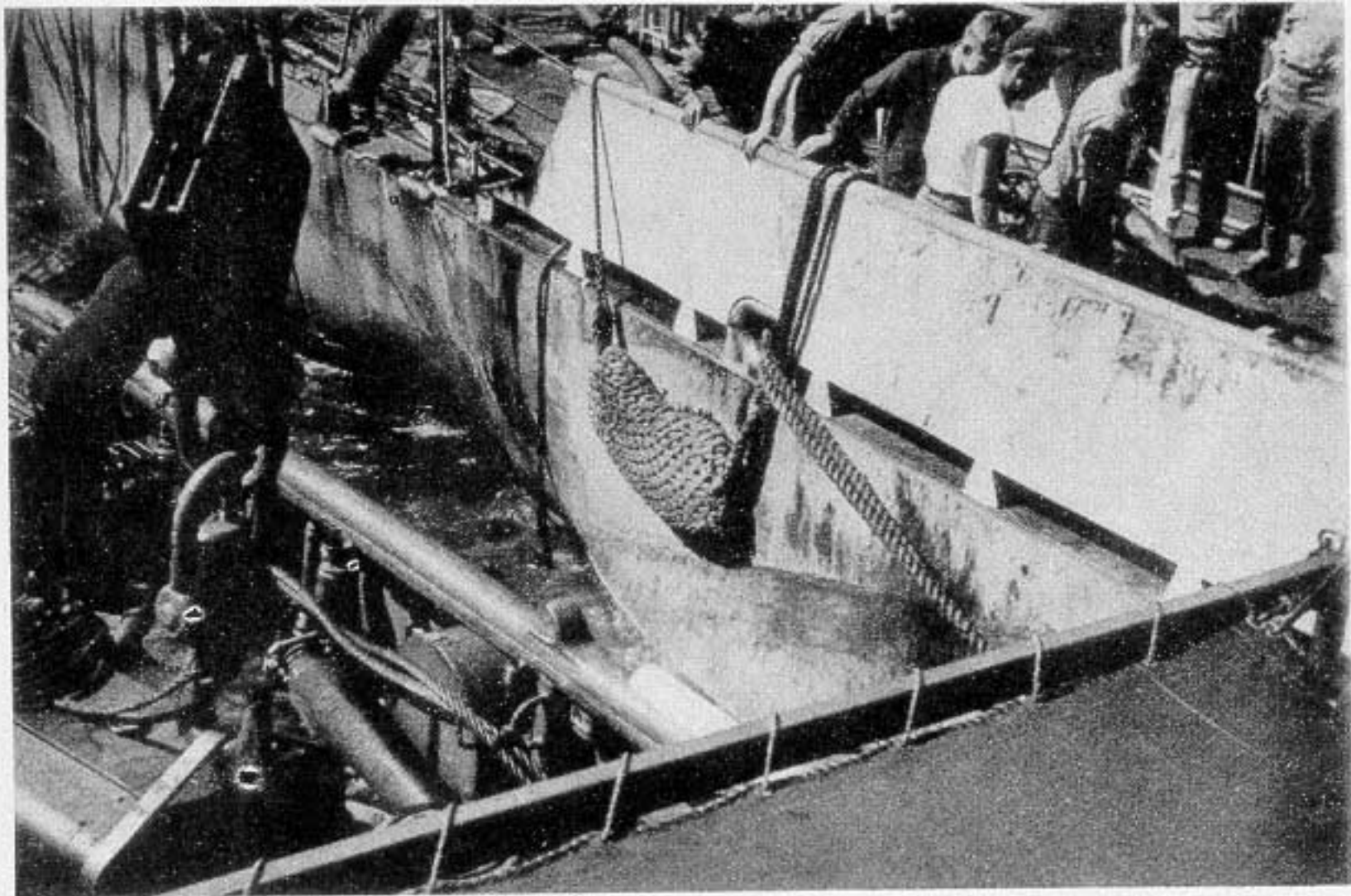


Photo 12-4: HUGH W. HADLEY (DD'774). Starboard side looking aft at frame 105 from fantail of salvage tug during diving operations.

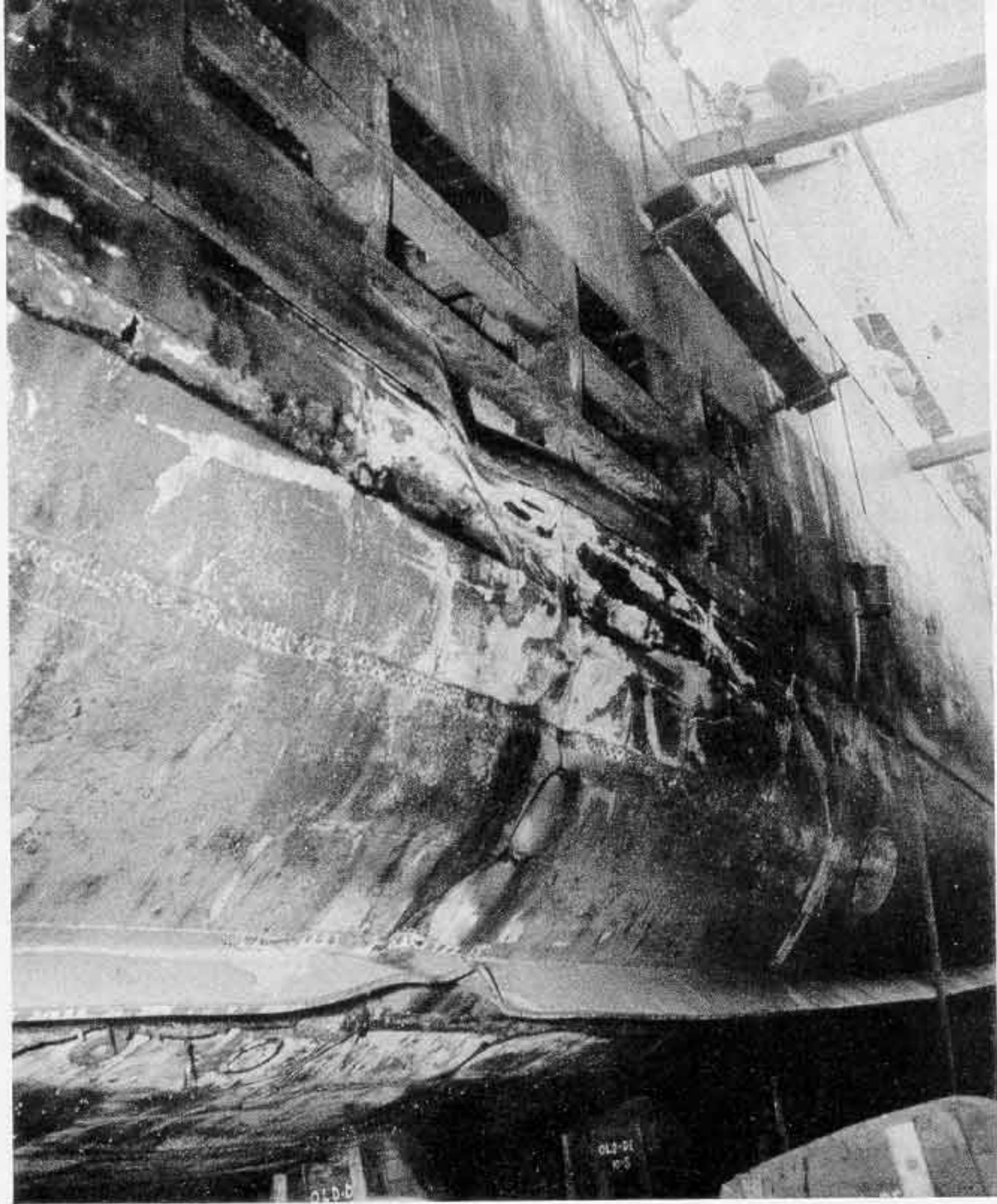


Photo 12-5: HUGH W. HADLEY (DD 774). Starboard side looking forward from frame 115 in dock at Kerama Retto. Partial structural repairs have been completed in way of the hole made by the second Kamikaze.

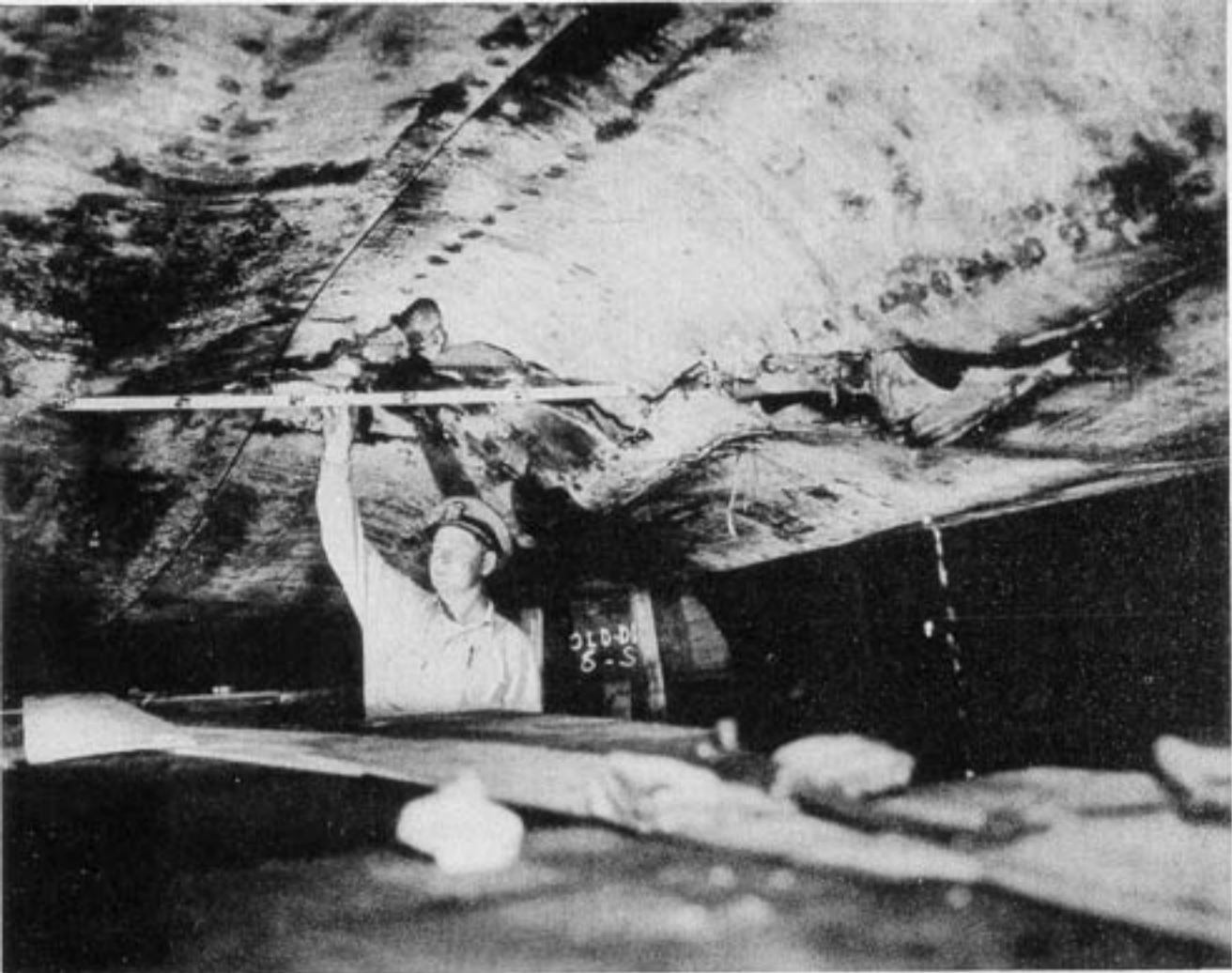


Photo 12-6: HUGH W. HADLEY (DD774). Ruptured keel and garboard plating about frame 115 looking aft and to port from keel blocks in ARD28.



Photo 12-7: HUGH W. HADLEY (DD774). View aft along keel blocks abaft frame 115. Note extent of hogging.

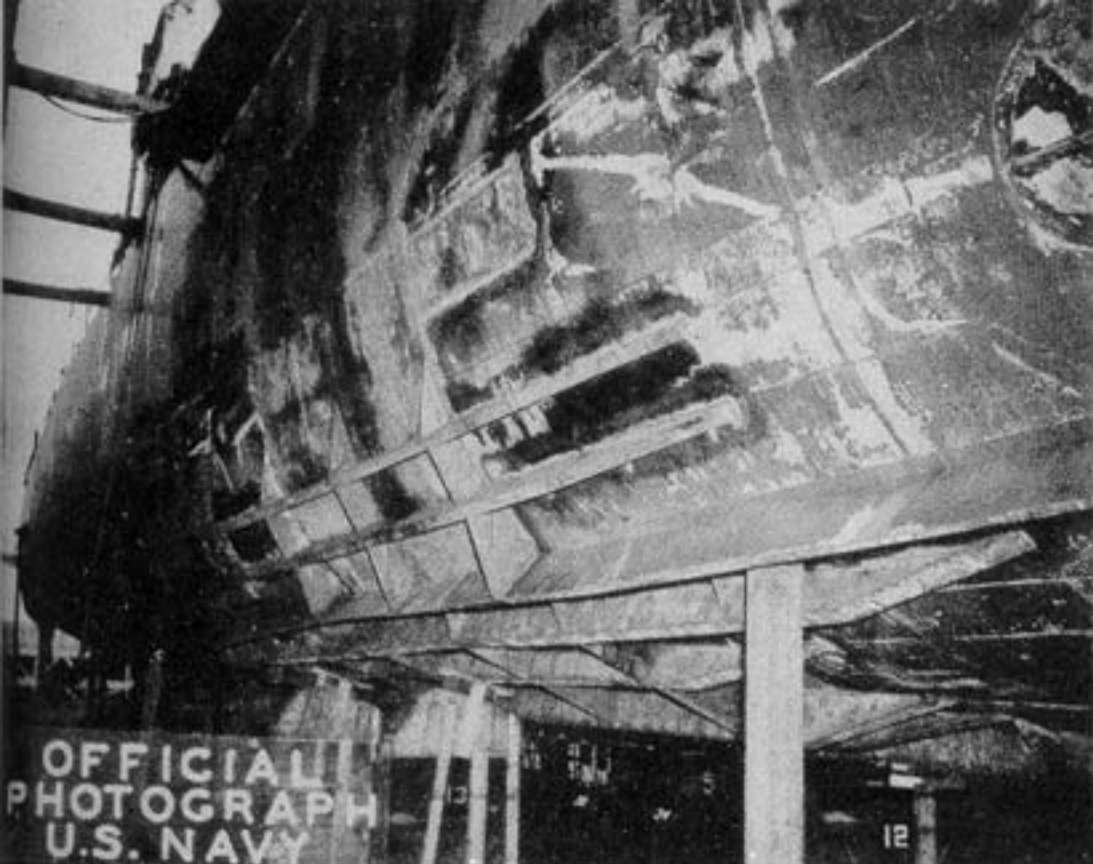


Photo 12-8:
HUGH W. HADLEY
(DD774).
Starboard side from
about frame 90 aft
showing temporary
repairs installed in
ARD28 by ZANIAH
personnel. Note
depth and length of
external longitudi-
nals.

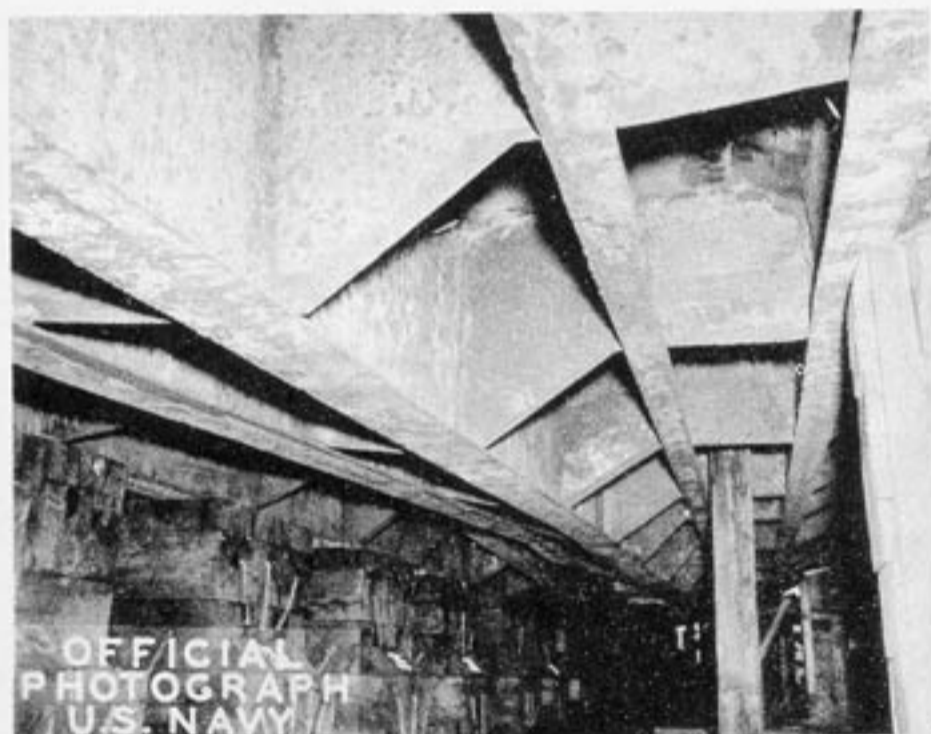


Photo 12-9:
HUGH W. HADLEY
(DD774).
Port bottom shell
looking aft following
temporary repairs
in ARD28.



