11-1: ABNER READ (DDo26). View taken shortly after Kamikaze hit
swimming in way of No. 3 upper handling room. Ship standing by is CLAXTON.

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

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
appeared. Anti-aircraft puffs are from gunfire directed at third Kamikaze,
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-305-2AL.
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 fire room. 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.
Photo 5-6: A.W. GRANT (DD649) - Hits 4 and 5, showing dents in main steam piping in the forward engineroom caused by direct impact of 6-inch AP projectiles.
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.
Photo 5-8: A.W. GRANT (DD649) - Hit # 5. Damage to H.P. air compressor in forward engineroom caused by direct hit with 6-inch AP dud projectile.
Photo 5-9: A.W. GRANT (DD649) - Hits 8 and 9. Stack damage caused by 6-inch projectiles.
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 (DD774). Starboard side looking aft at frame 105 from fantail of salvage tug during diving operations.
Photo 12-5: HUGH W. HADLEY (DD774). 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 longitudinals.


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 10-3: 
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 transverse stiffeners.
★ 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 ILLUSTRATED HITS NUMBERED CHRONOLOGICALLY
ALL OCCURRED BEFORE JOHNSTON WAS IMMOBILIZED.
AFTER 0800 WHILE THE SHIP PLYING DEAD IN THE WATER
NUMEROS A DDITIONAL HITS OCCURRED WHICH FLED THE
SHIP FLUSHED RAPIDLY. GENERAL FLOODING FORWARD
OF NO. 15 WAS REQUIRED TO EASE THIS PERFORMANCE
BUT HAS NOT BEEN NOTED ON THIS DRAWING
DUE TO ABSENCE OF DETAILED INFORMATION.