


FROM: FRANK S. PURDY CWO-4 USN RET. 28 JAN 93

TO: WILMA BENNETT

SUBJ: USN HISTORY...DD 343 USS NOA

ENCL: COPY OF NOA PICTURE... (2)

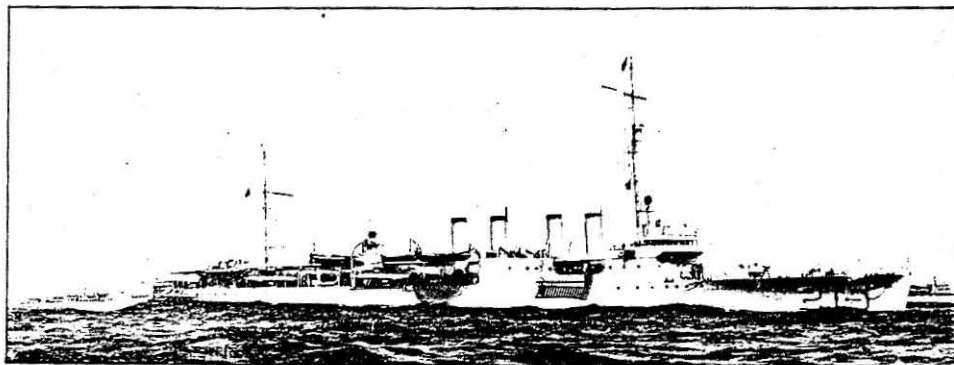
I JUST FINISHED HAVING A COCKTAIL WITH MY VERY LOVELY WIFE OF 48 YEARS...NOW HAVING READ THE VFW MAGAZINE... I DID READ OF A NOA REUNION...TO BE HONEST I HAVE MET ONE OF THE CREW MEMBERS OF THE DD 343 AT A TIN CAN SAILORS MEETING IN NEW JERSEY...GUESS WHAT I DON'T RECALL HIS NAME....BUT HE AND HIS WIFE DID SHOW ME A PHOTO OF THE DD 474 THE FULLAM LAYING TO OFF PALAU WITH BOATS AWAY PICKING UP THE CREW OF THE OLD NOA.... YES...I NOW HAVE A COPY OF THE EVENT...SO I WROTE TO THE MAGAZINE TO FIND OUT THE SPONSORS NAME...YOURS... IF NOTHING ELSE I WANTED TO BE AT YOUR REUNION...IF NO OTHER WAY...AT LEAST IN SPIRIT...AFTER THAT EVENTFUL COLLISION AND THE NOA DISAPPEARED BENEATH THE SURFACE...WE AT LAST LEFT PALAU AND TRAVELED TO THE ADMIRALITY ISLANDS...IN A FLOATING DRY DOCK TO GET OUR BOW REPLACED...I WAS IN CHARGE OF THE ORIGINAL REPAIR...AND HOPING THAT THE REPAIR WOULD TAKE US A 1000 MILES AWAY...WHEN WE DID ENTER THE DRY DOCK... I  WENT BELOW TO INSPECT THE DAMAGE...AND FOUND 2 PIECES OF THE NOA'S BRONZE PROPELLER...

IMBEDDED IN OUR STEEL PLATING...MY PIECE IS MOUNTED
ON A SMALL MERMAID CASTING...MAKING UP A SET OF MY
FAVORITE BOOKENDS.....I'VE SHOWN THE BOOKENDS AT OUR
REUNION...IN SAN DIEGO LAST OCTOBER.....MADE A FAB-
ULOUS HIT...JUST TO RECALL THE INCIDENT...BELIEVE ME
IT IS MY FONDEST WISH THAT YOUR REUNION IS EVERYTHING
YOU ARE LOOKING FORWARD TO....THE VESSEL THAT HAD THE
ENCOUNTER WITH THE DD 343 IS NOW SUNK...BY OUR OWN
NAVAL GUNFIRE OFF CAPE CHARLES...VA.....SHE WAS TOO
DIRTY WITH RAYS FROM THE BIKINI TEST AND DAMAGE SHE
TOOK FROM CHESAPEKE BAY TEST...SO..NOW WE ARE BOTH
RELICS OF SUNKEN VESSELS...BUT ALIVE TO TALK ABOUT
THEM...IT IS MY HOPE THAT YOU ALL ENJOY THE
MEMORIES OF THE DD 841 & THE DD 343...AND I HOPE THE
NAME OF NOA..CONTINUES...WITH THE USN...