Photo 12-10
HUGH W. HADLEY
(DD774).
Port side looking
aft following repairs
in ARD28.



Photo 10-1: KILLEN (DD593). View of bow in ABSD2 at Manus, from port side looking slightly forward, showing patches and plugs installed by salvage personnel at Leyte.

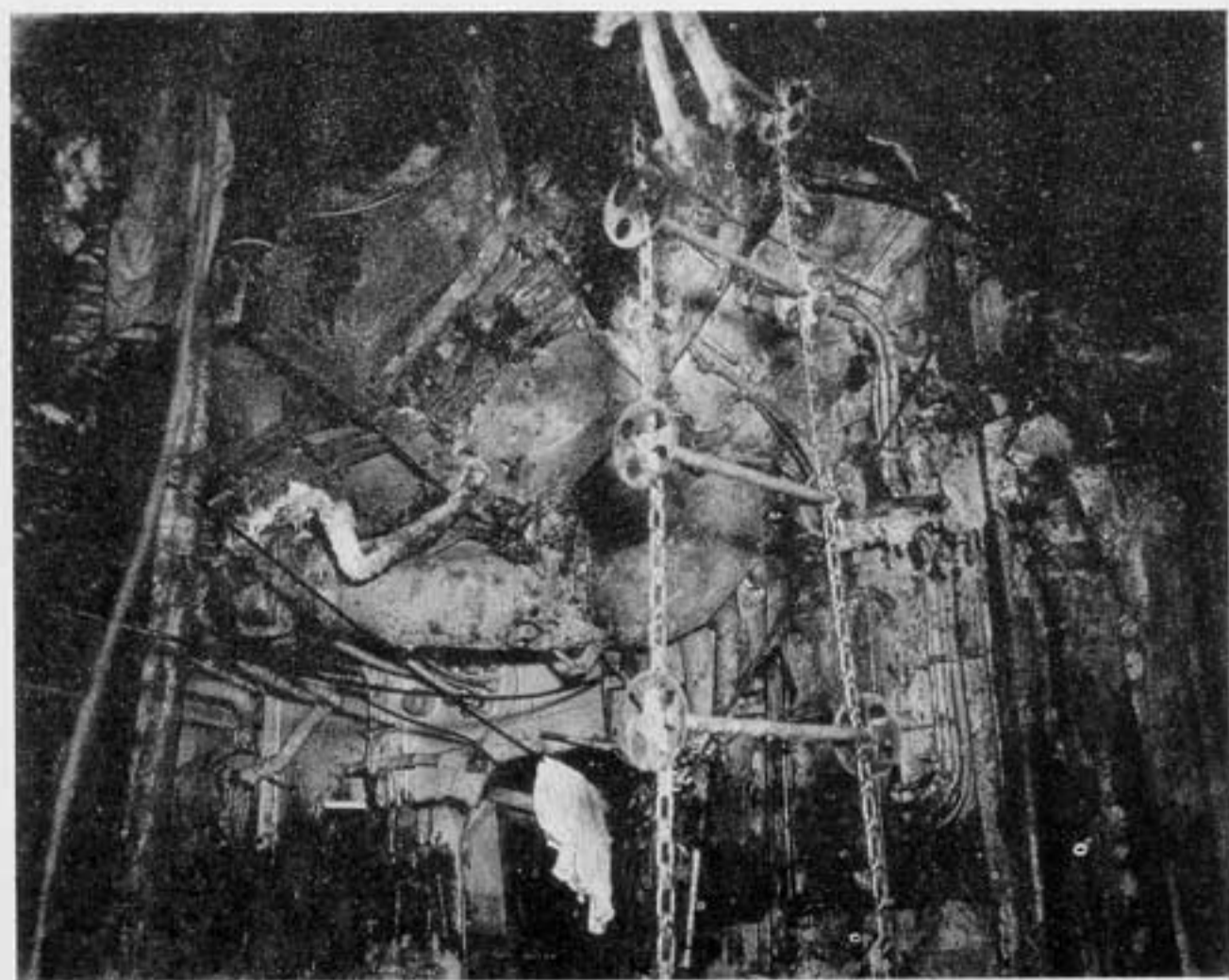


Photo 10-2: KILLEN (DD593). Compartment A-303-L looking aft and to starboard. Note upward distortion of first platform deck and splitting of door frame 3-42-1.

Photo 10-3:
KILLEN (DD593).
Looking forward and to
starboard from the
approximate point that
the bomb detonated.
Note powder can stowage
racks in A-408-M.
Demolished door is
4-38. Through the hole
in the deck the 40mm
magazine A-505-M can
be seen.



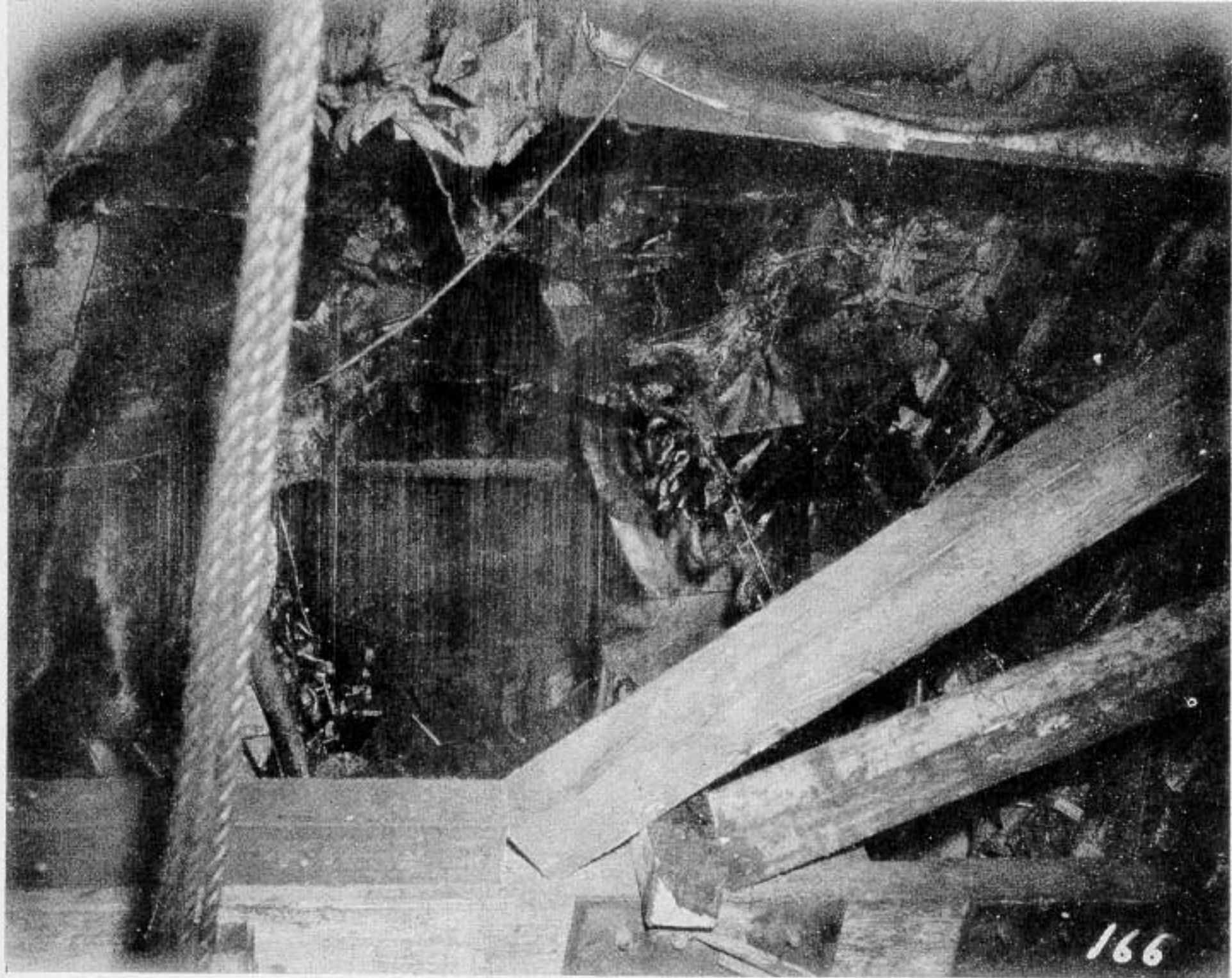


Photo 10-4: KILLEN (DD593). Damage to refrigerated spaces below second platform looking down and aft from frame 34 at second platform. The shoring in the foreground supported the temporary shell patch shown in Photo 10-1.

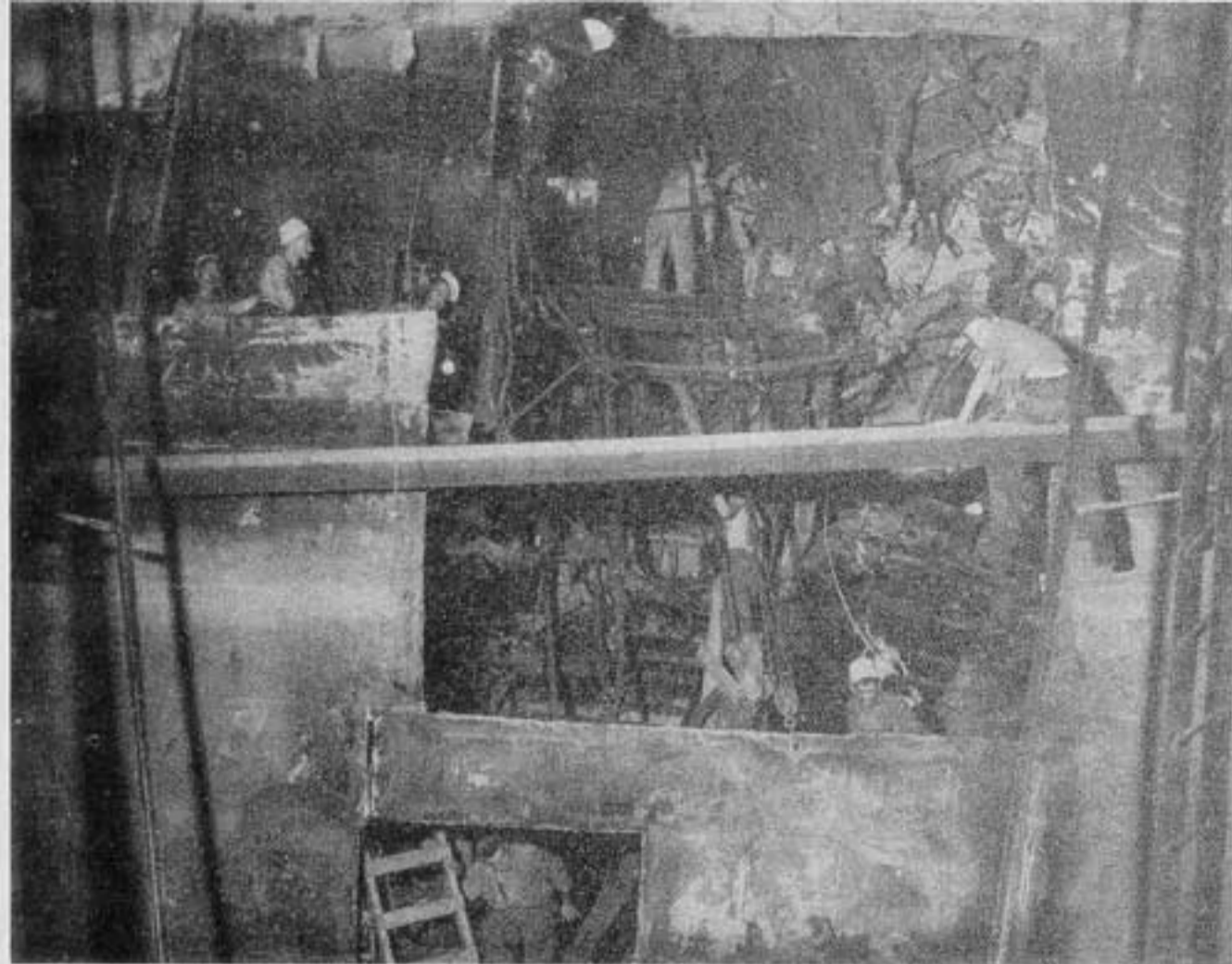


Photo 10-5: KILLEN (DD593). Looking up into damaged area from dock floor in ABSD2 after damaged shell plating was cut away, port side.

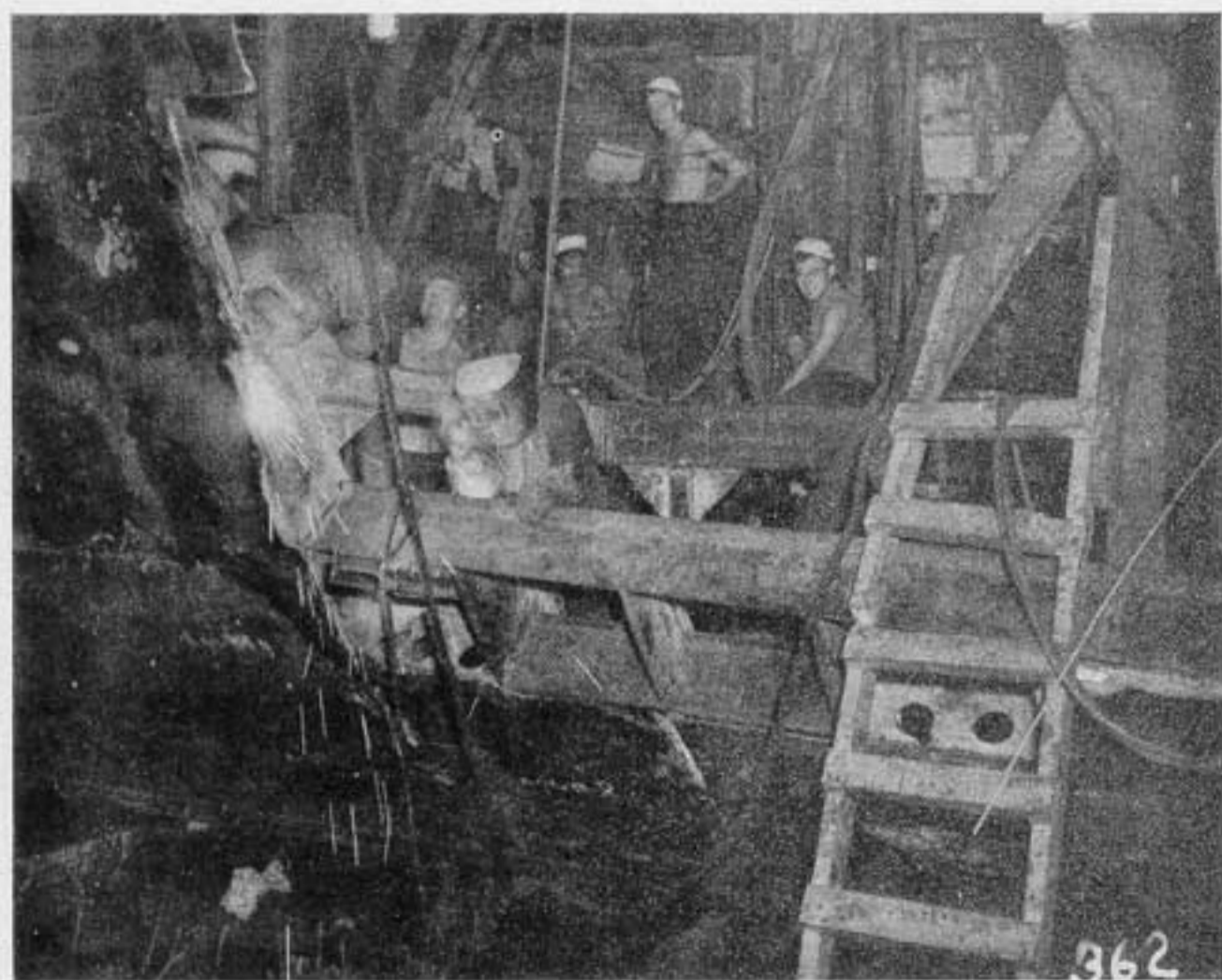


Photo 10-6: KILLEN (DD593). Longitudinals in way of damaged shell being restored by PIEDMONT (AD17) personnel.

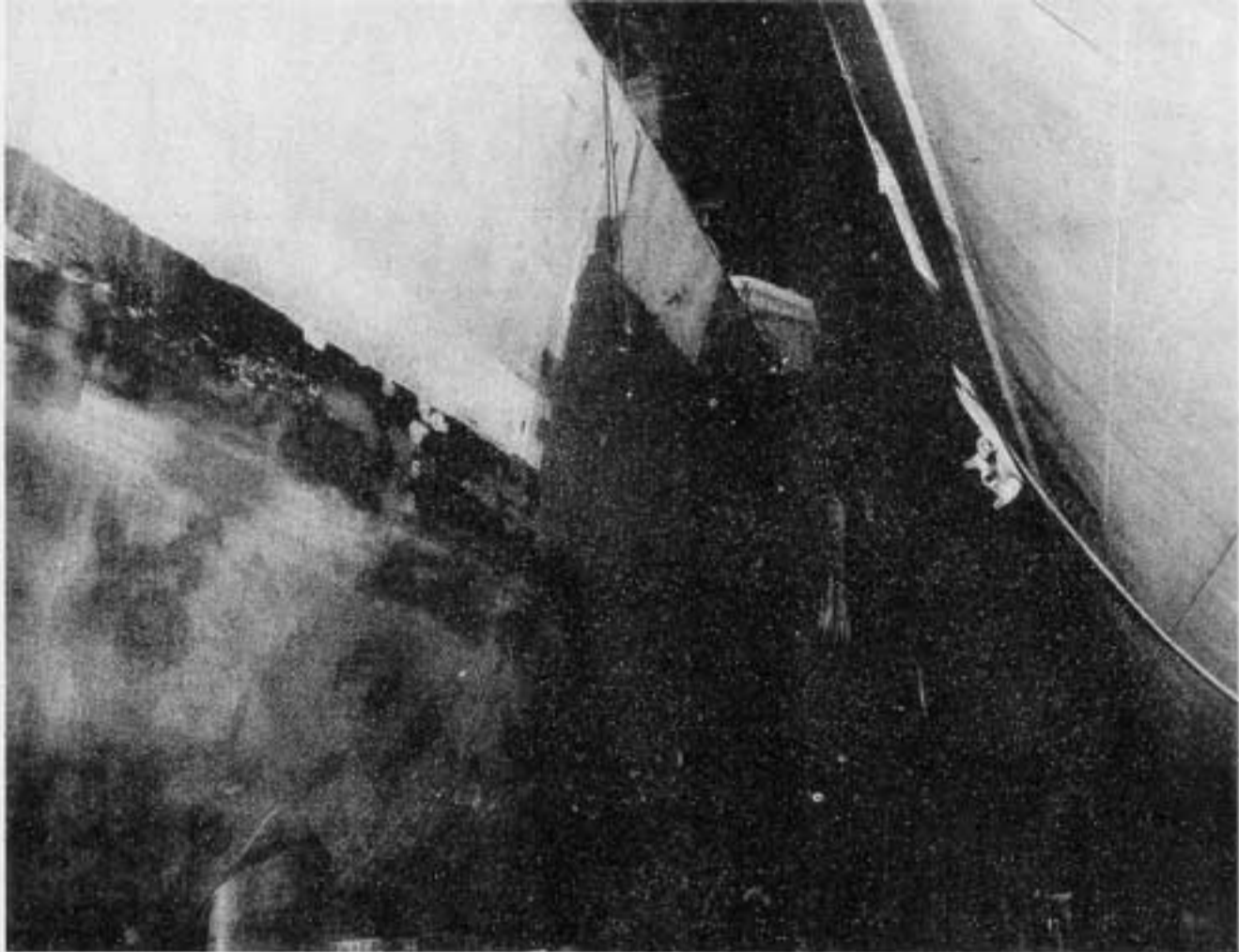


Photo 10-7: KILLEN (DD593). View of port side forward in ABSD2 after completion of structural repairs. Vessel on the right is CANBERRA (CA71).



Photo 10-8: KILLEN (DD597). A typical burned-out powder cartridge can recovered from A-408-M. It has been crushed by blast, punctured by fragments, and powder inside burned out. Some unburned powder grains cling to the exterior surface.

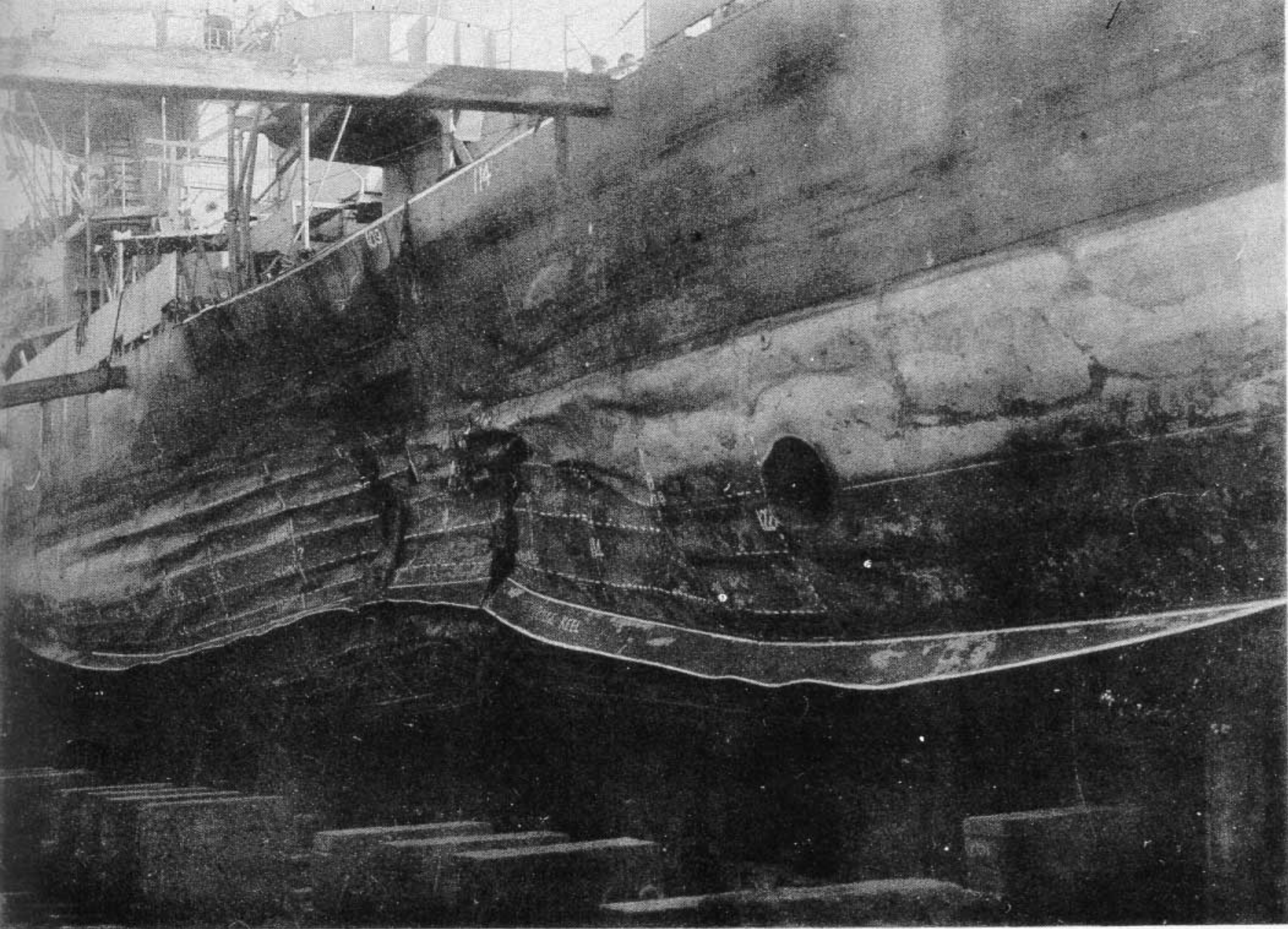


Photo 7-1: MAYRANT (DD402). Looking forward at damage to port side.

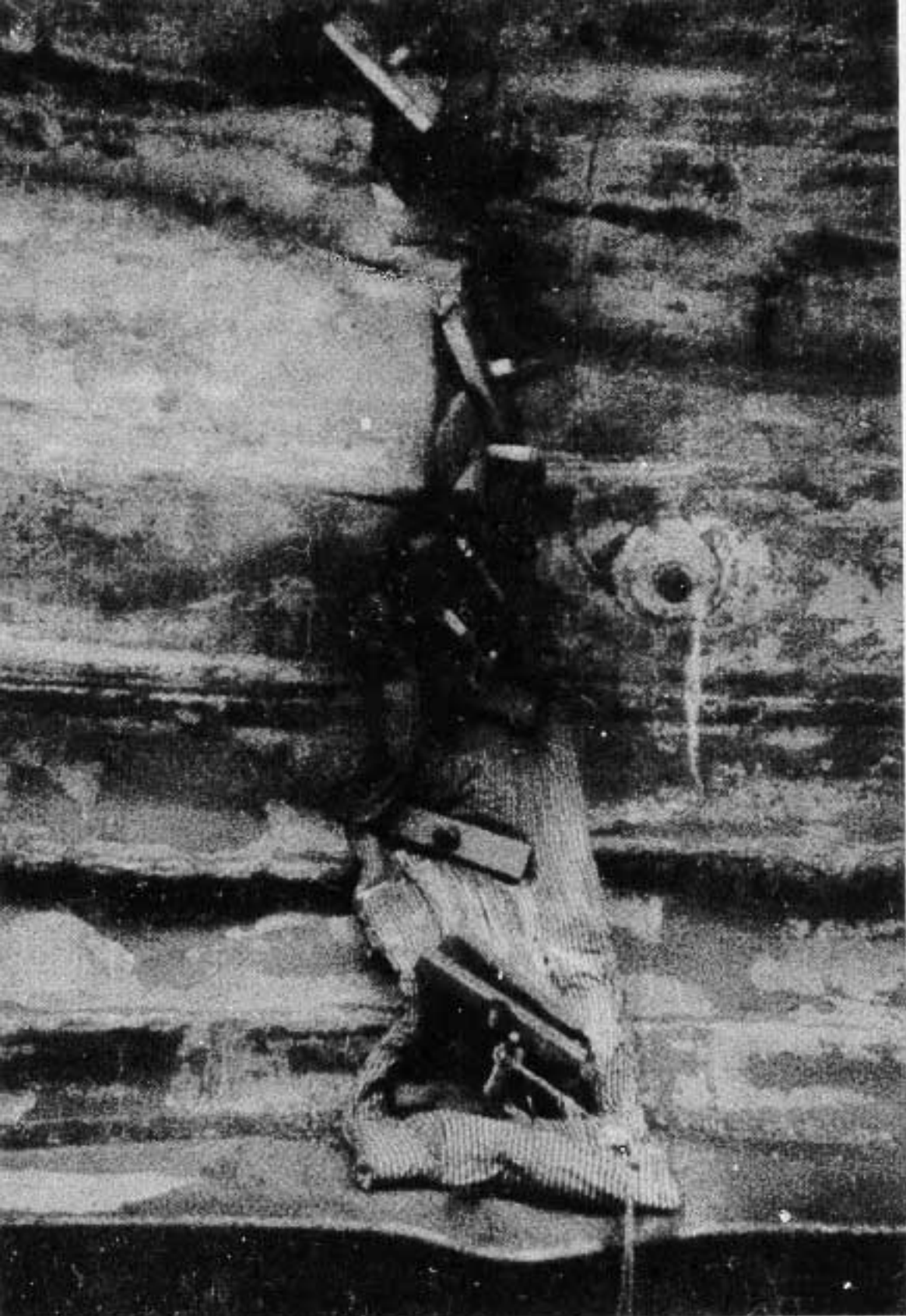


Photo 7-2:
MAYRANT (DD402)
Temporary patches
installed by divers
over tears in shell,
frame 101, port side.

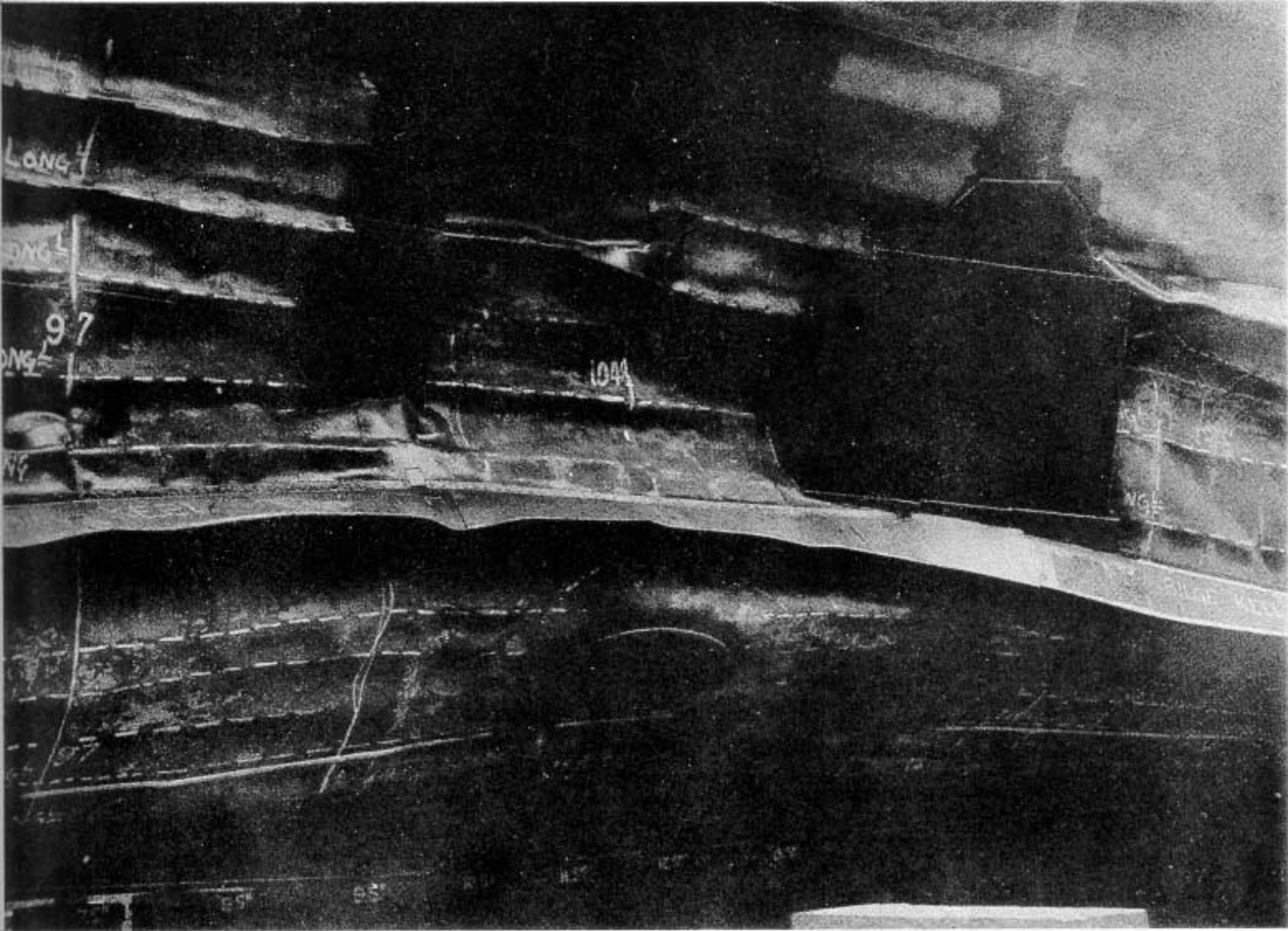


Photo 7-4: MAYRANT (DD402). Preliminary patches fitted to port side during first docking in Malta.