BLESS YOU ALL.....

Frank Pundy
AN OLD MIBAD
WHO REMEMBERS





BORIE, showing AA. M.G. abaft fore-funnel.

1935, O. W. Waterman.

(All 2nd and 3rd groups of above appearance except *Dahlgren* with only 3 funnels and others such as *Simpson* with taller fore-funnel.)

2ND GROUP (24 ships):

Name	Laid down	Launched	Compl.
211 <i>Alden</i> (2)	24/10/18	7/6/19	24/11/19
246 <i>Bainbridge</i> (6)	27/5/19	12/6/20	9/2/21
212 <i>Barker</i> (2)	30/4/19	11/9/19	27/12/19
248 <i>Barry</i> (6)	26/7/19	28/10/20	28/12/20
215 <i>Borie</i> (2)	30/4/19	4/10/19	24/3/20
210 <i>Broome</i> (2)	8/10/18	14/5/19	31/10/19
222 <i>Bulmer</i> (2)	11/8/19	22/1/20	16/8/20
341 <i>Decatur</i> (8)	15/9/20	29/10/21	9/8/22
216 <i>John D. Edwards</i> (2)	21/5/19	18/10/19	6/4/20
228 <i>John D. Ford</i> (2)	11/11/19	2/9/20	30/12/20
247 <i>Goff</i> (6)	16/6/19	2/6/20	19/1/21
236 <i>Humphreys</i> (6)	31/7/18	28/7/19	21/7/20
230 <i>Paul Jones</i> (2)	23/12/19	30/9/20	19/4/21
242 <i>King</i> (6)	28/4/19	14/10/20	16/12/20
250 <i>Lawrence</i> (6)	14/8/19	10/7/20	18/4/21
336 <i>Litchfield</i> (8)	15/1/19	12/8/19	12/5/20
220 <i>MacLeish</i> (2)	19/8/19	18/12/19	2/8/20
223 <i>McCormick</i> (2)	11/8/19	14/2/20	30/8/20
343 <i>Noa</i> (9) ‡	18/11/18	28/6/19	15/2/21
239 <i>Overton</i> (6)	30/10/18	10/7/19	30/6/20

2ND GROUP—continued.

Name	Laid down	Launched	Compl.
218 <i>Parrott</i> (2)	23/7/19	25/11/19	11/5/20
243 <i>Sands</i> (6)	22/3/19	28/10/19	10/11/20
221 <i>Simpson</i> (2)*	9/10/19	28/4/20	3/11/20
217 <i>Whipple</i> (2)	12/6/19	6/11/19	23/4/20

Same as 1st Group. Parsons or Westinghouse geared turbines. Four White-Forster or Normand boilers. H.P. 24,200, 25,000 or 26,000=35 kts. T.H.S. 27,500 or 27,000 sq. ft.

3RD GROUP (2 ships):

Name	Laid down	Launched	Compl.
187 <i>Dahlgren</i> (1)†	8/6/18	20/11/18	6/1/20
199 <i>Dallas</i> (1)	25/11/18	31/5/19	30/4/20

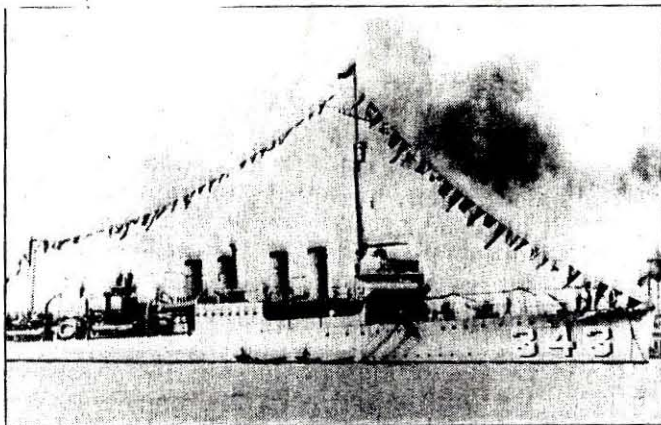
Same as 2nd Group, except 311 feet water-line length. Westinghouse geared turbines. Four White-Forster boilers. S.H.P. 27,000 =35 kts. T.H.S. 27,500 sq. ft.

* *Simpson* and several others now have fore-funnel taller than remaining three.