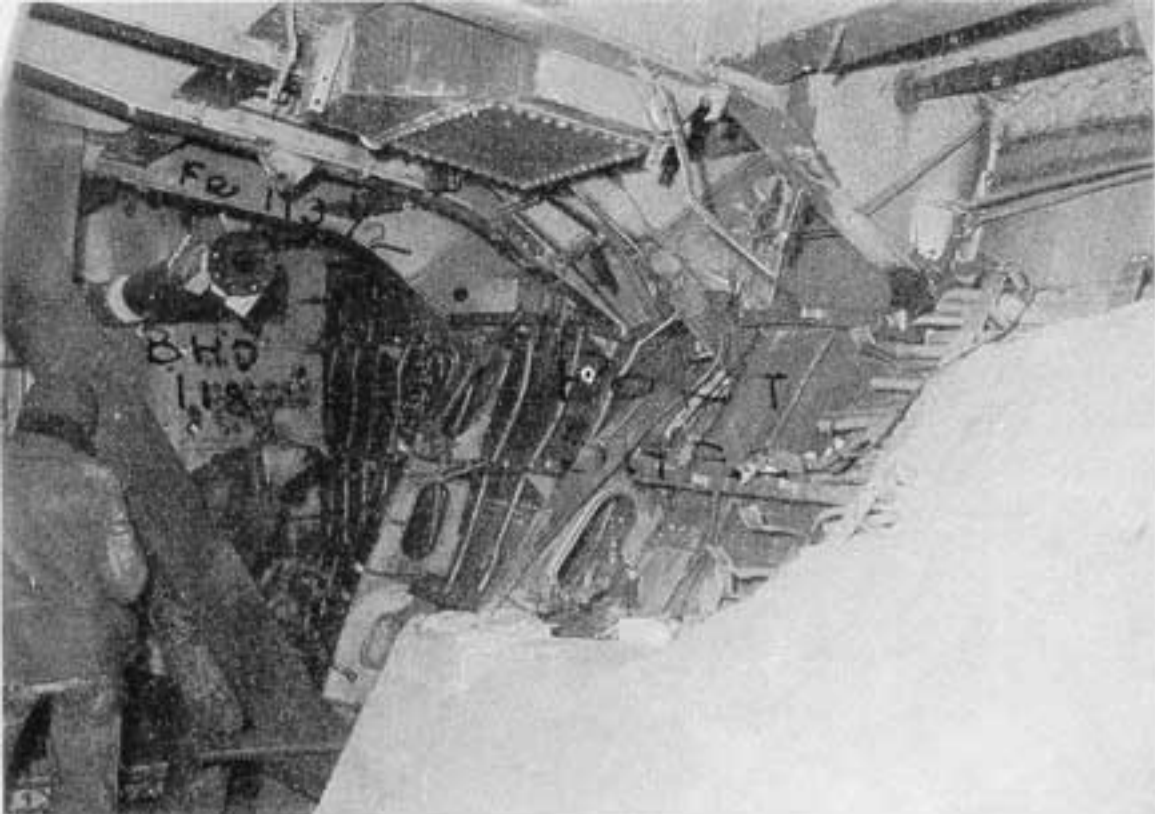
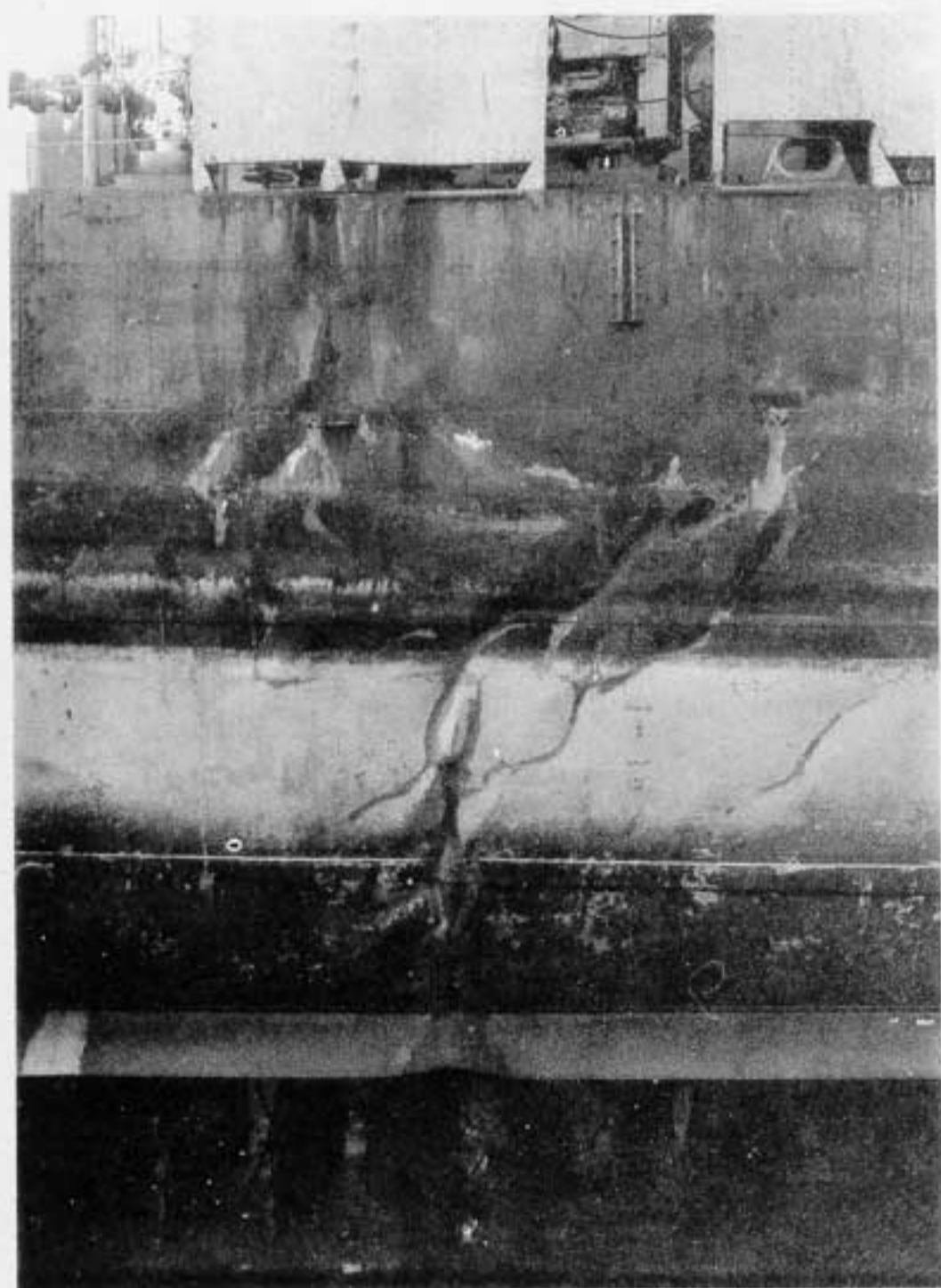


Photo 7-5: MAYRANT (DD402). Forward engine room, upper level, looking aft and to port. The concrete patch was poured at Palermo, and the diagonal stanchion fitted at Malta. Below - Photo 7-6: Buckling in starboard side, frames 95 to 104.



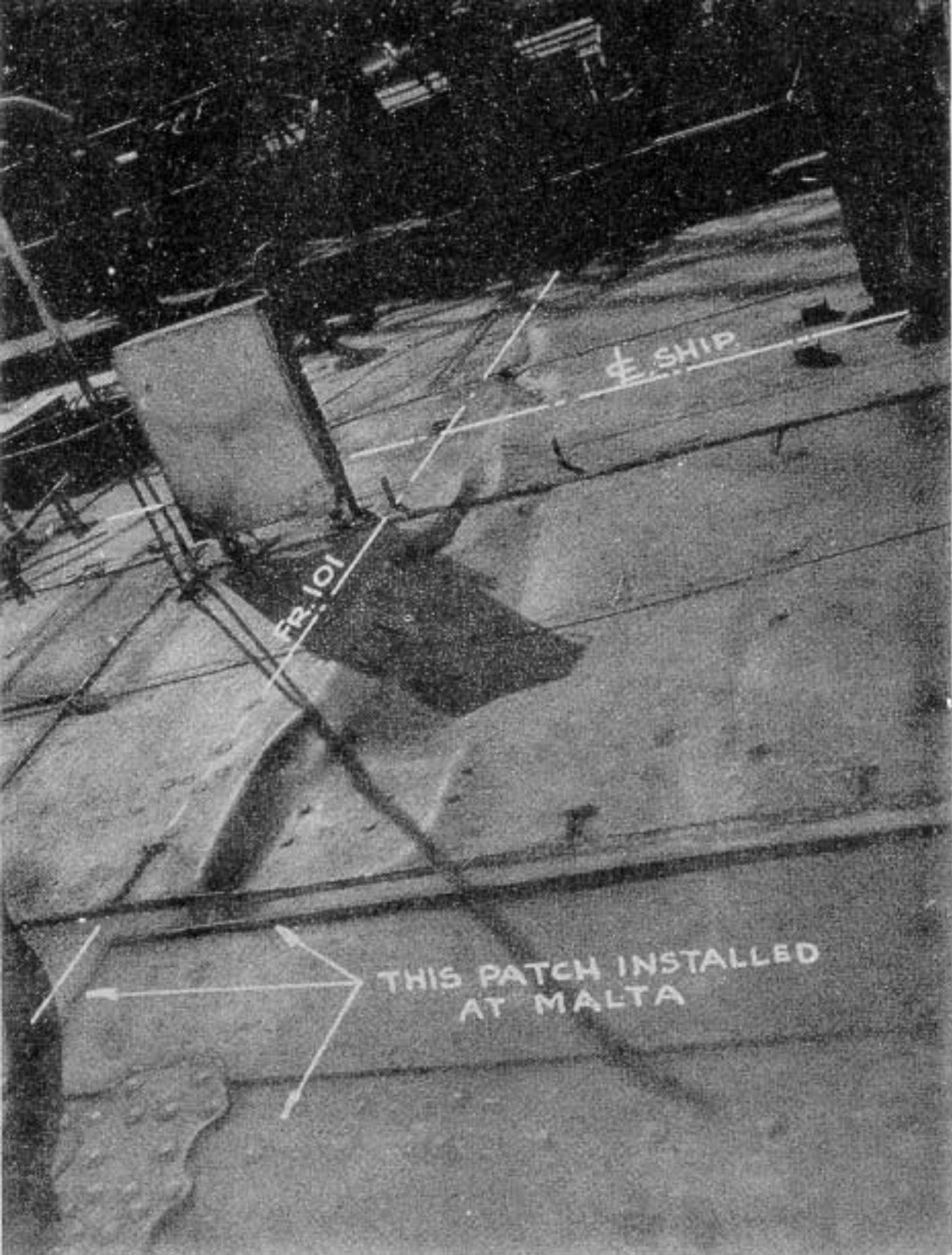


Photo 7-7: MAYRANT (DD402). Main deck looking to port and aft at wrinkled plating (Deckhouse removed at Charleston).

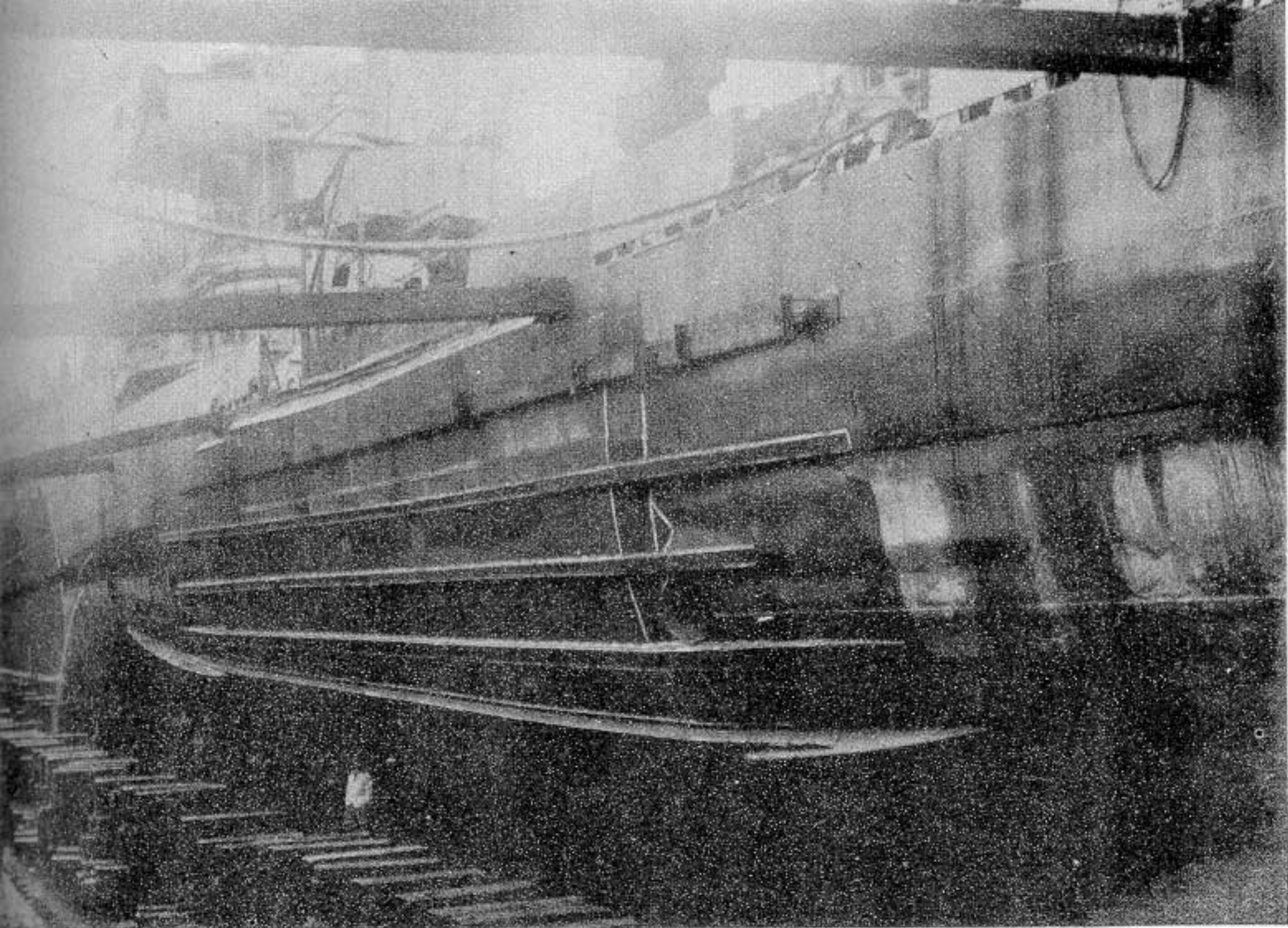


Photo 7-8: MAYRANT (DD402). Port shell amidships after temporary repairs at Malta. Note extent of repairs compared with extent of buckling shown in Photo 7-1.

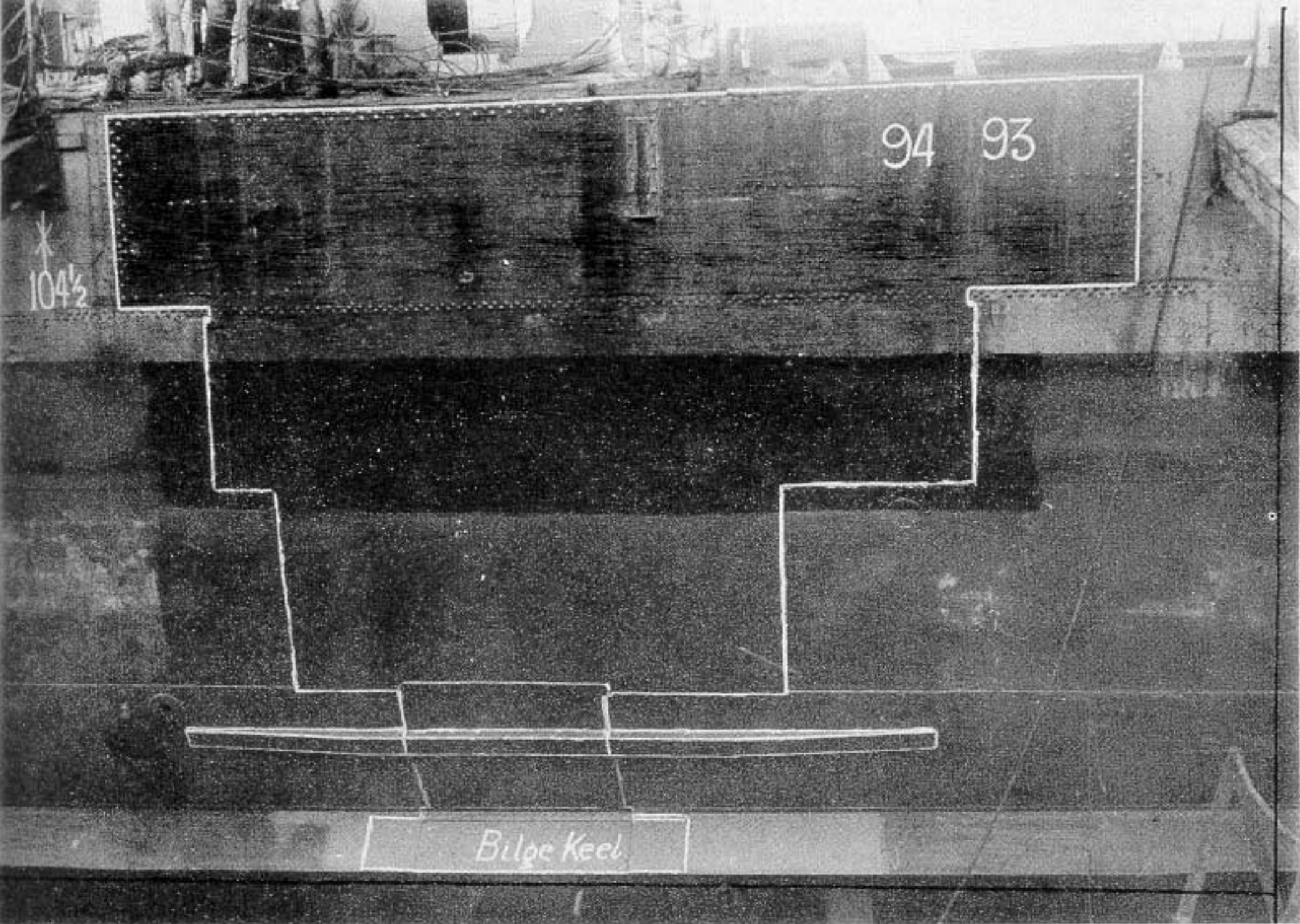


Photo 7-9: MAYRANT (DD402). Starboard shell amidships after temporary repairs at Malta. Note extent of repairs compared with extent of buckling shown in Photo 7-6.

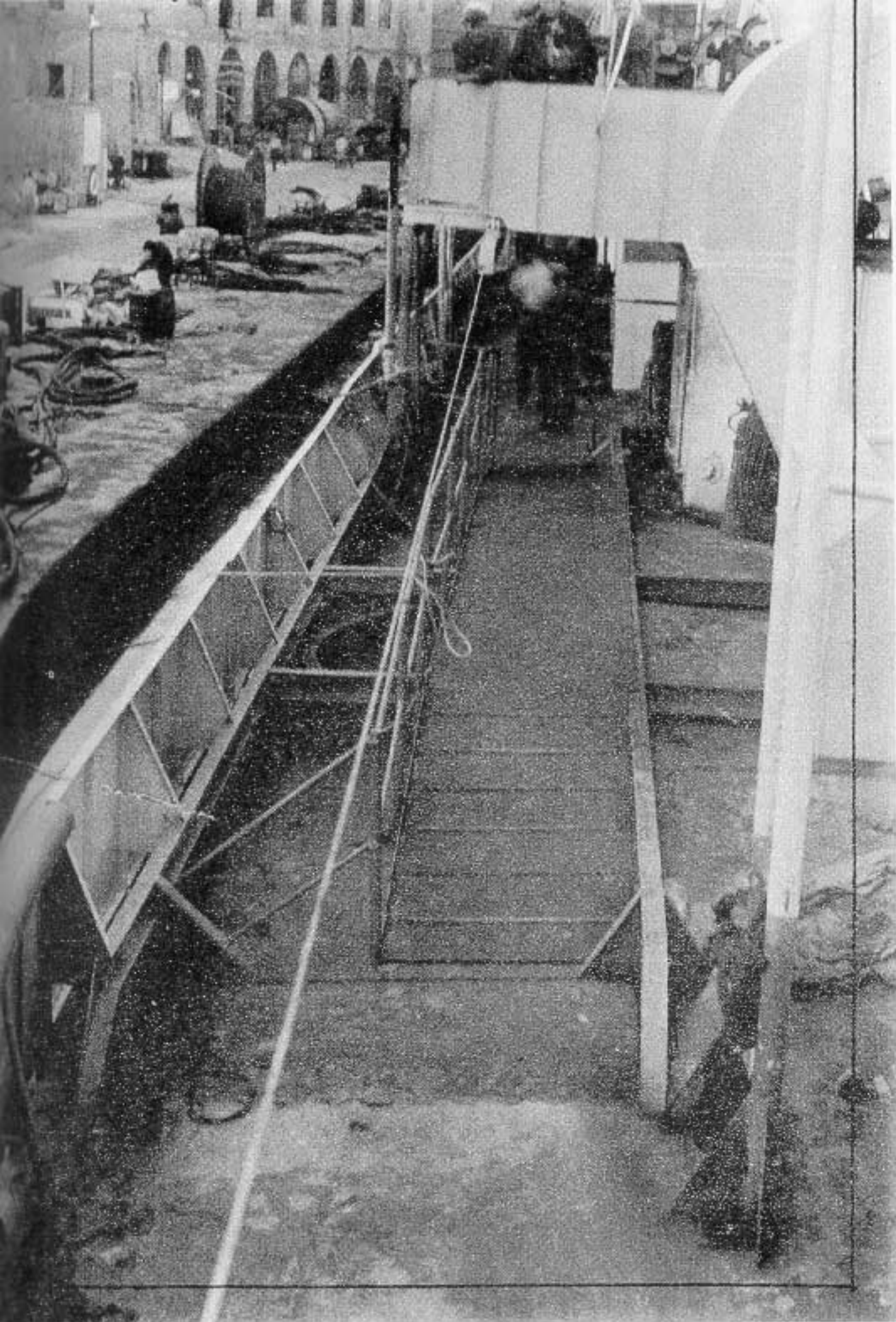


Photo 7-10:
MAYRANT (DD402)
Main deck, port side,
after repairs. Note
depth and length of
longitudinal stiffeners
and walkway over trans-
verse stiffeners.

★ *The Highest in Honor* By PAUL MARIO DEMARCO



OCTOBER 25, 1944..... AS COMMANDING OFFICER OF THE U.S.S. *JOHNSTON*, COMMANDER EVANS GALLANTLY DIVERTED THE POWERFUL BLASTS OF HOSTILE GUNS FROM THE LIGHTLY ARMED AND ARMORED CARRIERS UNDER HIS PROTECTION, LAUNCHING THE FIRST TORPEDO ATTACK WHEN HIS SHIP CAME UNDER JAP SHELLFIRE. UNDAUNTED BY THE DAMAGE TO HIS OWN SHIP, HE UNHESITATINGLY JOINED OTHERS OF HIS GROUP TO PROVIDE FIRE SUPPORT. WITH THE LOSS OF ENGINE POWER AND COMMUNICATIONS WITH STEERING, HE SHIFTED COMMAND TO THE FANTAIL, SHOUTED STEERING ORDERS THROUGH AN OPEN HATCH TO MEN TURNING THE RUDDER BY HAND AND BATTLED FURIOUSLY UNTIL THE *JOHNSTON* LAY DEAD IN THE WATER AFTER 3 HOURS OF FIERCE COMBAT.

COMMANDER
ERNEST E. EVANS
U.S. NAVY

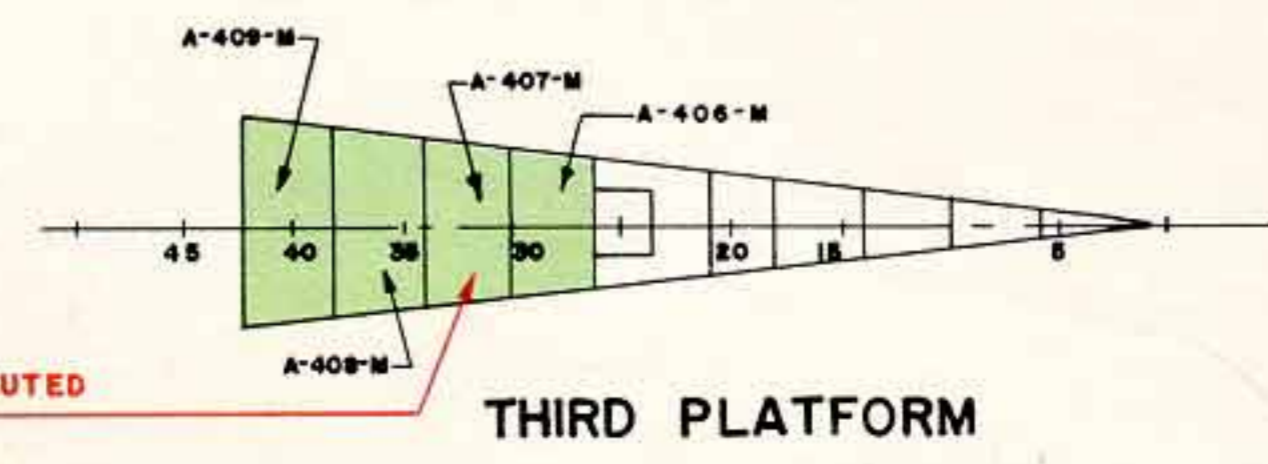
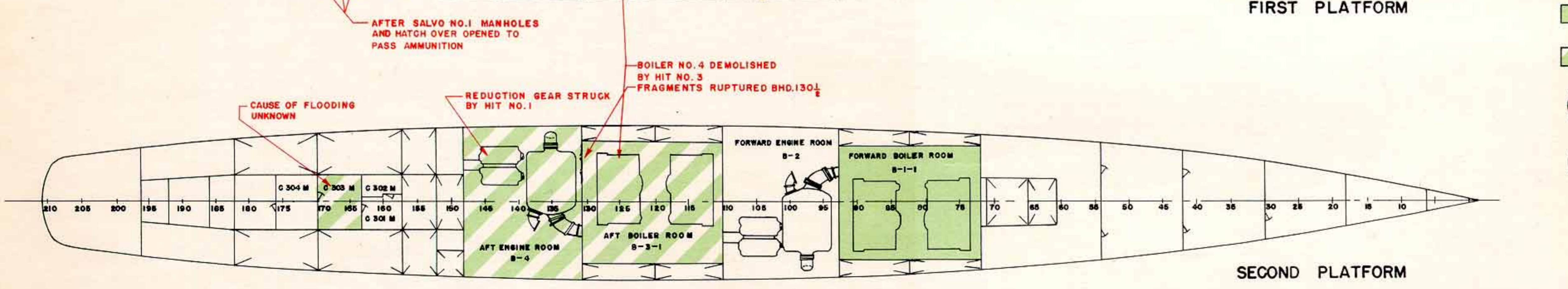
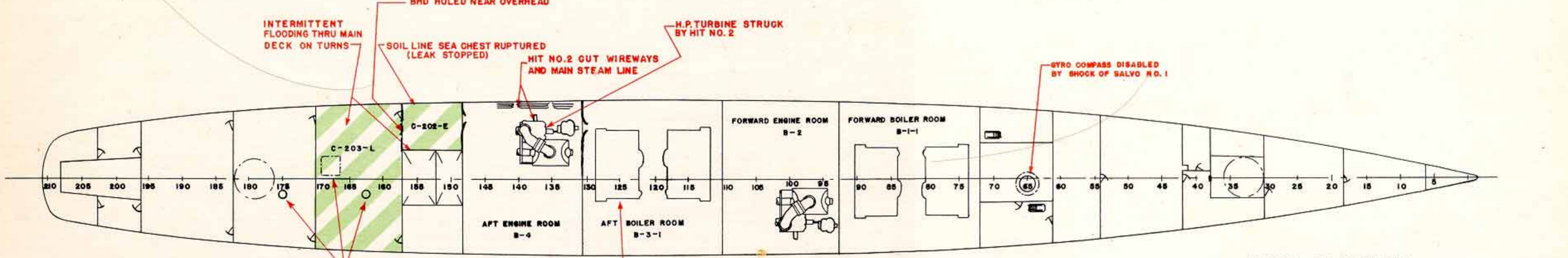
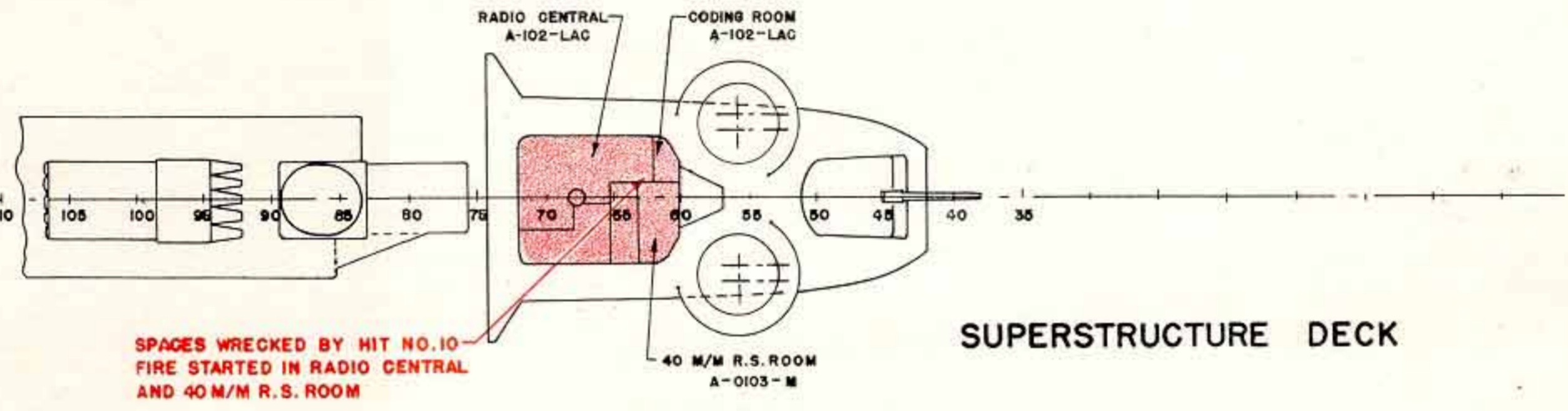
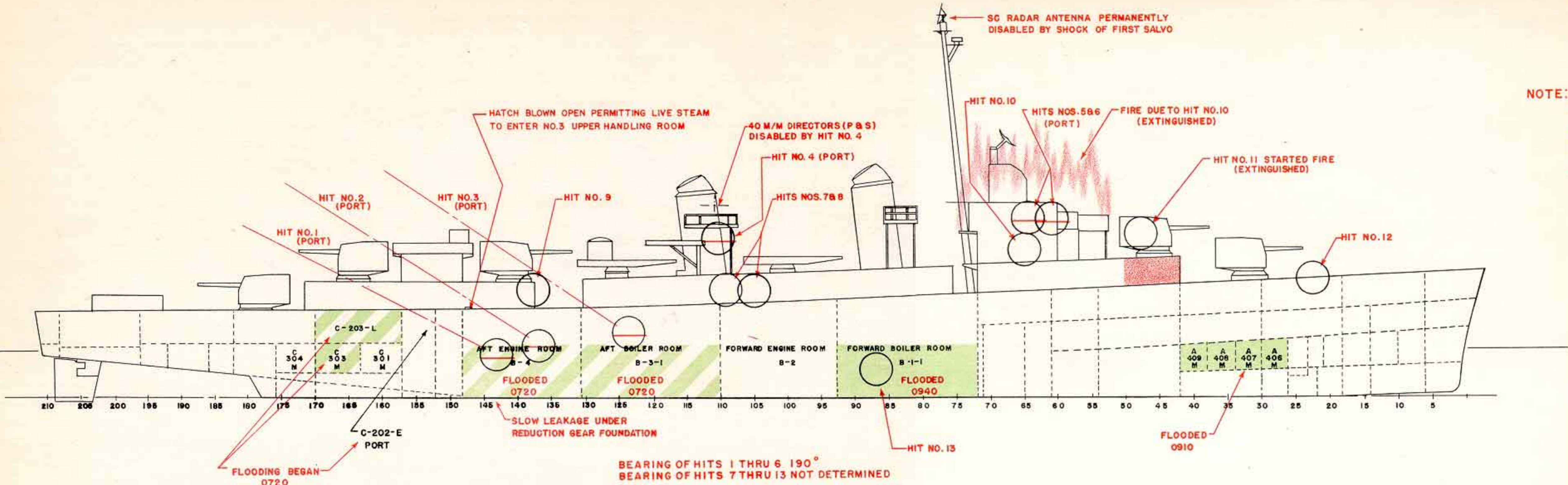
COMMANDER EVANS WHO WAS SERIOUSLY WOUNDED EARLY IN THE ENGAGEMENT, WAS AWARDED THE MEDAL OF HONOR FOR HIS COURAGE AND BRILLIANT PROFESSIONAL SKILL. HE ALSO HOLDS THE BRONZE STAR MEDAL.