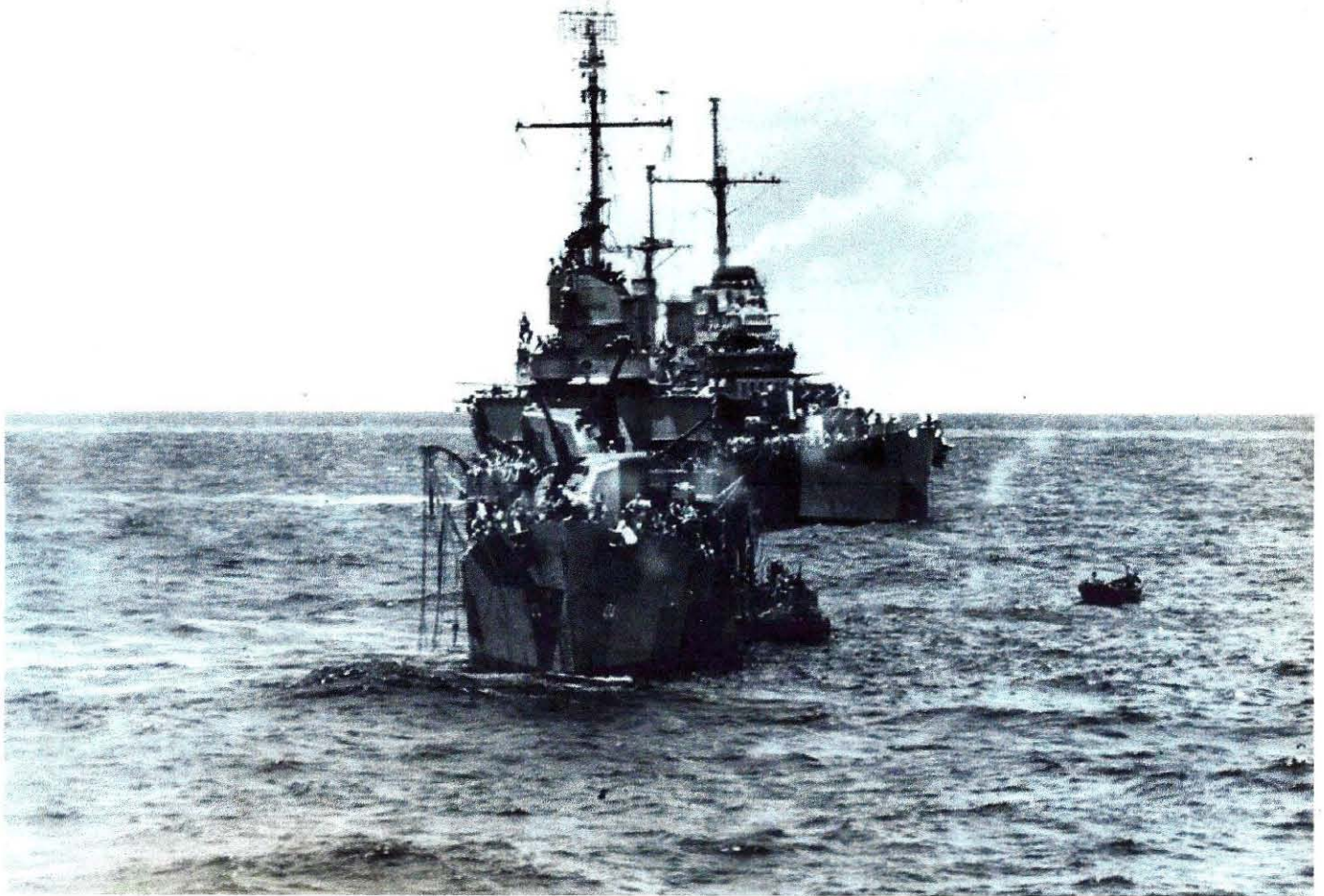
† *Dahlgren* re-engined, 1933: speed being increased considerably. Third and fourth funnels have been combined in one large casing, and tubes removed.

‡ *Noa* has been fitted experimentally with a small seaplane and derrick, 1941. S.L. platform has been shifted farther forward to enable plane to be stowed.

THIS COPY TAKEN FROM JANE'S FIGHTING SHIPS
1942 EDITION



During the "Nanking Incident" of March 24, 1927, the USS *Noa* and its crew members ashore helped rescue 52 besieged Westerners from Nanking. This was the most spectacular of the Patrol's clashes in China. Official U. S. Navy photograph



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Rural

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