M
D
M



★ This 1978 vignette appeared in *Navy Times* to commemorate the 1944 heroism of Commander Ernest E. Evans while captain of USS *Johnston* during the Battle of Samar. (*Naval Historical Center*)

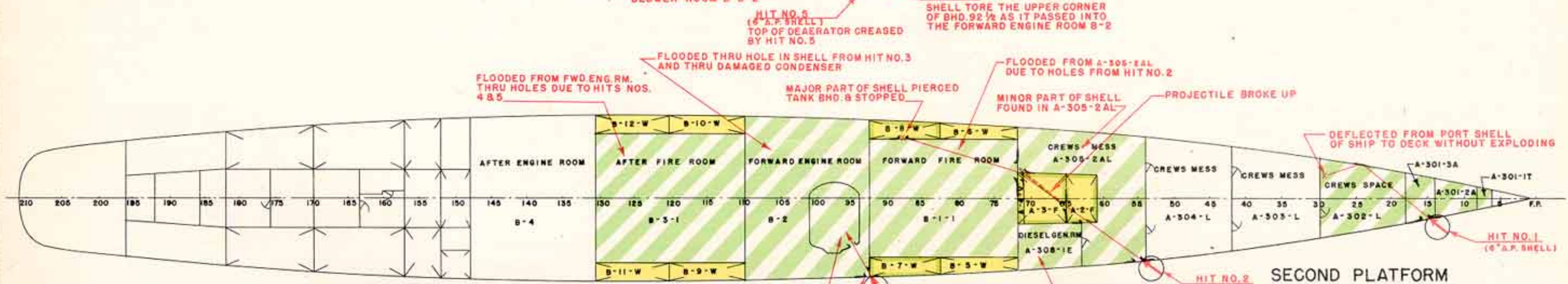
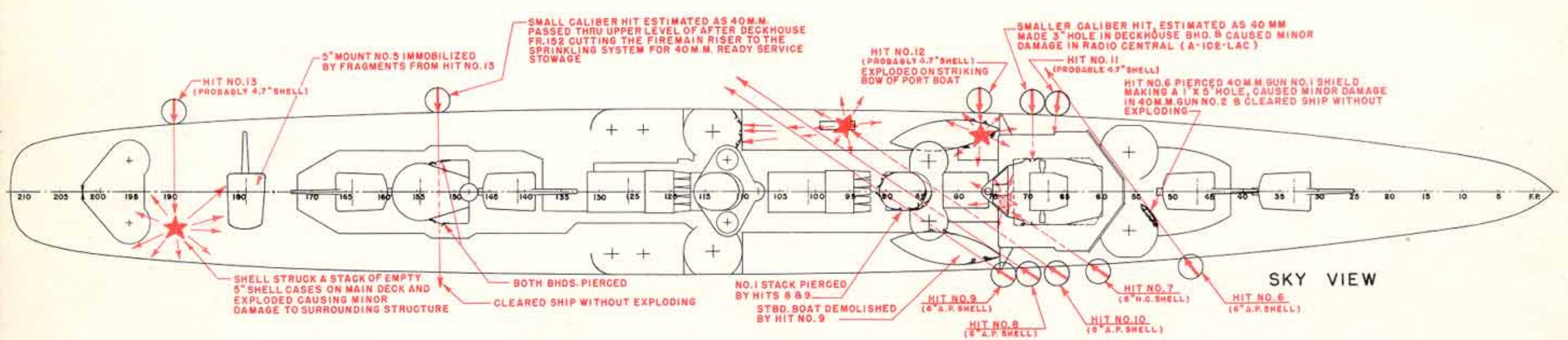
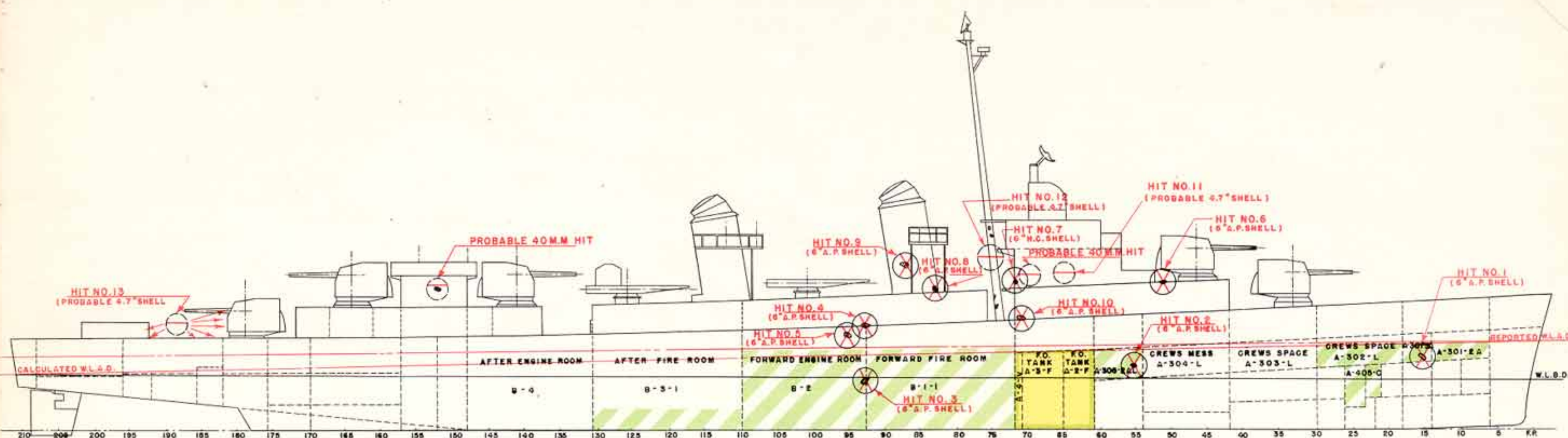
NOTE: THE INDICATED HITS NUMBERED CHRONOLOGICALLY ALL OCCURRED BEFORE JOHNSTON WAS IMMOBILIZED. AFTER 0945 WHILE THE SHIP LAY DEAD IN THE WATER NUMEROUS ADDITIONAL HITS OCCURRED MOSTLY FORWARD. THE BOW WENT UNDER ABOUT 1010 AND THE SHIP PLUNGED RAPIDLY. GENERAL FLOODING FORWARD OF BHD. 72 WAS REQUIRED TO CAUSE THIS PERFORMANCE BUT HAS NOT BEEN INDICATED ON THIS DRAWING OWING TO ABSENCE OF DETAILED INFORMATION.



LEGEND

- RAPID FLOODING
- SLOW OR INTERMITTENT FLOODING
- INDICATES HIT ON PORT SIDE
- INDICATES BEARING OF HIT NOT DETERMINED

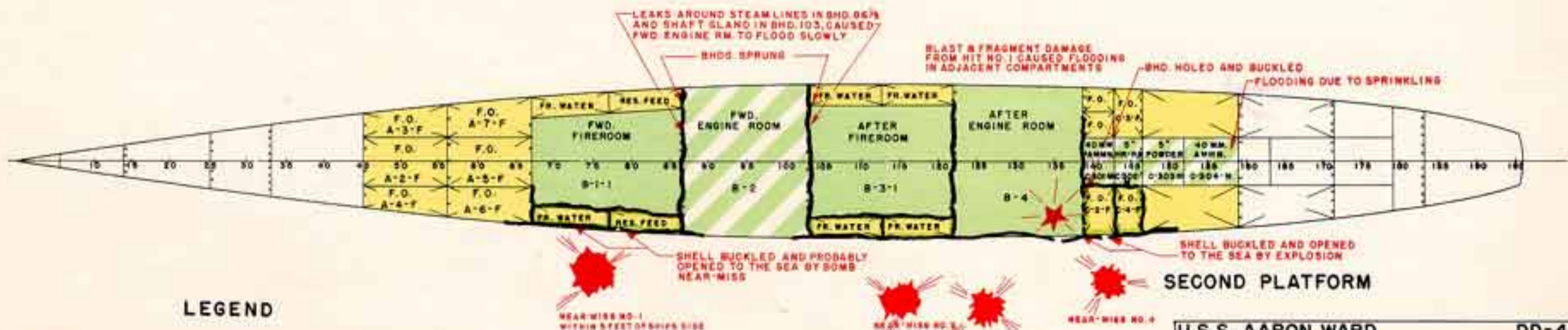
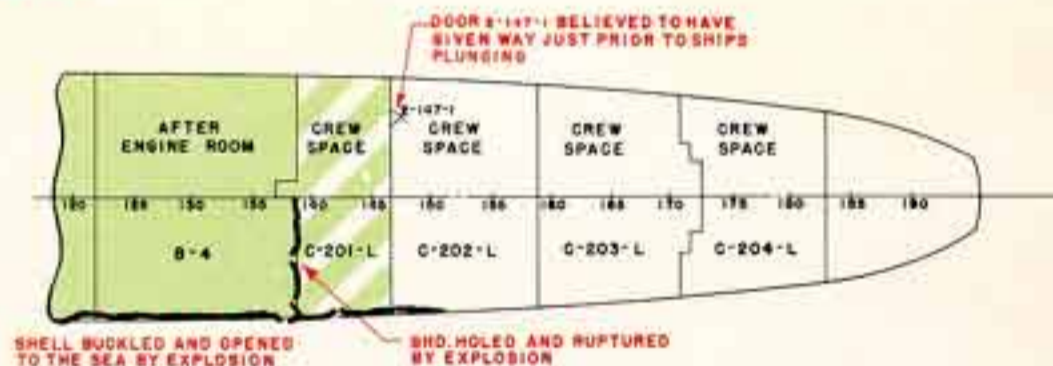
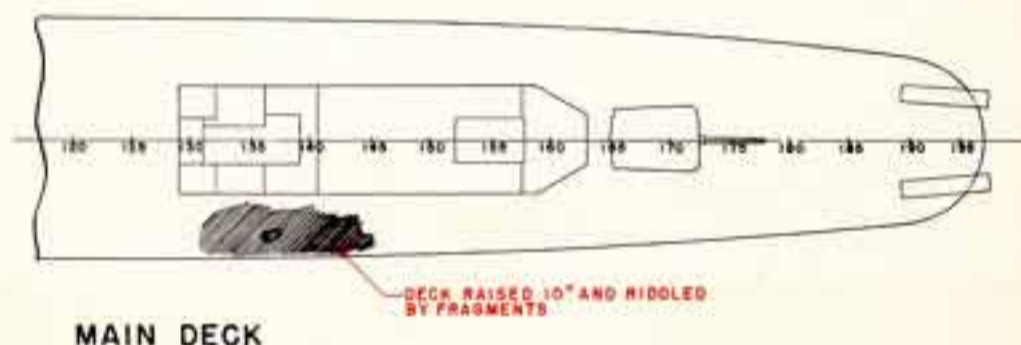
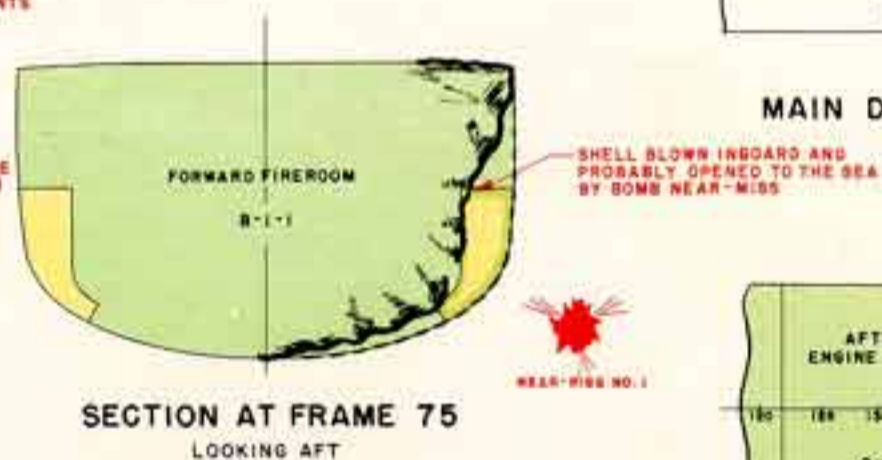
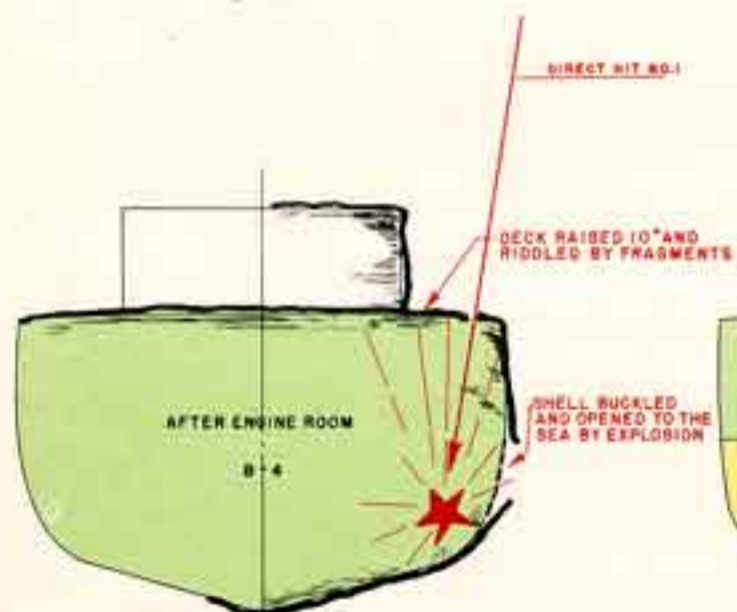
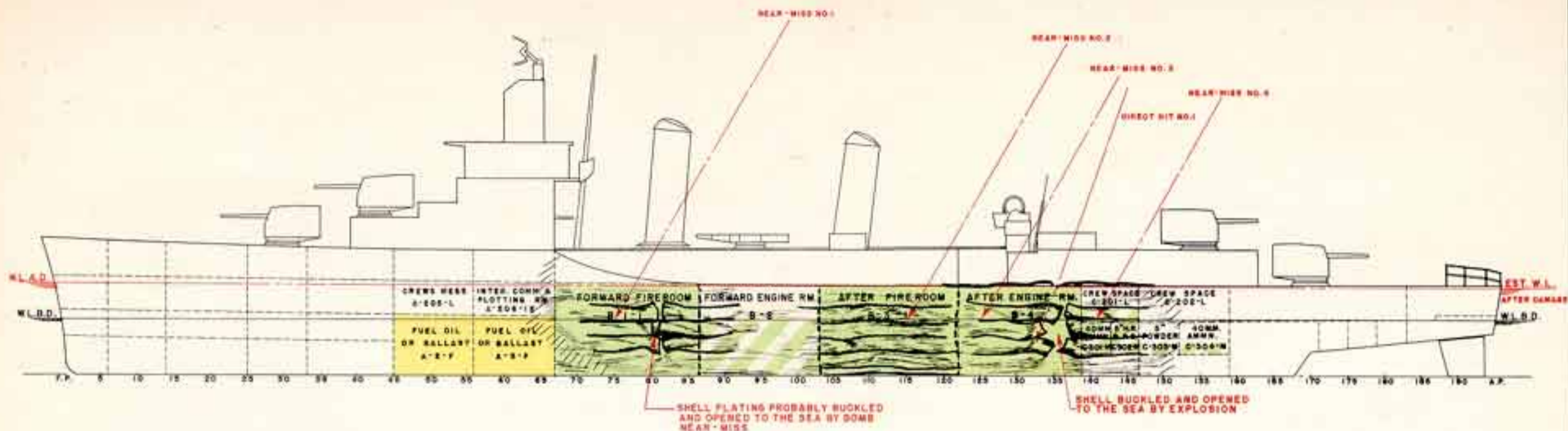
U.S.S. JOHNSTON
SAMAR, P.I. DD-557
25 OCTOBER 1944
GUNFIRE DAMAGE
NAVY DEPT. BUREAU OF SHIPS
J. M. Janin



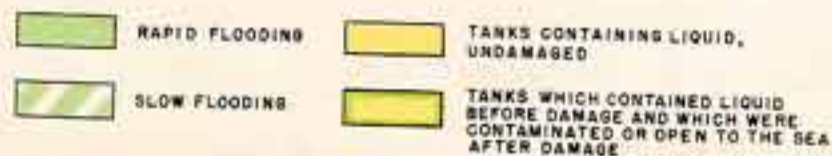
LEGEND

- ARROW INDICATES ESTIMATED DIRECTION OF IMPACT
- HIT ON STARBOARD SIDE (U.S. PROJECTILES)
- HIT ON PORT SIDE (JAPANESE PROJECTILES)
- SLOW FLOODING
- TANKS CONTAINING LIQUID, UNDAMAGED
- TANKS WHICH CONTAINED LIQUID BEFORE DAMAGE AND WHICH WERE CONTAMINATED OR OPEN TO THE SEA AFTER DAMAGE

ALBERT W. GRANT
 SURIGAO STRAIT
 NAVY DEPT.
 DD-649
 25 OCT. 1944
 GUNFIRE DAMAGE
 BUREAU OF SHIPS
J. B. Tamm



LEGEND



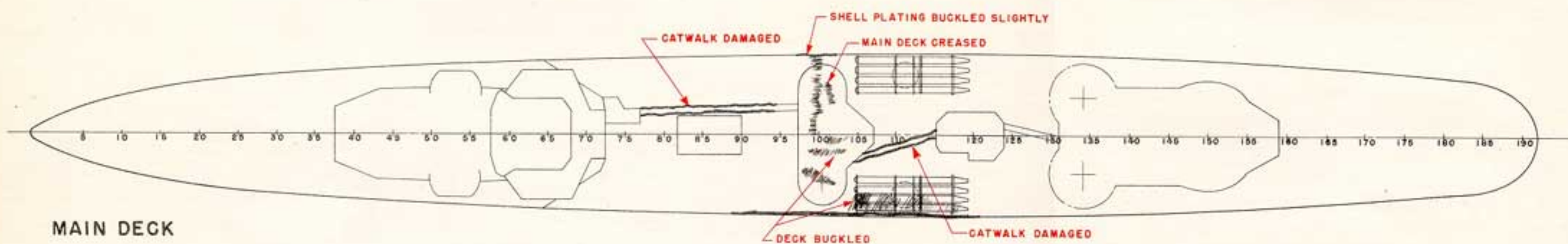
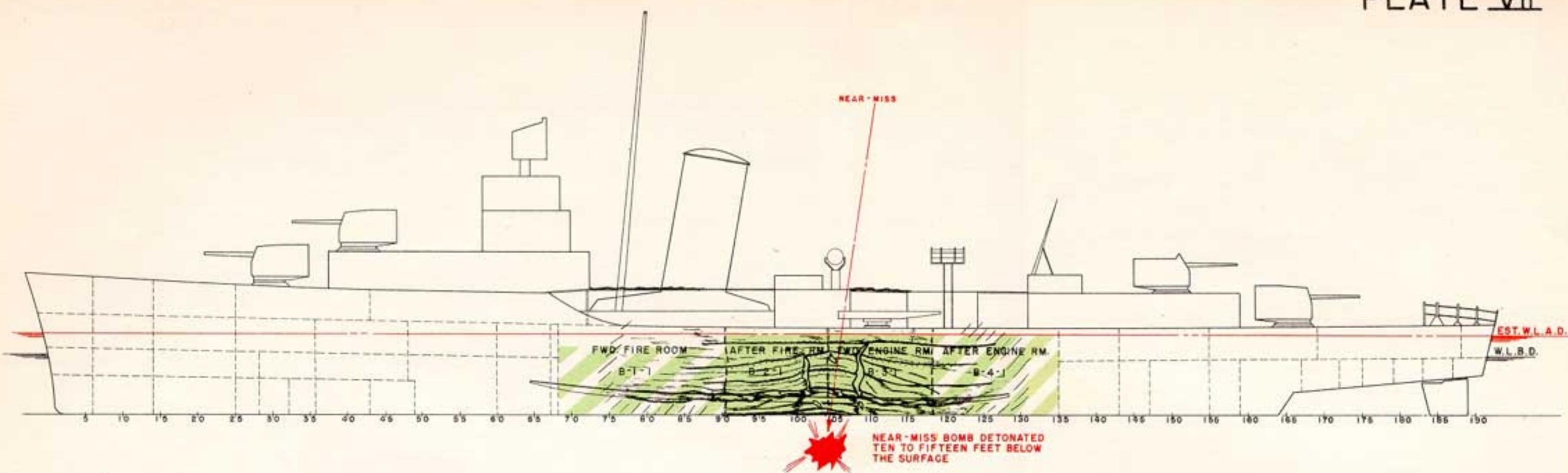
ALL DAMAGE ESTIMATED

U.S.S. AARON WARD
SOLOMON IS. DD-483
7 APRIL 1943

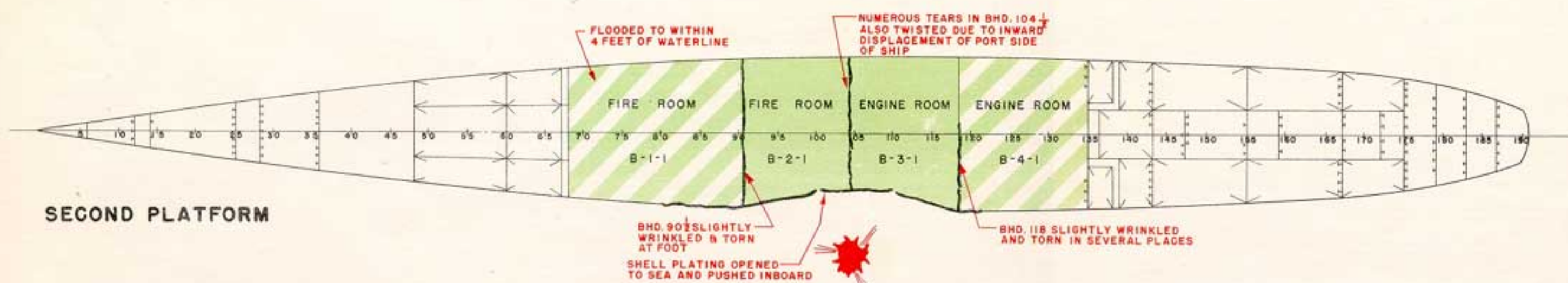
BOMB DAMAGE

NAVY DEPT. BUREAU OF SHIPS

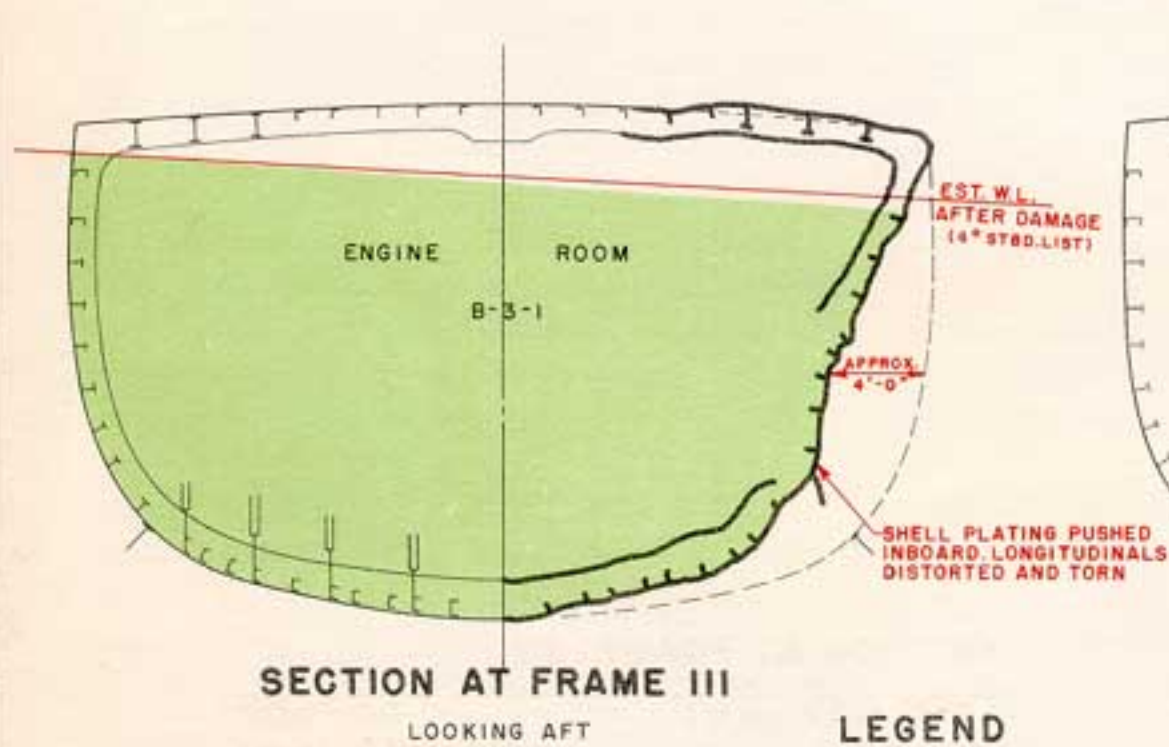
J. M. J. J.



MAIN DECK



SECOND PLATFORM

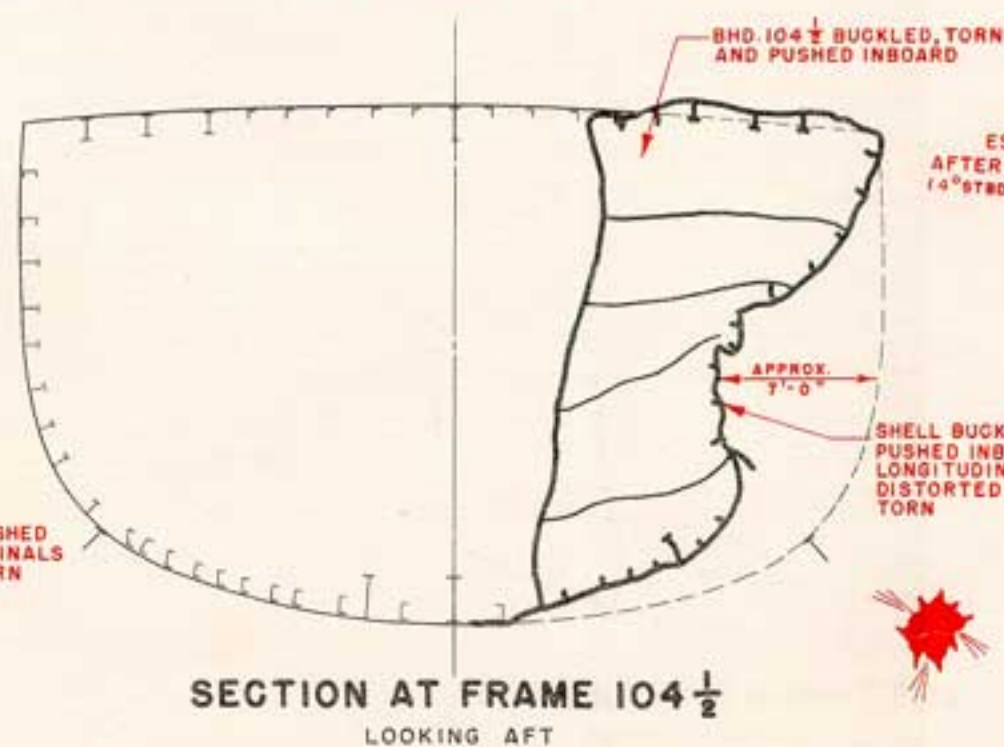


SECTION AT FRAME III

LOOKING AFT

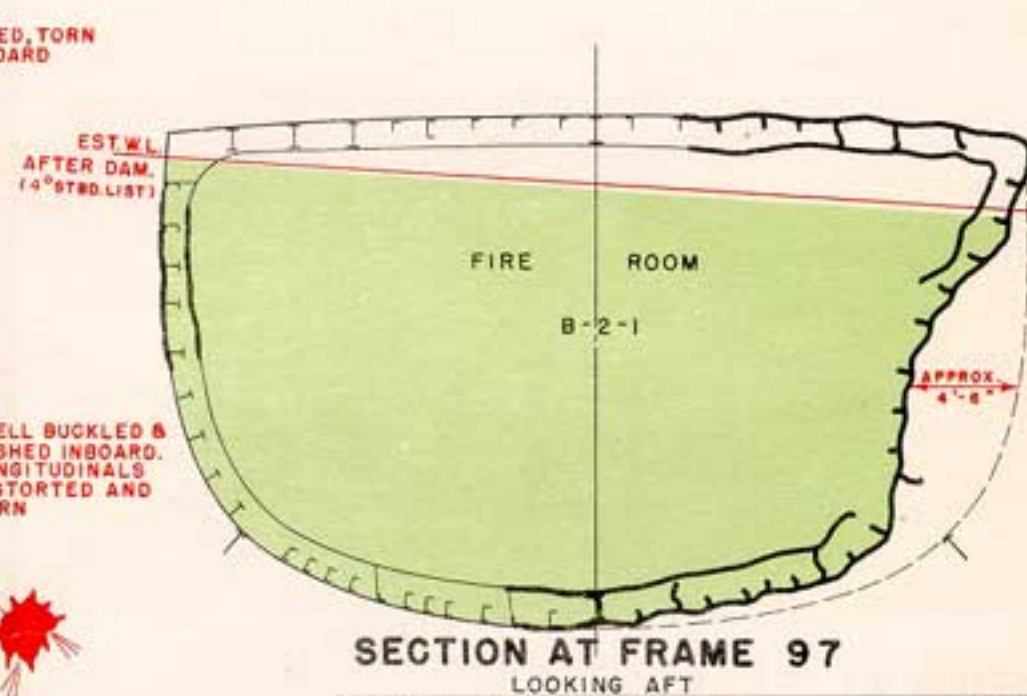
LEGEND

- RAPID FLOODING
- SLOW FLOODING



SECTION AT FRAME 104 1/2

LOOKING AFT



SECTION AT FRAME 97

LOOKING AFT

U.S.S. MAYRANT
PALERMO

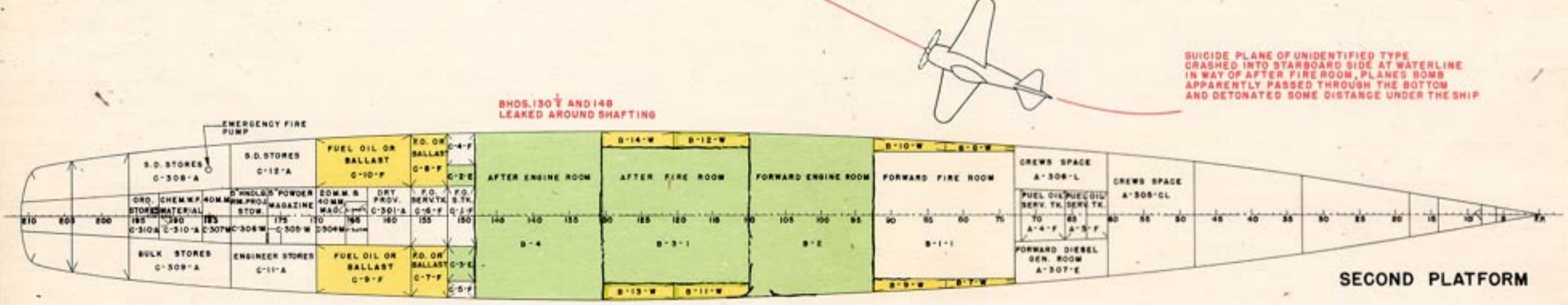
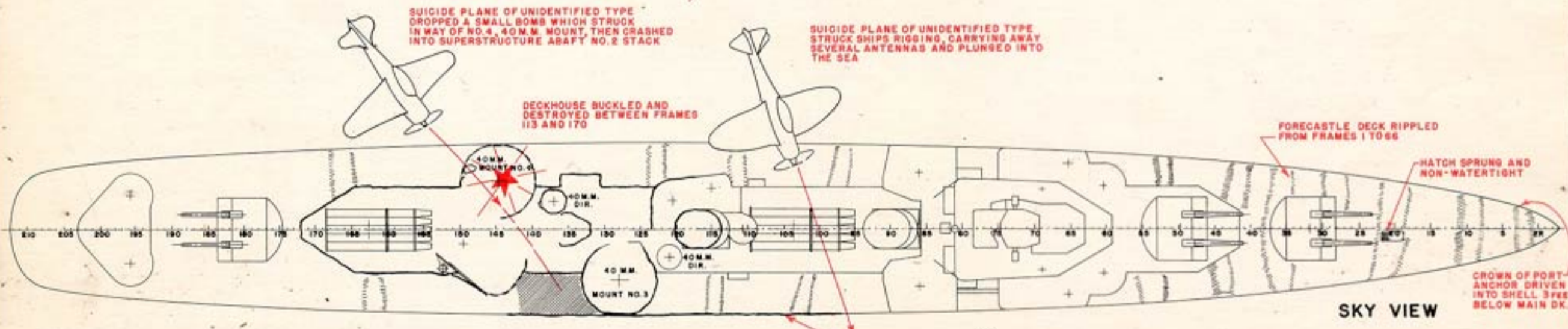
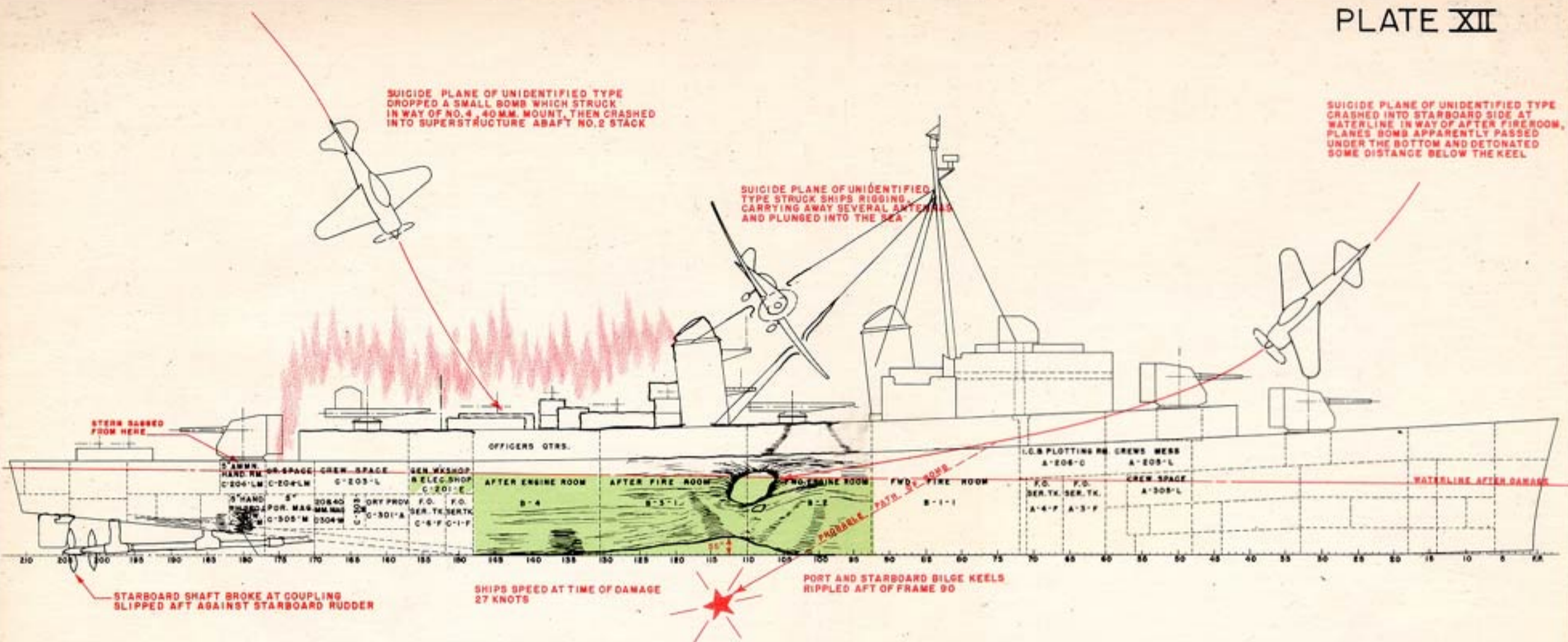
DD-402
26 JULY 1943

BOMB DAMAGE



NAVY DEPT.

BUREAU OF SHIPS

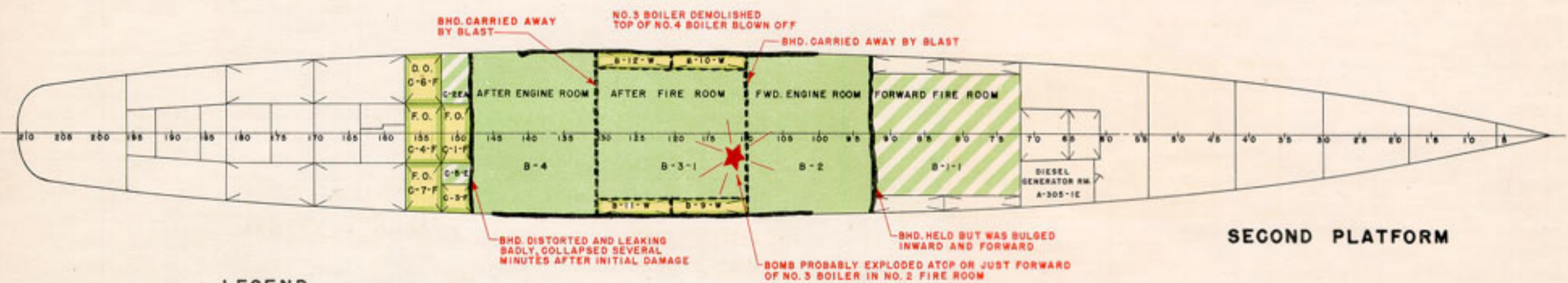
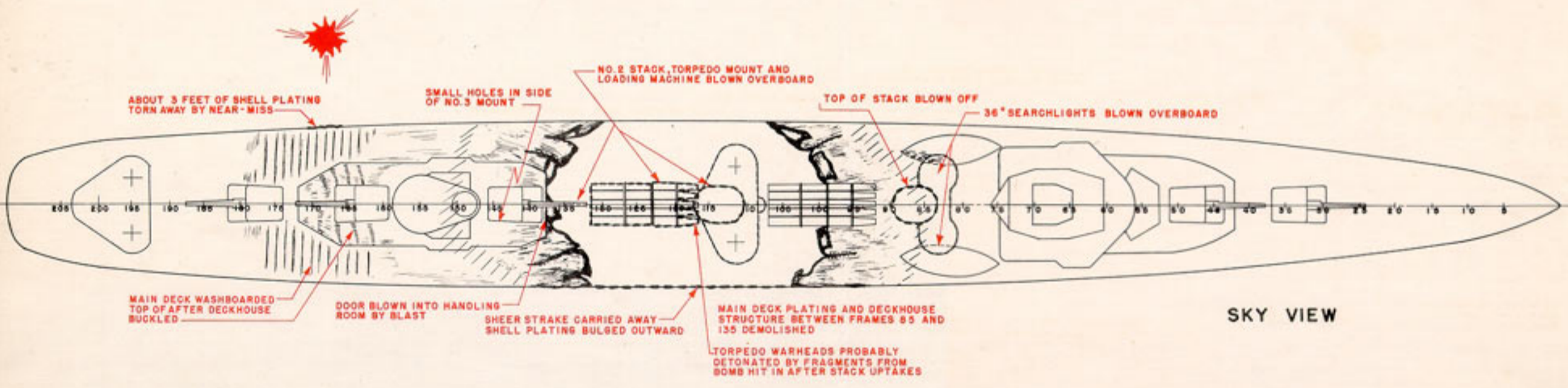
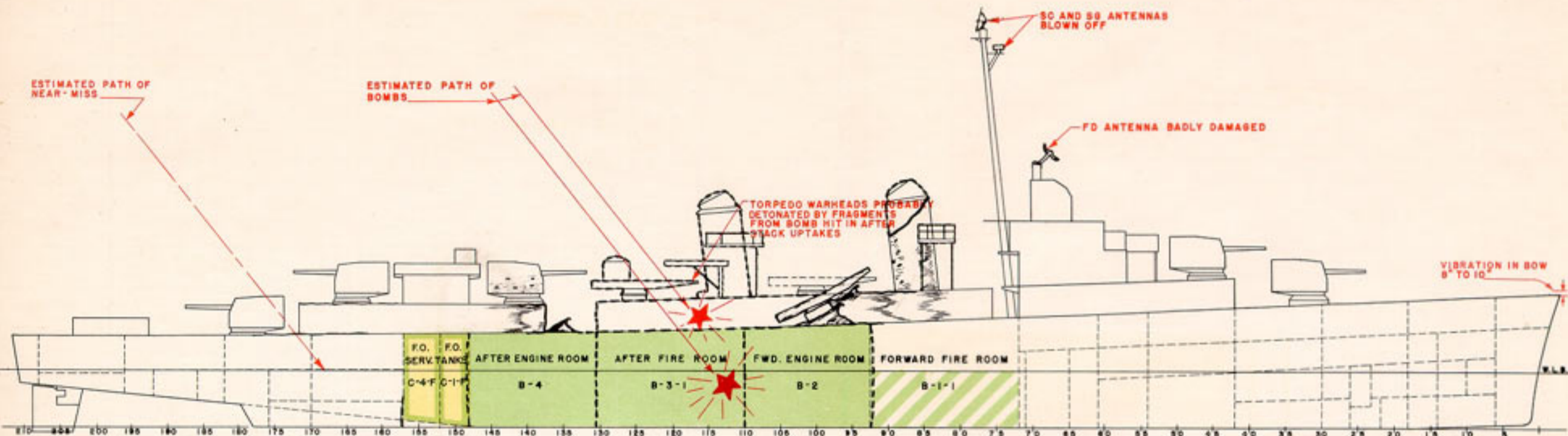
Jm Janin



LEGEND

-  FIRE
-  RAPID FLOODING
-  SLOW FLOODING
-  TANKS CONTAINING LIQUID, UNDAMAGED
-  TANKS WHICH CONTAINED LIQUID BEFORE DAMAGE AND WERE CONTAMINATED OR OPEN TO THE SEA AFTER DAMAGE

HUGH W. HADLEY
 OKINAWA
 DD-774
 11 MAY 1945
**BOMB AND SUICIDE
 PLANE DAMAGE**
 NAVY DEPT. BUREAU OF SHIPS
J. M. Farnin



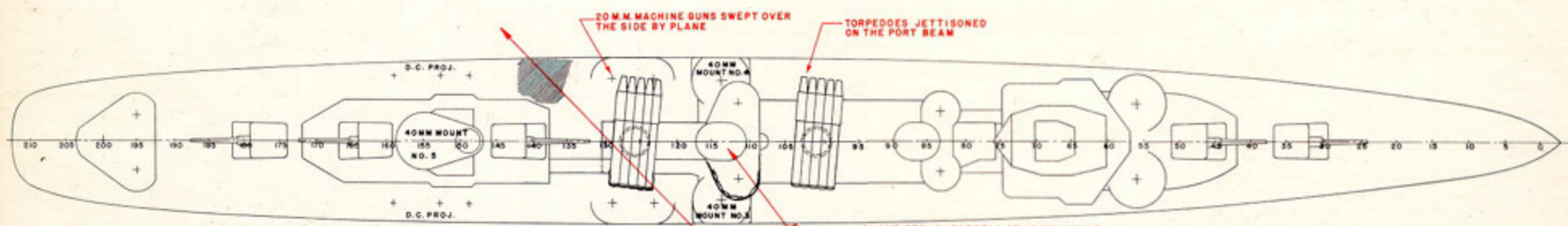
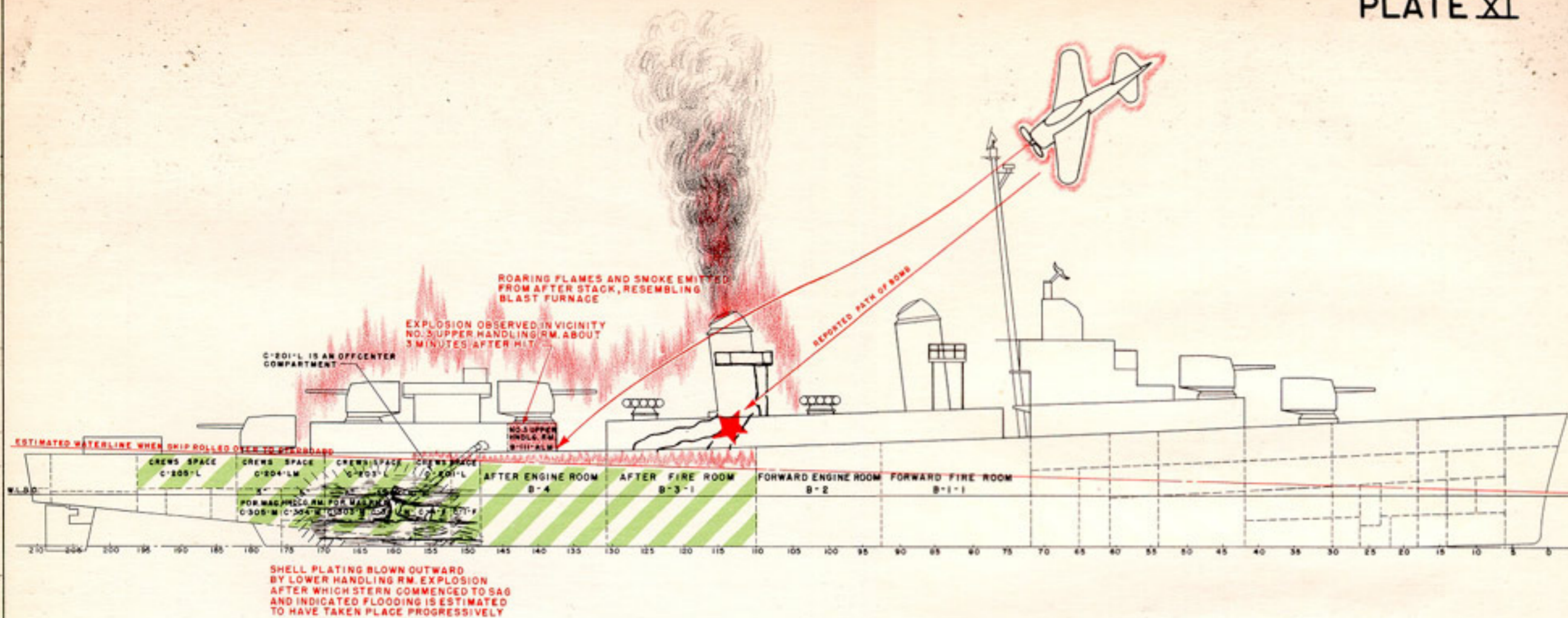
LEGEND

- RAPID FLOODING
- SLOW FLOODING
- TANKS WHICH CONTAINED LIQUID BEFORE DAMAGE AND WHICH WERE CONTAMINATED OR OPEN TO THE SEA AFTER DAMAGE

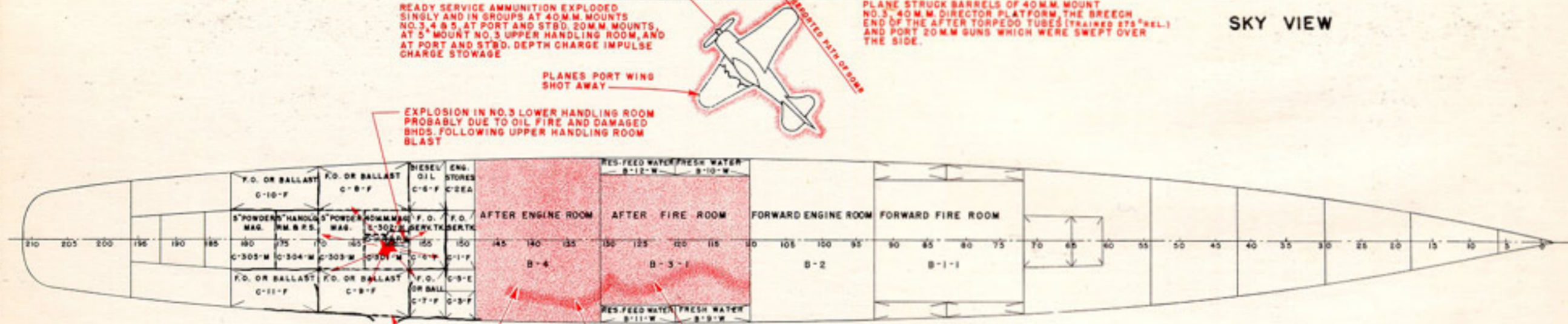


U.S.S. BROWNSON DD-518
 NEW BRITAIN 26 DEC. 1943
BOMB DAMAGE
 NAVY DEPT. BUREAU OF SHIPS

J.M. Janin



SKY VIEW



SECOND PLATFORM

ESTIMATED CONDITION AT 1415, 1 NOV. 1944. OPEN TO THE SEA:

- B-3-1
- B-4
- C-1-F
- C-3-F
- C-5-E
- C-2EA
- C-6-F
- C-4-F
- C-7-F
- C-201-L
- C-202-E
- C-205-L
- C-304-M
- C-305-M
- C-8-F
- C-8-F
- C-301-M
- C-302-M
- C-303-M
- C-10-F
- C-11-F
- C-203-L
- C-204-LM
- C-205-L
- C-304-M
- C-305-M

NET ADDED WEIGHT: 1800 TONS APPROX.
MEAN DRAFT: 18' WITH 10' TRIM BY STERN
DISPLACEMENT: 4525 TONS APPROX.

LEGEND

- FIRE
- ESTIMATED EXTENT OF FLOODING AS RESULT OF HANDLING RM. EXPLOSION AND RESULTING IN COMPLETE LOSS OF STABILITY

U.S.S. ABNER READ DD-526
LEYTE GULF 1 NOV. 1944

BOMB AND SUICIDE PLANE DAMAGE
NAVY DEPT. BUREAU OF SHIPS
J. M. Janin